



Engagement Report - Stage 2

Northern Beaches Bike Plan

June 2020



northern
beaches
council

Community and Stakeholder Engagement Report

Northern Beaches Bike Plan (Stage 2 of 2)

Impact level: One

Report date: 01 June 2020

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1. Summary¹

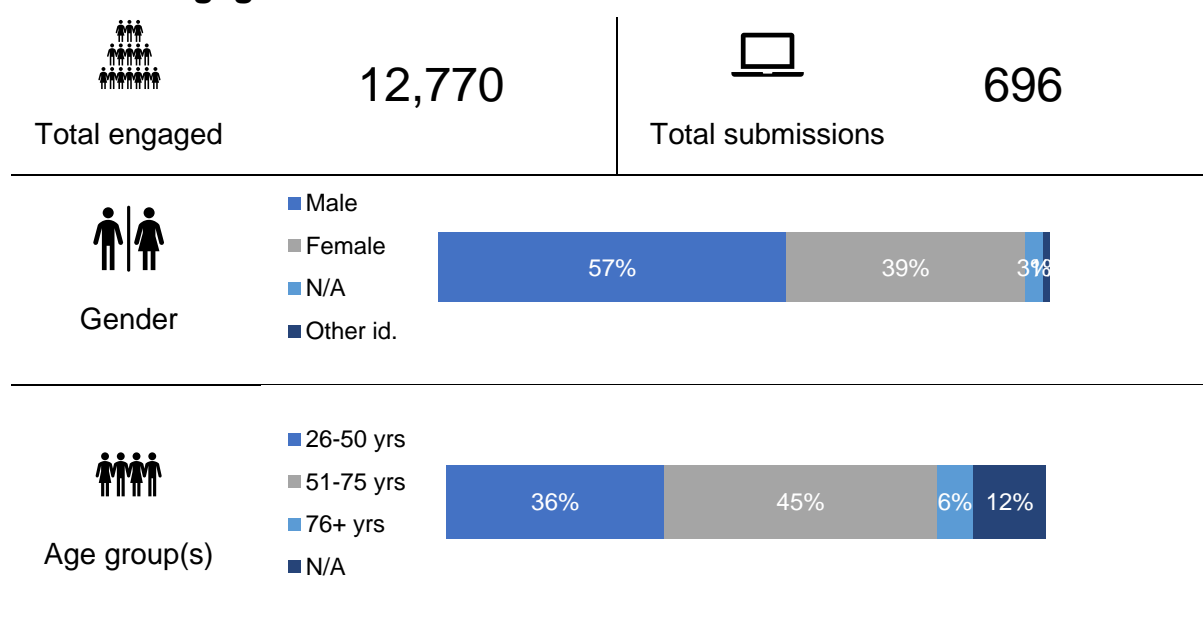
Project Title	Insert here
Impact Level	1
Stage(s)	2 of 2 stages
Consultation Period	Saturday 29 February to Sunday 17 May 2020
Version	1.0
Status	Draft
Related Projects	MOVE - Northern Beaches Transport Strategy - adopted

This report details the community and stakeholder engagement findings the public exhibition of the draft Northern Beaches Council Bike Plan.

This report represents what Council has heard as accurately, comprehensively and transparently as possible by using consistent quantitative and qualitative analysis techniques.

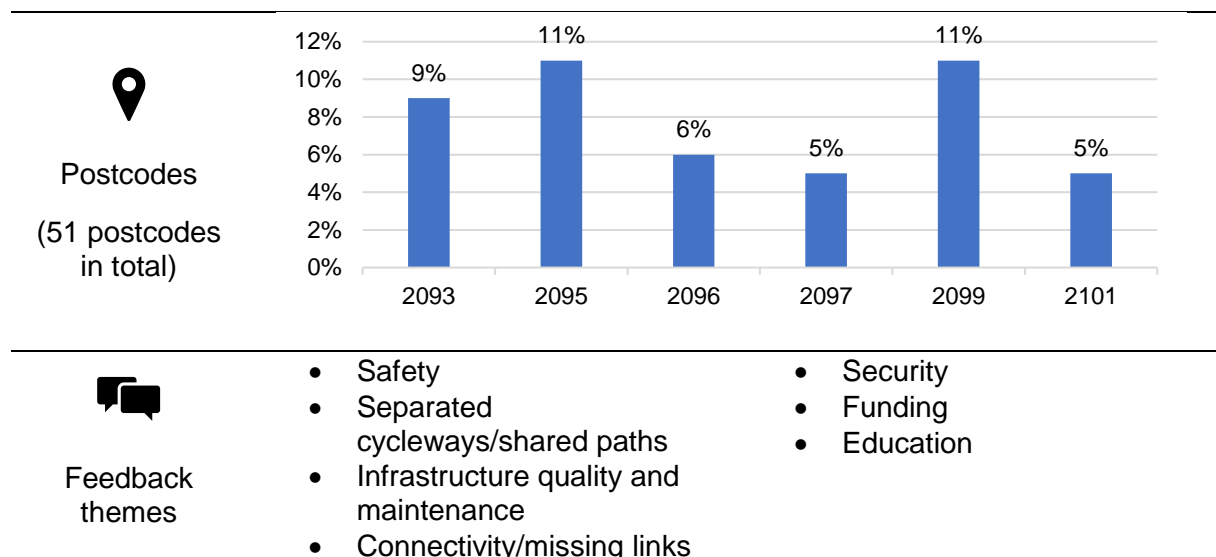
The reports content reflects the insights of 12,770 participating community members and stakeholders.

1.1. Who we engaged²








¹ 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.

² No demographic data was captured for respondents who contributed feedback through the online Q&A sessions.



1.2. How we engaged

	Visitors: 8,905	Visits: 11,232	Av. time onsite: 1m30s
Have Your Say			
	Facebook Post: 3	Reach: 45,496 Clicks: 961	
Social media			
	Video: 1	Views: 813	
Videos			
	Manly Daily: 3 ads Media Release: 1 Site signs: Yes Collateral availability: Customer Service Centres	Distribution: 236,000 Number: 20 Number: 4	
Print media and collateral			
	Community Eng. newsletter: 3 Council eNews: 2 Stakeholder email: 3	Distribution: 20,000 Distribution: 410,768 Distribution: 150	
EDM(s) ³			

³ Electronic direct mail

2. Background

The Northern Beaches Bike Plan guides future infrastructure and programs that will encourage more people to consider riding a bicycle for transport more often. The Bike Plan also aims to create a safer environment for people cycling on both paths and roads.

Engagement was carefully planned to seek feedback during key stages of the plan's development. The purpose of the engagement was to ensure we developed a bike plan that met the needs of our community.

A two-staged engagement approach was proposed to ensure we gathered broader ideas, suggestions, concerns and issues prior to developing a comprehensive draft plan. The draft was placed on public exhibition to ensure the community were satisfied with our approach including the planned directions and actions.

This report details the approach taken and findings from the second stage of community engagement.

3. Engagement approach - stage two

The Bike Plan community engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017). A documented engagement methodology is outlined in the Bike Plan Community and Stakeholder Engagement Plan (November 2018).

The approach provided our community with clear and consistent information, and easy and accessible ways to provide feedback.

The draft Bike Plan and associated engagement activities were promoted online, print, social media channels to gain broad community awareness of the project.

3.1. Engagement objectives

- Determine level of community support for the Bike Plan
- Raise awareness of and provide opportunities to provide feedback on the draft Bike Plan
- Confirm whether the community's concerns and cycling requirements identified in stage 1 were satisfactorily addressed in the draft Bike Plan.

3.2. Engagement methodology

Community and stakeholder engagement for this stage was conducted over eleven weeks, from 29 February to 17 May 2020.

The draft plan was originally placed on public exhibition for 28 days. A series of five face to face (drop in) sessions were also planned.

Following federal and state government guidelines to limit public gatherings and practice safe social distancing, Council made the decision in March to cancel the planned drop in session and extend the public exhibition to 3 May. A subsequent decision was made by staff to extend the exhibition further to 17 May.

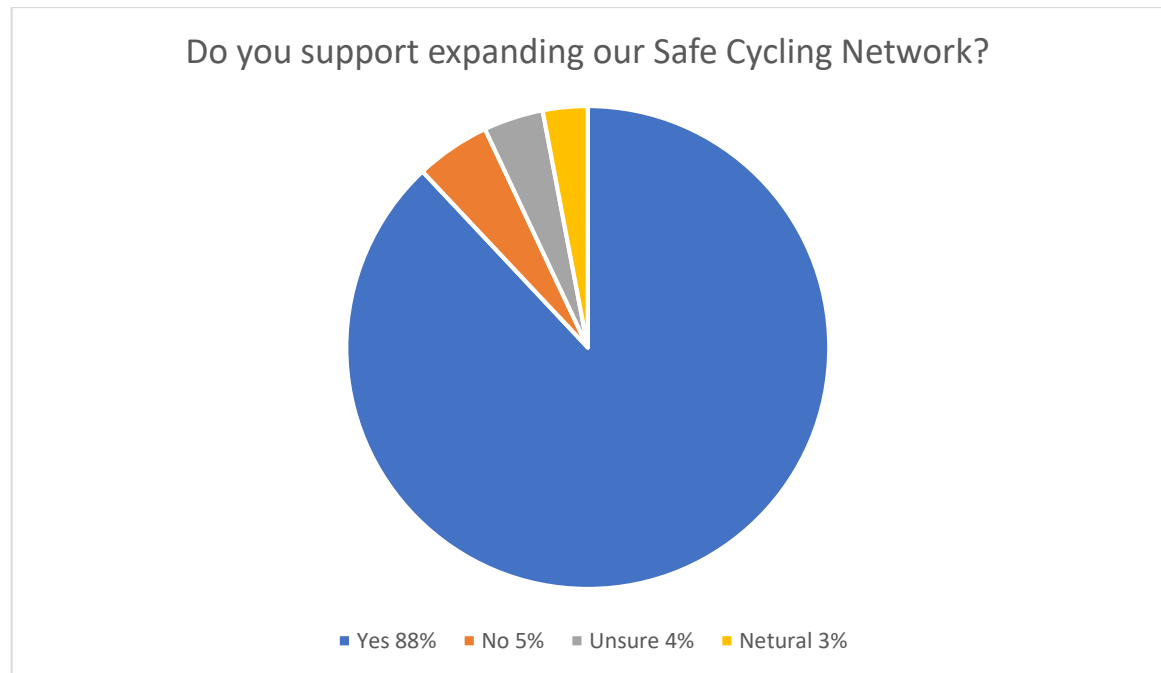
3.3. Engagement activities

Engagement consisted of a series of activities that provided opportunities for community and stakeholders to provide feedback on the draft bike plan.

Engagement activity	Overview
Have Your Say (online)	<p>Have Your Say Northern Beaches was used to conduct online engagement. It provided a portal for our community and stakeholders view information and provide feedback.</p> <p>8,865 visitors viewed the project page 11,044 times. Average time onsite was approximately 1.5 minutes.</p>
Submission Form	<p>The form was divided into four sections associated with the Directions in the draft plan:</p> <ol style="list-style-type: none"> 1. Safe Cycling Network. 2. Road Safety Network. 3. End-of-trip facilities. 4. Cycling Promotion. <p>The submission form was designed to provide participants with an opportunity to add their comments, concerns and priorities separately for each Direction.</p> <p>There were 696 submission forms completed, covering a range of themes including safety, cycle paths, signage, funding, education, enforcement and others.</p> <p>See Section 4 for the detailed findings.</p>
Online Questions and Answer (Q&A) Forum	<p>Face-to-face sessions planned which were cancelled due to social distancing restrictions during the COVID-19 pandemic.</p> <p>Two live online question and answer forums were held which provided participants with an almost immediate responses to their questions.</p> <p>There were 156 visitors to the Q&A page over the two sessions, with 72 contributions received. See Appendix 1 for details of questions received and answers provided.</p>
Social media	<p>Three posts were published on Facebook on 9 March, 5 and 11 May. Key analytics include a total reach of 45,496, with an average of 961 click through rate, 464 comments and reactions.</p>
Video	<p>One promotional video produced and uploaded to Your Say, Council ENews and Facebook – viewed 813 times.</p>
Print media	<p>Use of three ads and one media release to the Manly Daily, distributed to over 230,000 people provided a large distribution to raise project awareness and community interest.</p>
Electronic direct mail (EDMs)	<p>Project was included in three Northern Beaches Community Engagement Newsletters. With a distribution list of over 20,000, this activity increased awareness and drove traffic to the project landing-page, essential documentation and engagement tools.</p> <p>Council also sent three email updates to approximately 50 community members.</p>

4. Findings

Direction 1: Expand, improve and maintain the Safe Cycling Network

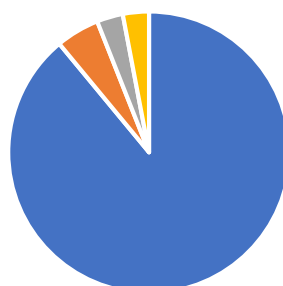


Theme	Comment summary	Council's response
General support	Overall, an average of 88% of respondents support the draft Bike Plan and the need to expand the Safe Cycling Network.	<p>The majority of favourable sentiment for the draft plan supports the extensive work that went into the planning and development of the document, with critical input from the community and stakeholders.</p> <p>Expansion and upgrading of the Safe Cycling Network will provide greater opportunities for cycling transport and recreation on the Northern Beaches.</p>
Safety	Safety is a major concern for respondents and the main reason people do not want to cycle more often. The safety issues include motor vehicles, conflict between users on shared paths, obstructions and maintenance of paths and road shoulders.	The Bike Plan prioritises actions which create a safer cycling environment for all people including a proposed Safe Cycling Network that is largely separated from motor vehicles and a Road Cycling Network that focuses on creating a safer road environment for both cyclists and other road users.

Separated cycleways	<p>Overwhelming support and preference for additional separated cycleways.</p> <p>Seen as the safest bicycle infrastructure without dangers of motor vehicles or pedestrians.</p>	<p>Separated cycleways are best practice in terms of providing transport cycling facilities. They provide a safer environment by separating bicycles from both motor vehicles and pedestrians. However, they require more space to construct than a shared path.</p> <p>In addition, separated cycleways do not cater for the needs of many road cyclists who wish to maintain higher speeds and cycling in groups.</p>
Shared paths	<p>Shared paths are seen as an issue due to conflict between users. Pedestrians sometimes felt at risk with bicycles passing in close proximity and at high speed.</p> <p>Bicycle riders often complained about pedestrians with earphones and unpredictable movements of children and dogs.</p>	<p>Transport for NSW Centre for Road Safety released a discussion paper on shared paths in 2015. The concluding remarks based on evidence stated that shared paths represent a relatively low safety risk.</p> <p>Almost all existing off-road cycling network infrastructure on the Northern Beaches consists of shared paths. The shared path network will continue to expand due to cost and space requirements of separated infrastructure. Ongoing education and etiquette campaigns will help manage this issue.</p>
Path quality and maintenance	<p>Concerns regarding the design, construction and maintenance quality of our existing cycling network. Issues included; inadequate widths of paths or shared paths that cross driveways, obstructions such as poles and bus stops and the maintenance of surfaces and adjacent vegetation.</p>	<p>The existing cycling network has developed over years. During this time standards of bicycle infrastructure and community expectations have continued to rise.</p> <p>Council designs new shared paths to meet the current standards and to minimise conflict issues where possible. Shared paths are considered a slow cycling environment and are not designed to cater for faster moving cyclists.</p> <p>Shared path maintenance is ongoing as part of Council's maintenance program.</p>
Connectivity/missing links	<p>Need for interconnecting routes between suburbs and to shops, transport hubs and schools.</p>	<p>The Bike Plan addresses the need to develop a full Safe Cycling Network and not switch between paths and roads (unless it is a quiet local street). The Plan also address the need to upgrade crossing points to provide a safer route of travel for bicycle riders.</p>

Direction 2: Improve and maintain the Road Cycling Network

Do you support making our roads safer for cycling?

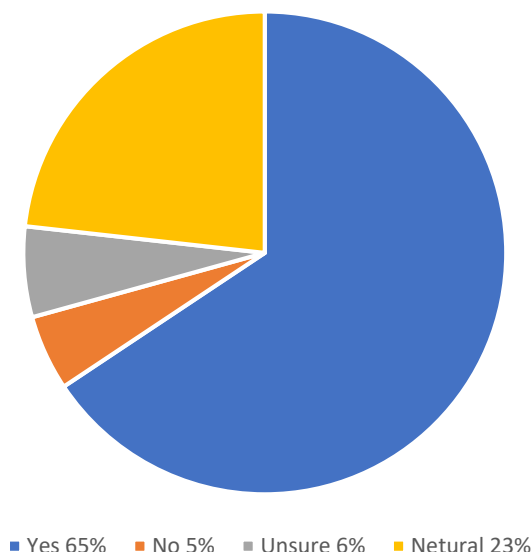


■ Yes 89% ■ No 5% ■ Unsure 3% ■ Netural 3%

Theme	Comment summary	Response
General Support	<p>There was majority support for making roads safer for cycling.</p> <p>Those who did not support safer road cycling generally, felt that cyclists should not be on the road as they disrupt the flow of traffic, ride dangerously and don't always follow road rules.</p>	<p>The identification of the Road Cycling Network will allow greater emphasis of cycling provision and safety in areas most used by cyclists. Future works on these roads will give greater consideration to cycling safety and movement.</p>
Safety	<p>One of the main safety concerns for road riders is the existence of bicycle lanes that are located in the door opening zone of parked cars.</p> <p>Other hazards to riders in the comments included traffic management measures such as roundabouts, chicanes and speed humps.</p>	<p>The marked lanes were created at a time when this treatment was standard practice. Council no longer installs new bicycle lanes unless there is an adequate buffer between the bicycle lane and parked cars. The Bike Plan aims to progressively remove dangerous bicycle lanes as road resurfacing works occur in these areas.</p>
Road surface condition and signage	<p>Condition of the road surface and vegetation and debris on road shoulders.</p> <p>Good signage is important for wayfinding and safety on both roads and paths.</p>	<p>Main roads are under the jurisdiction of Transport for NSW. The Bike Plan aims to provide alternative infrastructure to provide riders and potential future riders with a greater choice in routes.</p> <p>The Bike Plan will also inform Transport for NSW of the need for better cycling provision on State Roads to be as part of future road upgrades.</p> <p>Behavioural and wayfinding signage will be considered where appropriate.</p>

Direction 3: Provide and maintain end-of-trip facilities

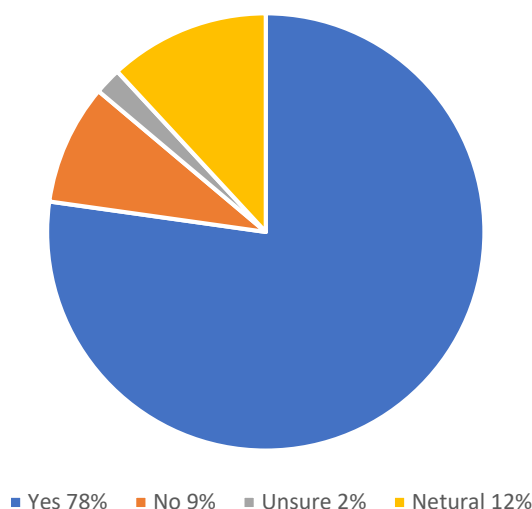
Would you like to see improved end-of-trip facilities?



Theme	Comment summary	Response
General Support	There was general support for improved end-of-trip facilities	End-of-trip facilities form an important element of cycling infrastructure, especially with regards to transport cycling. Council will continue to provide, maintain and improve facilities to assist people at their destination.
Security	Support for greater security for bicycle parking including the provision of CCTV in key locations.	Action A24 aims to provide more secure bicycle parking at transport hubs and major destinations.
Funding priority	A number of comments suggested that funding should be prioritised towards constructing more bicycle paths over end-of-trip facilities.	It is acknowledged that developing and maintaining the path network is most important and this is reflected in the proportion of spending. However, end-of-trip facilities form an important element of cycling infrastructure, especially with regards to transport cycling. Council will continue to provide, maintain and improve facilities to assist people at their destination.
Additional bike parking	Bicycle parking should be provided in more locations.	Council will continue to expand the provision of bicycle parking. This is identified within the Bike Plan Actions.

Direction 4: Promote and encourage cycling

Would you like to see better promotion of cycling for transport?



Theme	Issue	Response
General Support	There was general support for the promotion of cycling.	Council will continue to promote and encourage cycling through education campaigns, information on our website, Bike Maps and promotional events. Tactics are detailed in Action Table 4.
Funding Priority	A number of comments suggested that funding should be prioritised towards constructing more bicycle paths rather than promotion.	It is acknowledged that developing and maintaining the network is most important and this is reflected in the proportion of spending.
Education and enforcement	<p>More education for both cyclists and vehicle drivers regarding road rules is important – vital to improving safety and co-existence of road and path users.</p> <p>Police and rangers should enforce the cycling and driving rules.</p>	<p>The Bike Plan contains Action 46 to promote and educate the community on cycling etiquette, safety and laws.</p> <p>Projects in line with this action would be directed would be directed towards cyclists, motorists and other road and path users in line with Council's Road Safety Plan.</p>

Further comments and suggestions

Theme	Comment summary	Response
Bicycles on busses	Request that busses provide bicycle racks to increase the range and transport opportunities for cycling.	This issue is a matter for TfNSW and the private bus operators. Council acknowledges that bicycles racks on busses (as seen in many cities around the world) would be beneficial to increase cycling for transport.
E-Bikes	E-bikes are growing in numbers. How is Council addressing this?	The numbers of e-bikes on the Northern Beaches has been growing rapidly in recent years. E-bikes allow more people to cycle and increase the distance that people will cycle for transport and recreation. This places more emphasis on the need for high quality regional and district routes and the extension of the network further from cycling areas that have previously been constrained by topography. Consideration for e-bikes will also be given in future end-of-trip facility projects.
Motorist education	There is a lot of dangerous behaviour by motorists on roads. Cycling safety campaigns should be directed at motorists.	The Bike Plan contains Action 46 to promote and educate the community on cycling etiquette, safety and laws. Projects in line with this action would be directed towards cyclists, motorists and other road and path users in line with Council's Road Safety Plan.

5. Conclusion

Overall, there was a high level of support for the draft Bike Plan and the four directions identified in the draft Bike Plan.

Feedback collected through the engagement process identified several recurring themes as well as general ideas and perspectives.

It is clear that our community believe Council has a major role to play in making our roads safer for cycling, expanding the safe cycling network, providing facilities and providing more educational to riders and motorists.

Much of the feedback received indicated that our community want to see an expansion of our safe cycling network and want to feel safer when cycling on our roads. Many suggested that there should be greater separation between bicycles, pedestrians and motor vehicles and a greater awareness and education of bicycle use on roads. Requests also included to improve the existing networks, constructing missing links, providing safer road crossings, improved maintenance and more secure bicycle parking.

It is noted, that there are varying views on how to achieve some of our goals, particularly how funding should be allocated.

6. Acknowledgements

Thank you to the 12,770 community members and stakeholders across the Northern Beaches who shared their time, expertise and comments.

We recognise this is one of many engagements that Northern Beaches community members and stakeholders have participated in.

7. Appendix

Appendix 1 - Online Question and Answer Sessions

Appendix 2 - Your Say submissions and attachments (sorted by Bike Plan Directions)

Appendix 3 - Submissions received via email

Appendix 4 - Facebook video posts

Appendix 1 - Online Live Question and Answer Sessions

Questions and responses - online live Q&A sessions held on 7 and 12 May 2020

<p>1. It sounds like money/budget is the limiting factor. How can NB Council get more money for cycling infrastructure?</p>
<p>The Bike Plan will set the future direction and priorities for cycling across the LGA. On top of direct Council funding, it provides a platform for greater grant funding opportunities mainly provided through Transport for NSW. The Plan allows cycling infrastructure to be considered and provided as part of major State Government transport infrastructure projects, such as the B-Line, Mona Vale Road upgrade and Frenchs Forest development. It also provides opportunity for cycling infrastructure to be provided by development contribution.</p>
<p>2. Narrabeen trail is fantastic! Are there any plan to make similar, totally off-road paths, just to get out and enjoy the environments, ie easy riding</p>
<p>The proposed Safe Cycling Network provides a large expansion to off-road paths where there will be numerous opportunities and connections for recreational riding.</p>
<p>3. Double decker bike parking - look out Amsterdam! A more direct safe-cycling infrastructure connecting Balgowlah/Manly Vale/Brookvale to the wharf, Manly would become much more bike friendly.</p>
<p>We understand the need for a direct safe cycling link to connect the Wharf to Kangaroo Lane and are looking at options within an area that has quite limited space. This link will be a future project aimed for grant funding applications as it forms part of our regional route connections.</p>
<p>4. Bikes everywhere at Church Point. Could the council please supply mass bike parking, so as not to clutter the whole area?</p>
<p>We understand this area is very popular on weekends. We can look into this issue and see if there is space to install a suitable rack.</p>
<p>5. Will the Pittwater Rd Queenscliff bridge be upgraded to allow bikes to pass both directions and create separation from traffic?</p>
<p>The bridge is a Transport for NSW (TfNSW) structure. Any works associated with the bridge needs to be undertaken by TfNSW. There is a potential option to construct a separate walking/cycling bridge however this infrastructure is outside of the current capital works delivery program due to the significant cost involved. We will continue to discuss this with TfNSW and investigate funding opportunities.</p>
<p>6. Signage, markings and right of way at t junctions - follow up</p>
<p>Council is currently working through some intersections along the Pittwater Road corridor at North Manly to improve safety of some of these very intersection issues. Once we have these completed the team can look at other locations. Where we have recently completed a new section of shared path from Newport to Newport West all intersections have treatments to provide a safe crossing point and the main pedestrian crossing at Newport West shops has a dedicated cycle crossing so riders do not have to dismount to cross the road.</p>
<p>7. Love the Bike repair stations. How do I find where they are?</p>

We have bike repair stations at Manly Wharf, Manly Library Lane, Middle Creek, Dee Why Beach and Narrabeen Tram Shed (near the undercover bike parking), Brookvale B-Line, Terrey Hills, Church Point and Seaforth at Spit Bridge. We'll promote these when we next develop our cycle-way mapping.

8. Why the new (shared) cycle path has been located on Warringah Road rather than Frenchs Forest West Rd which better connects into the existing East-West routes?

There is a full length shared path on the southern side of Frenchs Forest Road between the Hospital and Forest Way - with some sections not line marked and sign posted as yet as part of the works for the road upgrade. The section from the High School through to Forest Way was noted during the last asset walk as an outstanding action to be completed.

9. Q&A feedback - If interactive two-way discussions are not viable, perhaps consider adding a "like" button, or upvote etc on both questions and responses. It'll reduce people asking things twice and show some weighting to popular questions, and also provide insights into how answers are received. We all know how to use a like button.

We decided that rating the popularity of a question did not serve a purpose in this instance as we are not prioritising responses in order of popularity. In saying that, we appreciate your feedback and will take it on board for similar future sessions.

10. Noting others have asked this already. A more interactive Q&A and info session (online) would be helpful to hear about plans, ask questions and have a 2-way discussion. Are there any planned for the future?

Thanks for your feedback. With interactivity comes other technological and accessibility challenges. Two-way discussions can also be very time consuming and resource intensive. We strive to balance both efficiency and effectiveness of an activity. We are constantly looking at different ways to involve people across the range of projects open for consultation. You can get in touch with the project team directly if you would like to discuss anything in more detail. Contact details are available on the main project page.

11. Cyclists in bus lanes on Pittwater Rd

Bus Lanes on the Northern Beaches are located on State Roads which are under the jurisdiction of Transport for NSW. Transport NSW states that bicycles may use Bus Lanes, however bicycles may not use Bus Only Lanes.

There is limited scope for Council to implement changes within the road carriageway on State Roads. However the Bike Plan aims to provide a safer road network for all road users as well as provide a cycling network with alternative routes that would allow people to avoid riding on main roads.

12. Frenchs Forest Connectivity? When will we see cycling infrastructure connecting this region?

Frenchs Forest is considered a Strategic Centre and will become a major focus to connect to other centres via cycleways. The Safe Cycling Network routes proposed in the draft Bike Plan reflect this along with the Principle Bicycle Network that is being developed by Transport for NSW. The designation of the major routes will lead to the increased grant funding opportunities for Council to construct the connecting links.

13. The shared path past the Northern Beaches Hospital has the cyclist giving way to side roads. It does not integrate with any other cycling facilities (what happens at the West end over the bridge to enable a cyclist to continue West not going on Warringah road). This was a huge lost opportunity and negatively demonstrates the *real* commitment levels to cycling.

The shared path constructed as part of the hospital road project was only delivered to the project boundary. Council agrees that further work is required to enhance the network connections along the existing road corridors. The opportunity exists to use this part of the network as leverage to access further funding streams to continue the shared path from the new work to Forestville and beyond. A similar situation exists at the eastern end of the project where the connectivity to Beacon Hill and Allambie Heights needs to be continued as future works.

14. Why isn't McCarrs Creek Road in your plan?

McCarrs Creek Road is an extremely popular area for road cyclists and has therefore been included in the Road Cycling Network. Efforts will be made to make this area safer for all road users. Lack of available space limits any proposal to provide an off-road cycleway in this area.

15. Is the council planning anything to promote ebikes?

E-bikes have boomed in recent years and there has been a noticeable increase in usage on the Northern Beaches. This highlights the need to extend the Safe Cycling Network further from centres to cater for increased distance and usage. Council has previously hosted e-bike demonstrations as part of Bike Week events. We will look to more in the future.

16. Riding 2,3 abreast. Is this legal?

NSW Road rules allow riders to ride two abreast, but not more than 1.5m apart.
<https://roadsafety.transport.nsw.gov.au/stayingsafe/bicycle-riders/laws.html>

17. Temporary cycling infrastructure to handle COVID spike

We are looking at the recently released funding opportunities from the Department of Planning, Industry & Environment as part of their Streets as Shared Spaces program. This is a pilot program to promote temporary activation projects in local government areas. The program aims to increase the amount of public space and improve local streets and paths as shared spaces for people and transport.

18. Off Road Bicycle Paths 3km around Shopping Area and Schools

The safe cycling network looks at the connectivity around the local areas as well as how these areas connect to other hubs and points of interest or activity. There is more work to undertake in this regard when the overall needs of the community are taken into account as part of an integrated transport network. We are looking at these local connections as well as the more regional links to main centres, transport services and other key locations.

19. Policy to make all new or upgraded paths for pedestrians and cyclists

In some locations it is not feasible to provide a path of a width that could be designated as a functional shared path. Council needs to balance the existing streetscape and tree removal with the hard surface area and drainage impacts that this creates, and the balance between the needs of the affected residents and those travelling along the street.

In some cases we may look at improving the road environment to make it safer to ride on the road through the reduction of the speed limit, traffic calming or converting the road to a shared zone. The topography of some areas do not provide sufficient usable road corridor width to allow construction of a shared path without significant engineering and the associated costs and impact on adjoining property access.

20. Commuting corridors South and West. Is this something that the Council has a view on?

Council is looking at the commuter corridors between our area and the City, North Sydney, and Chatswood to improve the safety of intersections, and provide, where possible, to allow users continuous travel priority. This could be relocation of crossing points away from the point of intersection, priority at traffic signals through changes to the phasing where possible, and through intersection treatments that provide the priority to cyclists.

21. What is the timeframe for installation for routes marked high, medium or low prior?

High, Med, Low relates to the priority Council places on providing the network. Timing is dependent on available funding from Council's budget and grant funding provided by State and Federal Governments or through the inclusion with other projects.

22. Signage, markings and right of way at T junctions. Could Council consider marking bike paths across T junctions and moving give-way signs for cars back so cars stop/give way at paths.

We can over time look at improving crossing points for pedestrians and bike riders by moving the crossing point away from the intersection, depending on space requirements. We are also limited to the guidelines by Austroads and TfNSW requirements.

23. There was a proposal for a multi-use trail along slippery dip track (off Morgan Rd) all through to the Narrabeen Lagoon trail. Why is this not shown?

The Slippery Dip Trail is a Multi Use Trail and generally accessible by mountain bike. The terrain within the area make it impracticable to provide an accessible transport orientated link. Council is addressing mountain biking and specific trails within bushland within the Recreational and Open Space Strategy. More information on this Strategy can be found here: <https://yoursay.northernbeaches.nsw.gov.au/open-space-and-recreation-strategy>

24. Will bicycle routes from the past remain in existence even if they are not shown in your plan?

Bicycle routes from the past are still able to be ridden even if they are not marked on the current plan. The existing route from McIntosh Rd through to Tristram Rd still exists in the Plan.

25. Can we help collect more safe network usage information?

Council collects data on network usage through various survey mechanisms, including volunteer counts through super Tuesday counts, camera surveys, physical location counts and other technologies such as static counting stations.

26. Thanks for completing all the way around Narrabeen Lagoon- its Fantastic by bike and walking

Hi, thanks for the compliment. The Narrabeen Lagoon trail has been really well received by the community and provides connections to shared paths in Cromer, Dee Why Narrabeen, Mona Vale and Warriewood.

27. Where is the data on bike safe network users?

Council has developed the Bike Plan through a number of methods. Data collection has been taken over time through various survey mechanisms, including volunteer counts through super Tuesday/Sunday counts, camera surveys, physical location counts, Strava data and other technologies such as static counting stations.

The two types of networks have been proposed to offer cycling infrastructure for different kinds of bicycle riders whether they are cycling for recreation or transport.

28. How can we ensure more provision is made for cycling with any new major road construction and development?

All major road projects are now treated as a transport corridor, and as such considerable works have been completed around the Frenchs Forest Precinct with a shared path along the south side of Warringah Road from Fitzpatrick Avenue East to Allambie Road, and along Frenchs Forest Road/Naree Road from Forest Way to Allambie Road.

The Mona Vale Road project also includes a shared path from Warriewood to Terrey Hills with some sections adjacent to the road corridor and some deviating away to allow access to better

grades so it is more user friendly. Council continues to work with Transport for New South Wales to develop this infrastructure with these major projects. The B-Line project also provided significant shared path connectivity between the transport hubs and residential areas.

29. Dual use paths in urban streets: Council's approach in this plan and option for markings?

The conversion of existing footpaths to shared paths can be achieved in some locations successfully, however this is often not the case. The way a shared path is constructed is considerably different from a standard footpath. Over time, the point of widening on the footpath can create a weakness that may become a trip hazard for all users over time.

The marking of paths across driveways is a subject that comes up especially when these are being built in existing areas and where possible we create a continuous path of travel.

The road rules clearly state that a vehicle exiting private property must give way to pedestrians, cyclists and other vehicles using the roadway.

30. Has the planning for the Safe Cycling Network adequately taken into consideration the benefits of scenic recreational paths radiating from Manly (and other tourist hotspots) to international tourists?

Manly is a major cycling hub on the Northern Beaches and the Bike Plan proposes to extend the Safe Cycling Network to increase the range from Manly.

Numbers of users (or potential users), including tourists forms a part of criteria that is assessed by Transport for NSW when Council applies for grant funding of projects.

Council's Destination Management Plan (currently under development) addresses tourism specifically and how it impacts the Northern Beaches.

31. Why focus on transport and not recreational rides?

Council's Transport Strategy aspires to increase bicycle trips to help decrease car usage and reduce the demand on roads and parking. The Bike Plan is mainly focused towards transport for this reason. The numbers of people currently riding a bicycle for recreation vs transport provides an opportunity to increase transport bicycle usage.

32. If natural bushland areas are used for bicycle path construction, will the natural environment unit assess their impact and can redirect if required?

Yes, the project team will seek advice and guidance from the Natural Environment Business Unit if any bicycle paths are planned in natural bushland areas so that we can achieve the best outcome.

33. Do you have an ETA on a safe cycleway going through or near Wakehurst Parkway?

The cycleway between the Frenchs Forest Precinct and Seaforth is scheduled as part of the Beaches Link project as an off-road shared path. The alternative route that Council has investigated was along the powerline trail on the western side of Wakehurst Parkway. This route is a high priority to be delivered subject to funding being available in the future.

34. Are you working with surrounding councils to provide a safe cycleway to the city?

Yes. We communicate regularly with neighbouring councils, other Sydney Councils and Transport for NSW regarding the wider cycling network. Transport NSW has been developing the Principle Bicycle Network to provide connections between major centres. The Regional Routes within the draft Bike Plan reflect this network.

35. Who would oppose to the Bike Plan?

We hear a wide variety of comments from the community. Different people have different ideas and priorities in relation to cycling. We take on board all opinions.

36. Is there a published process for responding to customer requests for road maintenance?
If you would like to request road maintenance please follow this link and fill out the form https://help.northernbeaches.nsw.gov.au/s/createcase?recordId=kA07F000000cSCKSA2
37. Footpath design
When we design footpaths we look at the volume of pedestrian traffic, impact on the residential amenity, and alignment with both the Walking Plan delivery schedule and draft Bike Plan priority list. In some locations the footpath design width of 1.5 metres is more appropriate given the impact on street trees, topography, and alignment of property access points. The location of the grass strip is often used to provide clear separation of footpath and roadway or driveways, especially where the road speed limit is higher. It is also done for aesthetic or environmental value.
38. Will the council create a register of accidents on share bike paths?
We currently do not have plans to create a register, however it is an idea we will take on board for the future. Unlike accidents involving motor vehicles on roads, incidents on shared path are more minor in nature and do not get registered by police/hospital data.
39. Is there any safe access planned for cyclists and pedestrians on Powderworks Rd (from Elanora Heights shops to Mona Vale Rd)?
We don't have any plans at this stage to construct any cycle networks in the upper stretch of Powderworks Road. Any footpaths or shared paths will need to be considered and constructed as part of any future land release, similar to Warriewood Valley.
40. Why are bike paths being constructed on the western side of Pittwater rd, rather than the eastern side?
The draft Bike Plan proposes that the Safe Cycling Network is generally located on both sides of Pittwater Road. This is due to the distance between safe crossing points along main roads. There are pros and cons to either side and to which side should be constructed first. Whilst the eastern side has benefits as you have stated, the western side offers better access for more local residents.
41. Bike Plan vs Current Road Works
The road environment has to cater for all road users, including pedestrians. Where the width allows, Council endeavours to provide additional facilities for cyclists at traffic calming locations. All new works are reviewed for impacts on cycling and pedestrian movements by the traffic team prior to construction being undertaken.
42. Dedicated bike/bus/motorbike lanes through Dee Why.
At this stage we don't have any plans to change the bus priority in this location however we will take your suggestion on board and will discuss with Transport for NSW in future conversations.
43. Why can't we get rid of painted bike lanes and replace them with dedicated lanes?
Council no longer installs bike lanes next to parking areas unless there is adequate buffer zone. The existing lanes were installed at a time when this was standard practice in NSW. The draft Bike Plan states that as resurfacing works occur, bicycle lanes without buffer zones should be removed and an alternative treatment applied. Converting parking lanes into bicycle lanes needs

to be assessed as to the impact it would have on transport benefit verses the need for parking for surrounding landuses.
44. How wide will the shared bike paths be?
We generally build shared paths between 2.5-3.0m in width but this can be dependent on available space. In areas where space is limited, this may be reduced to manoeuvre around power poles and bus stops. We have only had our pedestrian and cycling monitors out for a short time and will be reviewing the data over the coming weeks.
45. As a pedestrian, shared bike paths seem very dangerous to me. What are the major causes of accidents on share bike paths?
Accidents on shared paths are not captured in the accident data provided by Transport for NSW. The main causes of accidents on shared paths are assumed to be speed, distraction and as a consequence of other factors such as avoiding animals. Research has shown that path width, speed and other roadside infrastructure contributes to the overall safety on the shared path. Increased awareness of the shared path environment and improvements to the network can assist to improve the safety of users of the network .
46. Will there be dedicated bike lanes?
The bike lines that exist in this situation (adjacent to parked cars) were installed at a time when this type of bike lane was standard practice in NSW. Council no longer installs bike lanes next to parking areas unless there is adequate buffer zone. The draft Bike Plan states that as resurfacing works occur, bicycle lanes without buffer zones should be removed and an alternative treatment applied.
47. Why not go with "live" interactions which would be qualitatively better than questions which we have no visibility of who is driving the responses?
We are trialling different ways to engage with our community. There are advantages and challenges associated with different tools. We are experiencing a high volume of very detailed questions. Be assured we have a team of people live now responding to questions as quickly as possible.
48. Can we do the next session using Zoom or Google Meet?
While tools like Zoom have their strengths, they also present challenges including giving everyone an equal chance to speak - particularly when people are coming and going at different times like in this forum. We will continue to look at new and different ways to involve you in to the future.
49. Is the plan available in higher resolution? The suggested link did not work
There was an issue with the mapping links, however this has now been rectified. Please click the links in the document or Your Say Page to view the more detailed web based mapping.
50. Can you please confirm that maps will be prepared for recreational rides of various lengths and difficulties along safe routes?
This suggestion will be taken into consideration when the design of new maps is undertaken.
51. Availability of bike maps - on road and off road options
Yes. Developing updated bike maps is an action identified in the draft bike plan.

52. Bike routes?
The proposed Road Cycling Network was based on Strava Heat Mapping. It is essentially suggesting which roads should be looked at to provide a safer environment for cycling.
53. Can you get bicycle racks or other carrying options on Northern Beaches buses?
The provision of bike racks on the buses is a matter for Transport for NSW and we will advocate on behalf of the community.
54. Are there plans to place bike racks on the front of the buses?
The provision of bike racks on the buses is a matter for Transport for NSW and we will advocate on behalf of the community.
55. are there any plans to provide security cameras in bike lockers and other bike parking sites?
We use a variety of bicycle parking hoops and racks across the network. Some of these are bolted to the surface and we use tamper proof bolts where possible. We will check existing racks overtime and will work to upgrade bolts so that they are tamper proof.
56. What percentage of Programmed for Mobility and High Priority routes will be Protected Mobility Lanes?
<p>The safe cycling network delivery list provided indicates the proposed works. This will be further defined as the detailed design is undertaken on each section. Whilst the main option is shared paths we have proposed to trial separated cycleways in a few locations - Sturdee Parade Dee Why, and Ocean Street Narrabeen. When Council consults with the community on each section of the proposed network, there will be the opportunity to propose a different local solution. A large proportion of the network has been designed to suit all users including children who may not be comfortable using a separated on road cycle ways.</p> <p>The approval process for the pop up lanes would preclude any being put in place before June 30 this year - we have nominated several sections where we would like to trial this pop up treatment. The separated cycle ways would be of a similar style to the separated cycle ways in the City of Sydney where there is no parking immediately adjacent to them.</p>
57. Why not trial pop-up bike lanes?
The team have looked at some locations for the pop up bike lanes. However the issue that we have on the Northern Beaches is a large proportion of the on-street parking is used by residents and with people staying at home it is difficult to convert the parking lane to a pop up cycle lane without impacting the residents who rely on the on-street parking.
58. What can you do to reduce the risk of drivers running down cyclists in those small traffic calming roundabouts?
The Road Cycling Network forms the basis as to which roundabouts should be assessed to be made safer for cyclists and all road users. This may include minor treatments such as bicycle stencilling leading into the roundabout, traffic calming to vehicle reduce speeds or infrastructure upgrades.
59. Why is the bike path along Pittwater Road from Collaroy to South Creek "low priority"?
Council is currently looking placing a higher priority on the shared path on the western side of Pittwater Road. This will be reviewed and be given a high priority. The priorities given were the result of GIS calculations shown in the appendix of the Bike Plan. The priorities need to be reviewed subjectively once all feedback is received.

60. Is there any intention to cater for "recreational" riders as opposed to "Road Cyclists"?

The proposed Safe Cycling Network is designed to provide safe cycling routes and connections that could be used for both transport and recreation. The more cycle paths that we can construct the more opportunity there is for recreational loops.

61. What type of programs do you anticipate using for education of cyclists and pedestrians?

Council deals with this issue in a number of ways. Recent examples include:

- Developed Shared path video – posted regularly on Council's Facebook page, and recently shared with stakeholders and schools for distribution within the community.
- At Bike week and other events we provide road safety information for bicycles and pedestrians, shared path etiquette and often give out free bicycle bells to encourage use.
- We are currently placing shared path etiquette signage in various locations.

Currently success is mainly measured in community feedback.

62. The Plan has 4 levels of priority. Can we get an estimate of when work on each priority level might start?

The proposed network will be constructed as funding becomes available. This will be achieved through several different funding streams; grants, developer contributions, working capital and as part of larger infrastructure projects. The bike plan allows Council to prioritise the provision of the network and advocate for increased funding to deliver the network on behalf of the community.

63. Bike/Micromobility Racks

Council will look at opportunities to increase the use of the double stack racks at Manly Wharf in consultation with the community and transport operators. Additional racks have been installed at some B-Line stops where space allows. There is also potential to convert some car spaces to additional bike parking in the future in partnership with Transport for NSW who manage the B-Line car parks.

64. The plan seems to be projecting the past more than planning the future - shouldn't it be micromobility - not cycling?

The bike plan sets the future direction for Council to focus on education and infrastructure relating to cycling and does not touch on the broader topic of micromobility transport. We are aware of current global trends around micromobility and will respond to demand and increased usage when NSW legislation is amended in the future.

Appendix 2 - Your Say Submissions (sorted by Bike Plan Directions)

Further comments/suggestions on expanding our Safe Cycling Network.
<p>(Please also refer to attached document)</p> <p>I think there must be an ambition for proper segregated cycle lanes along all the key routes. Why should pedestrians have to share the pavements with bikes? There is often so much unused space on the roads. Please don't be afraid of the loss of a few car parking spaces. Remember that one of the best ways to get people out of their cars is to make parking less available.</p> <p>The hierarchy must be pedestrians, bikes, public transport, shared cars and then private cars.</p> <p>A couple of examples - along Balgowlah Road in Fairlight, there is a line of empty parking spaces that could be used for a bike lane – this shared path is getting busier and busier and feels very constrained around the golf club and the Roundhouse. And on Hill Street by the cemetery new cycle markings have just been painted on the pavement - it feels so wrong to cram bikes in with the crowds of schoolchildren. There is so much road space here. Why not widen the pavement to create space for everyone? A tiny handful of school drop-off parking spaces would go but a narrower road would be safer for everyone - traffic would slow, it would be easier to cross the road, more parents would allow independent travel to school.</p>
<p>A bike path from Dee Why around the edge of the lagoon linking up with long reef. There is a major problem with safe riding between Dee Why and Narrabeen Lagoon along Pittwater Road</p>
<p>A coastal path would be great for families</p>
<p>A credit to the staff and partners as this draft appears to be comprehensive and reflects a good understanding of the different types of bike riding and needs. Very specifically acknowledging the different needs of road cyclists compared to recreation riders is an important step.</p> <p>The timing and priority of the various initiatives has not been defined which makes them less binding. Both of these are crucial in ensuring commitment.</p> <p>As a minor detail, within the draft, page numbers are missing and, for example, a map showing past, current and future expansion plans had no key or reference to understand the colouring.</p>
<p>A Safe Cycling Network by its very definition shouldn't include 'routes' only defined by 'stencils'. Paint on the road provides no safety to riders as car drivers don't register it and in fact makes the road more slippery and dangerous for riders.</p>
<p>A truly safe cycling network mean separated cycle lanes, not just paint that most drivers ignore.</p>
<p>About time! This is a fantastic initiative which I'm sure many in the community will support, particularly those who are recreational bikers and not road bikers. I regularly travel to Holland and lived in the UK both are excellent for biking. I love it. About 10 years ago I bought my first adult bike here in Oz and rode it a couple of times from Manly to the mall and to North Curl along the designated paths, some of which are on the road. I was scared out of my wits along Oliver St in Freshwater and stopped doing it because it was too dangerous between traffic, space of the bike lane itself and parked cars. I would love to get riding again without having to get in my car to take the bike somewhere!!!</p>
<p>Absolutely, however I do have a couple of suggestions regarding the shared (bike and pedestrian) pathways. From a perspective of a bikerider that takes a portion of my daily ride on shared paths, there is an ignorance on both parties on the rules of shared pathways and expected behaviour.</p> <p>After some investigation I was made aware that there is no cycle speed limit on shared pathways. Whilst I understand that it would be difficult to set and enforce I believe there should be some indication on a shared path as to the maximum speed a cyclist should travel. Whether it's a timed thing (I go out in the mornings between 5:30 and 6:30am) or a general maximum speed on all pathways.</p> <p>The next point I'd like to raise is the mental attitude of walkers on these paths. Whether travelling two abreast or singularly there seems to be, in a number of cases, no regard to keeping to the left. I would suggest regular signage on the path reminding travellers that this is one rule they need to observe.</p> <p>My next point to raise is those walking dogs. I'm wondering if in areas where a dog needs to be on a leash that this is regularly signed, again on the footpath, so regulars understand this rule needs to be observed.</p> <p>Last I believe the most important rule that is not practised by most cyclists, not because they ignore it, I believe they think it is important. That is ringing their bell when approaching walkers/joggers from behind. This was made clear to me when I recently walked the Narrabeen Lakes walk/cycle path. It was good to see the reminders for cyclists to ring their bells in sections of the pathway. Many "thank you's" were exchanged between walkers and cyclists when this policy was adopted.</p> <p>I am hoping this gives a balanced view.</p>

Absolutely, we're in real need of better cycling infrastructure across the northern beaches. I commute regularly, would be great if it felt safer.
Action Table - Direction 1 1.3 Maintain the existing Safe Cycling Network, A12 Maintain path infrastructure to provide a safe cycling environment. I hope the new Safe Cycling Network will address the issue of tree obstruction on pathway's that pedestrians and cyclist share. It's ridiculous that a 2.5 meter wide pathway is reduced to 60cm's because of very poor management.
Add bike racks to the front of buses.
All looks fabulous, make it happen! Safety first.
All of Fairlight is essentially left out of the Network which circumvents it. We suggest that Grahams Reserve be connected to Fairlight Beach via Swarrow St-Griffith Street-Thornton Street-Woods Parade-Lauderdale Avenue. This will provide better connection between North Manly, Fairlight and North Balgowlah to the harbour beaches, Boy Charlton Pool, etc. This is an area of natural beauty which should better accommodate cyclists.
All routes should be separated from the road. It is not safe to have bike lanes next to parked cars, as people open doors without looking for cyclists. Some shared routes are also dangerous due to the number of pedestrians eg Manly beachfront. Better education for all users is needed ie drivers, cyclists and pedestrians.
An amazing comprehensive document and plan.
An easy fix is simply provided a better sealed shoulder on roads were able to.
An elevator up the hill to Elanora would solve my issue about riding home from work
Any coastal walkway already in place should be widened to accommodate cyclists. Ensure that proper signage goes up informing people to stay left etc. Make sure bikes are all fitted with bells etc.
As a road cyclist, these plans favour more recreational cycling on shared footpaths. Being out around three times a week on the Northern Beaches, my observation is that most cyclists are road bike users. The issue is that the actual roads need to be improved for cyclists. For example there are many roundabouts where there are triangle curbs where the cyclist is forced into the car space to enter a roundabout - Allambie Hill, Pittwater Road/ Cabbage Tree (Mona Vale). Likewise traffic calming curbs also force the cyclist into the car space e.g. Allambie Road between Darmour and Fountain Aves, Carrington Parade and Beach Street (Curl Curl). Pedestrian crossings also force bikes into the car space by having bollards/ fencing e.g. Pittwater Road between Mona St and Cabbage Tree. Another issue is the start of Allambie Hill from Pittwater Road. It is very steep and cars park just up on the left. This forces road cyclist to merge into car space when moving slowly up hill - a difficult and unsafe situation
As a walker bicycles pass at speed and close proximity..and cyclyists dis obey signs regarding no cyclinng..eg narrabeen bridge on Pittwater road..maybe introduce calming mechanisms to ensure cyclists slow down or introduce 1 metre distance from paedestrians when passing.
As far as I can see this is a lot of waffle. Has not dealt with the danger and aggression of cyclists vs cars especially through church point. It has focused on promoting cycling rather than working out a safe community approach. Somebody will die through church point and McCarrs creek. You have not dealt with the problem
As I have noted below, there is a distinct lack of any Cycling Network in the suburbs of Frenchs Forest, Davidson, Belrose, Forestville and Killarney Heights. There may be some shared paths created following completion of the roads project around the Northern Beaches Hospital, however there is very little anywhere else. It would be good if the Safe Cycling Network could be expanded to these suburbs.
As I have noted below, there is a distinct lack of any Cycling Network in the suburbs of Frenchs Forest, Davidson, Belrose, Forestville and Killarney Heights. There may be some shared paths created following completion of the roads project around the Northern Beaches Hospital, however there is very little anywhere else. It would be good if the Safe Cycling Network could be expanded to these suburbs.
As long as it is on pre-existing pathways and no new surfaces are laid over grass areas! Also manly lagoon bridge needs to be widened for bikes as it is very very dangerous - especially for kids - Narrabeen Lagoon bridge got a safety fence -why not Manly ??
As my children get older I would like them to be able to access things by bicycle where possible. At the moment a lot of bike paths end in busy roads or go circuitous routes that are not ideal.
At the moment there are too many cyclists on the footpaths because they are nervous of riding on the roads. I am a cyclist, car driver and pedestrian. I do cycle on the roads, but am often put in danger by car

drivers who either do not know the road rules or just don't seem to like cyclists. Separate cycle lanes would be ideal, and as more people are cycling these days, more priority must go to bicycles over cars. It will allow more cyclists and therefore less cars on the road.
At the moment we do not feel safe riding with our kids around Bayview and mona vale. We live in Bayview so would love to be able to do this to get from our house to the shops rather than always having to drive. this is a great initiative to get things started!
Avalon Beach is a perfect beach side village . perfect for a linked cycle way.
Be ambitious, be a leader in Australia for cycling in the Northern Beaches: take your guidance from GLOBAL best practices, not just what is happening in the rest of Australia – e.g. take a look at London's cycling super highways. Don't just play around at the edges - commit to getting people onto bikes for all uses. I fully support the Integration with the B-Line and ferry, but Manly needs much better cycle parking infrastructure. Also at Manly there is a pedestrian safety concern in a 250m radius of the wharf. This area needs to be upgraded into a genuine shared space, or there needs to be very clear cycle ways that are policed. Brookvale to Manly is not 'existing' – it currently uses shared pathways and is not fit for purpose. yes, it's fine for short leisure cycling, but the current Brookvale to Manly infrastructure is NOT a suitable commuting route, there are far too many obstacles and conflicts of use. There is loads of space up this road, it just needs to be re-built so all road users can make the most of it. Shared paths vs actual cycle ways – these are NOT a solution. I appreciate shared paths are easier to integrate but they are a poor solution, they are dangerous and they can encourage cycle users back into busy 'car lanes'. Please acknowledge this and treat them as low speed, low volume 'local' solutions only - they are NOT cycle ways. i would love to see a Manly to Dee Why dedicated cycle way, separate and fully integrated. this would show a real commitment to cycling as a form of transport on the NB. Stop painting bikes on roads - what the hell does this mean? we have signs for warnings, and they are certainly not dedicated cycle areas so don't use them, stop it! Brookvale to Curl Curl is a corridor that I would like to see opened up for cycles - the shopping mall is a 'big destination' for the NB, so make it really accessible for cyclists. Sports and mountain bikes - this is a great exercise and I would like to see further support for it. Potentially have some sport-specific interest groups so that cyclists, cars and walkers become more considerate to each other - again lets be a leader in this field.
Beaurocrats in pretend jobs ought not to take control to regulate cyclists freedoms. All facilities created for cyclists ought to be for voluntary use. Those beaurocrats who want to increase their power base by forcefully regulating cyclists are doing the following things wrong: 1. They are painting narrow cycle lanes on the road next to parked cars who need to open their doors to knock the cyclist down to be killed by passing cars. 2. They are dictating legislating to some cyclists without the necessary confidence that they must use the road at all times not an empty curb. 3. Age discrimination - adults n elderly people cannot use the curb but agile adults with children under 16 can. 4. By regulating the bikes the beaurocrats are ruining the environment with non sensible thousands of extra ugly signs n signposts. Why would anyone need a sign with an arrow pointing the wrong way? R U about safety or spending tax money? 5. Armed Police n rangers should not be policing cycles n skateboard rules unless accidents or other crimes are involved. etc are involved.
Bicycles are not a sensible mode of transport, no good in the rain, no good for carrying goods etc. Cyclists are a menace, they are a danger to themselves & others both on the road and on shared paths. Cyclists in my experience have a bad attitude on the road & shared paths, they frequently run red lights, ride abreast blocking lanes when not necessary in fact this afternoon I had one intentionally harass me and someone I was talking to on a shared paths by riding at speed between the two of us when there was plenty of room to go past on either side. Cyclists seem to think they own the roads and shared paths, they should be kept off the roads and off shared paths.
Bike lanes along Forestway and Wakehurst Parkway are full of stones, debris and fallen trees. This is incredibly dangerous and cyclists have to avoid these dangers by moving suddenly into the car lanes. Please sweep these lanes more regularly and remove fallen trees as quickly as possible.
bike lanes on arterial roads need to be a dedicated 1metre wide lane in either direction. This minimises danger in roadway operation from a vehicle and bike traffic perspective as well as speeding up traffic flow.

Bike paths are not useful when there is not enough width to pass opposing traffic. There is also a lot of issues with telephone poles in the middle of the path blocking the route. People need to use their bells passing other cyclists as well as pedestrians. There are also several dangerous spots on greenways such as the sink hole heading toward Bunnings on the Burnt Creek path.
Bike riders MUST be asked to ring their bell when coming up behind pedestrians! They CANNOT be heard and it is very frightening as a pedestrian to have a bike suddenly appear from behind. I, personally, have come very close to being hit by bikes, because they come so quietly from behind. If a pedestrian veers to the right on the path to avoid passing too closely to another pedestrian, it's very dangerous because of bikes coming without warning. This is from personal experience, and happens very frequently.
Bilgola bends on Barrenjoey Road are a big hazard with large bike groups holding up the traffic. Especially frustrating for Buses, big trucks and cars trying to get to work in peak times in both directions but particularly early mornings. They simply should use the serpentine at Bilgola beach where the bike markings are but obviously want a quicker route to the detriment of everyone in vehicles risking lives trying to pass on double lines on tight corners. Same can be said about dark gully bends between whale beach and palm beach on Barrenjoey road with buses cars and bikes all trying to share a very thin and windy road. Please consider these areas while you make up your plans for safer bike paths, before someone is hurt or killed. Thank you
Build a cycle path around long reef golf course, by widening the existing walkway. Then link it to a new bikeway around dee why lagoon. From the southern side of the golf course and onto the northern side of the lagoon. It's probably too expensive and obtrusive to go too deep into the lagoon, but by using the footpath along Pittwater road and widening and paving this. This would then connect the existing bike paths around dee why oval and the beach path.
Build a elevated bridge for cycling and pedestrians separated from each other. That spans Pitwater to connect Seaforth to Northbridge. Complete the path connecting French Forest and North Balgowlah to the Seaforth bridge. The time saving of being able to cycle off road to the city would encourage more people to walk, run or cycle to and from work in the city.
Build it quickly and build it safely.
But not at expense of safe walking options. Cyclists don't mix well with cars, but equally don't mix well with pedestrians. Painting bike symbols on footpaths and calling it a shared zone is not an acceptable solution.
But only for cycling which is not on-road. Only for leisure or exercise off-road.
But only if they have their own bike path as the majority have little regard for pedestrians.
Having combined share walking and bike riding paths is a disaster. As a pedestrian I am constantly being buzzed by bike riders rushing past at speed, particularly at Narrabeen lakes trail. They look nothing like the couple you have in the pictures on the website but are in lycra and try to see how fast they can get around. This is not only dangerous but ruins a nice walk. I have also had this occur at Manly-Queenscliff foreshore.
But, only for low speed cycling, such as families out for a bit of fresh air or kids cycling to school. Any use for exercise always ends up impacting unfavourably with pedestrians. When I cycle, slowly, along shared paths and ring the bell, it often frightens pedestrians quietly meandering along. The gold standard is Holland. I lived there for 4 years without a car. There are few shared paths.
Can I ask how cyclists are able to find there place, to do there exercise on our already busy Transit Lanes and Main Roads during peak hour.
can you build a device to get cyclists up nioka rd . be really unique. like a fish elevator for cyclist
Collaroy should be given higher priority - no sense making narrabeen and dee why high priority without connecting collaroy
Combining road, off-road and cycle paths should be considered / combined.
Comment draft Northern Beaches Bike Plan. What is obvious cycling on the Northern Beaches Council (LGA) is some fantastic cycling infrastructure including shared pathways 2.5 meters wide that have been reduced to under 1.0 meter due to planting shrubs and tree's on the edge of shared pathways. Please can Northern Beaches Council give the reasons why it appears to accept unsafe shared pathways on the Northern Beaches.
Commuter cyclists need routes that are flat as possible - they don't want routes that have roller coaster hills! A good example of this is comparing starkey street to Melwood Avenue when riding into killarney heights. No cyclist would ride starkey when melwood is available. Please keep this in mind when planning cycle ways.

<p>Commuting from Northern Beaches to anywhere outside the NB is dangerous, complex and not worth the risk. I live in Warriewood and work in Macquarie Park. I would live to ride to and from at least once a week, but there is absolutely no safe passage. Encouraging these longer rides would be great, but I can't see a real solution any time soon as our roads are choked and priority given to vehicles and public transit.</p>
<p>Congratulations with the repair stations. They are an excellent addition.</p>
<p>Missed opportunity with road works associated with NB Hospital. Wakehurst Parkway is a dangerous road for cyclists.</p>
<p>Road Cycling Network is an afterthought not an integral part of the plan, there remain some poor junctures. Bilgola Bends is one and much used (Strava Heat Maps). Wakehurst Parkway both sides as above. Would be interesting to see an economic study of road cycling in NBC area. Suspect this is a major asset. Keep investing. It will return in spades in health, in cafes, in bike shops and tourism.</p>
<p>Palm Beach / Avalon to Mona Vale seems forgotten in Appendix 4. Some planning to improve this commute, make it accessible and safe for kids and families could be interesting.</p>
<p>Nice to see Mayor's comment on E Bikes. For other cyclists this will mean aging and influential baby boomers supporting cycling. This is a good thing. Doing some more forward planning about what such a transition looks like may be worthwhile. It doesn't seem this is considered other than end of trip facilities. More bikes, making more small commutes at 25km per hour is a major change.</p>
<p>Mountain Biking once more is mentioned but does not appear to be part of any plan. It is recreational sure. Council could have some imagination at developing another asset which is probably valuable and healthy. (Narrabeen Lagoon Trail is not Mountain Biking). We have issues with kids building their own facilities which are dangerous and eyesores and damaging and I am sure for the kids enormously fun. Build more quality tracks and trails, this is healthy and a community asset. It may be beyond scope and if so that is lazy.</p>
<p>Could Council consider painting the cycle path along Manly Beach front green (like the separated bike paths in the city) and bike logos on it. It would reduce the amount of pedestrians walking on it and conflict/accidents. The green colour would blend in with the lawns and not look unsightly.</p>
<p>Council should avail itself of the \$100,000 being made available for promoting cycling activities by the NSW Government to develop more cycleways, preferably off road.</p>
<p>Create a cycle path for Narrabeen lagoon. Next to the walking path would be ideal.</p>
<p>Create more separated and shared paths. Create a separated cycling pathway next to the Manly Scenic walkway and allow cycling near the Manly gallery. The current path is dangerous. Create more on road bike lane. Upgrade and expand mountain biking areas including Manly Dam. The cycle path near Manly pool need widening and increased separation.</p>
<p>Currently the circumstances for bike riding north of Queenscliff bridge is dangerous and should be a priority. Refer to 'Safe and Better Access for Queenscliff' and 'Better Access for Queenscliff' change.org petition and NBC consideration and Resolution</p>
<p>http://chnng.it/9TCWr7Wq</p>
<p>Cycle ways need to be connected to schools playing fields and shopping centres</p>
<p>Cycles do NOT belong on footpaths or areas that are for pedestrians. Note the recent accident a pedestrian in her 70's seriously injured after being struck by a cyclist on Iron Cove Bridge Drummoyne. I am not against cyclists my husband was a racing and long-distance cyclist but there is a place for them on the "Road".</p>
<p>Cycling between Dee why and the mall is terrifying. I am an experienced cyclist cycled from age 6 to now..I'm 42. Cycled regularly in London city which is very well set up for cycling. There are dangerous grooves in the road on Pittwater rd (e.g. outside Money Tax) and outside the mall after William St on Pittwater rd. A bike tyre can easily get caught and control lost. There is no safe way to cycle past Brookvale community health centre. I want to cycle as we are determined to be a one car family. I cycle from Dee why to work in Balgowlah so my partner can have car for school pickups as I work late. The cycle journey is not safe. Pittwater rd from Dee why to mall could have a cycle path on the sidewalk the whole way. Why hasn't it?</p>
<p>Cycling is great, for many reasons as you note. I suggest that you could expand the Manly Dam area by creating more beginner trails. As I see it MD is more appropriate for advanced riders. As an experienced ROAD cyclist and a beginner to mountain bikes,</p>

<p>you need more middle ground (for beginners / intermediate). These trails should have small jumps, wider trails and less steep and less tree roots showing. Some of the existing MD trails have trees too close for a less experienced rider.</p>
<p>Cycling is one of the best ways for individuals to combine exercise with avoiding GHG emission production. The whole cycling network should be treated with highest priority and for example delivered completed by 2022.</p>
<p>Cycling should not be forced on to roads n regulated like cars as that will cause more cyclist deaths n give more beaurocratic power over people. There are now painted on the roads narrow cycle lanes next to parked cars. These are a death trap to cyclists to be knocked over by cars opening doors then to be run over by oncoming cars. These death lanes should be removed immediately. No need to put up more thousands of polluting signs n posts directing cyclists. People know what to do. All cyclists including old should be be able to use footpaths n not be forced on to road traffic. If U r in a pretend job please get a better job for the sake of the community.</p>
<p>Cycling was always a non motorised activity like pushing pushchair rs prams boarding etc n they could go anywhere like pedestrians n joggers etc until the pretend beaurocrats took control of it. Please get a real job n stop the harassment n dangerous designs: U r painting on the roads death trap cycle lanes next to parked cars which will open their doors to knock cyclists over to be run down by oncoming vehicles. U r Putting up additional 1000s? of environmental destroying direction signs n posts which no one really needs except for contractors.</p>
<p>Cyclist do not obey the road rules. They more often then not go thru red lights On shared pedestrian areas they travel too fast and believe they have right of way over pedestrians Sydney has too many hills to support cycling</p>
<p>Cyclists do not use the bike lanes which are there now. The footpaths along Ocean Street Narrabeen are not wide enough for walkers and cyclists. I sometimes think I would be safer walking in the bike lane.</p>
<p>Cyclists don't wear safety head gear. They do not get off bike to cross the road. They ride where ever they want despite bike areas allocated. They are a danger to pedestrians. Unless you police or register bicycles they will continue to be a rule unto themselves and no one will hold them accountable. I support healthy lifestyle and pollution control but it must be done with safety! Until more responsibility becomes the order of the day, I cannot support more bicycle chaos!</p>
<p>Cyclists need a safe and suitable space to ride such as separated cycleways or local streets with cycling treatments.</p> <p>Shared paths are not suitable for pedestrians and cyclists. They cause conflict and slow cyclists down. Share pathways inhibit the flow of cycling as cyclists need to stop at every intersection. This makes cycling less desirable and will deter people who are cycling to work.</p> <p>Cyclists also need connected routes to shopping centres, restaurants, parks, etc. At the moment, many cycle routes are disconnected.</p> <p>If people feel safe cycling on the road, and have somewhere to cycle to, they are more likely to start cycling.</p>
<p>Cyclists need to have some responsibility for obeying the laws and respecting pedestrians.</p>
<p>Decriminalise riding a bike without a helmet. This law discourages more people to cycle, and in doing so makes</p>
<p>Build the network like you mean it. Don't make people on bikes yield at minor road crossings, don't make the track uneven by having angled surface at every private driveway.</p>
<p>Dedicated cycle paths are needed as the shared footpath system is not working as the cyclists don't use their bells to let you know they are passing if you are on foot. The new electric bikes are also dangerous and adults on bikes should not be on the footpath.</p>
<p>Dee why to collaroy B line bus stop bike path on ocean side of Pittwater road</p>
<p>Defined Cycling paths on the road, are usually shared with parked cars, which defeats the purpose. There is often a chance of being 'doored' as people open their doors into on coming cyclist. A campaign to raise awareness of cyclist passing, before opening your door would be well received. Cyclists are well aware of the dangers and often take a wide berth when cars are parked, however other road users do not necessarily understand why cyclist manoeuvre in this manner when approaching parked cars on the road. There are numerous hotspots along Pittwater Road where this is evident and continues to be a major hazard for</p>

cyclist and road users, as it's not necessarily anybodies fault, its awareness for sharing the road infrastructure.
Definitely need more safe cycleways
Delighted to see that the path across DY lagoon and the bridge across lagoon opening has been dropped! Hope it will never come back! Please ensure that the whole network is integrated and no gaps! The cycleway between Warringah mall and Manly has several road crossings and those are not marked in green as in other locations. Please add the green section when crossing roads to alert cars to the crossing cyclists. I had several near misses already!
Demarcation lines down the centre of bike paths to encourage cyclists (and pedestrians where shared) to stay on their own side on multidirectional paths
Dislike bikes sharing the roads with cars.
Do we have a master plan? Each and every new road/bridge/tunnel needs to include provisions for cyclist. Same for road/bridge/tunnel upgrades.
Don't build the short "shared pathways" from Newport to Palm Beach as that pathway only serves less than 15% of the total journey. So why bother to spend so much of ratepayers funds and destroy valuable vegetation and wildlife. Incidentally, if NBC thinks that families will use the section from Newport to Avalon then take some families up there and ask them to ride the almost "Tour de France" ascents and descents.
Don't waste time. Please forge ahead and put this in place asap
easy to read cycling maps and having good signage on roads for cycling directions
It would be nice to have more family orientated pathways to encourage cycling for kids.
Could there be bike racks on buses?
Electric scooters must be made legal
Encourage and facilitate safe riding to all public schools with secure facilities at end destination
Ensure safe cycling corridor to Sydney CBD for commuters
Establish what the path is for: Leisure or Alternative transport ie: work, shopping, school Paths that are shared with pedestrians need a speed limit Paths that are shared with pedestrians need a speed limit Paths that are shared with pedestrians need a speed limit Cyclists should give way to pedestrians on shared paths at all times when space is an issue Cyclists are faster and have the advantage when coming up from behind so they can move more quickly and adjust route if needs be. Elderly people are more likely to be slower in reacting and hard of hearing All children who are would be lone, unaccompanied cyclists need a cycle test/training certificate at school preferably - maybe one or two per year to be made available to schools depending on need. Training on use of bells for warnings What is a bell for? Does it mean "Get out of my way?" or "This is a friendly warning?" or both Bikes also need to be checked for brakes and lights and a bell If children ie under 18s are cycling alone they need to be registered and subject to random checks
Existing networks are satisfactory. Expanding the networks will create traffic confusion and slow journey times, increasing pollution.
Existing road traffic control measures such as chicanes, one lane speed bumps DO NOT promote save cycling.

<p>Expanding the network could be facilitated by gradually phasing out on street parking. Give people lots of time to get used to the idea, eg by announcing that changes will phase in over a period of years and will begin with the most dangerous stretches of road first. Be clear about the long term objective to move away from the current over-reliance on private motor vehicle ownership by decreasing the amount of public space "subsidy" on-street parking hands to owners of private vehicles who are allowed to store (ie park) their cars on public thoroughfares. I'm not allowed to park on the footpath in front of my house, so why can I leave my car on the street?</p>
<p>Expanding, sure, but improving, absolutely.</p> <p>I cycle most days from my home in Freshwater, either to Manly Ferry to get to work or up to Harris Farm/Woolies for groceries and by far the biggest issue I have is the cycle track along Manly from Manly Lagoon, through to Queenscliff and up to the end of the beach.</p> <p>Despite there being a separate walkway on the otherside of the grass strip, so many people walk on the cycle path, and do so completely unaware of cyclist - taking up the entire path, stopping to have a chat and a very common one is people not looking up and down the path before they step on to it from the beach side or from their car. Almost daily I collide with a surfer who has decided to swing their board around without looking as they are putting into their car and essentially creating a blocking barrier across the whole path.</p> <p>I'm not a fast cyclist at all, just riding a shitty hipster fixie, so it's not that I'm racing along - people are just daft! Especially in the summer seasons when there are more tourists about. It doesn't help that most of the path paint has completely worn off.</p> <p>I'm not a strong nor confident rider so would never consider riding on the roads, so these cycle ways are my only way of getting around.</p> <p>My suggestion is that the path divider be repainted with a solid line the whole way along, lots of direction arrows included, prompts to request pedestrians to move to the other path and 'stop and look both way' reminders on any path that adjoins perpendicular to the cycle path.</p> <p>I would also really appreciate some basic path lighting along the Manly lagoon track - I do have my cycle light (in winter, it's dark by the time I get off the ferry from work) - but it's still very dangerous. I don't even think lighting would need to be overhead, just some short lights that light up the pathway itself.</p> <p>Many thanks!</p>
<p>Expansion of bike lanes that connect around the northern beaches. For example, the bike lane at South Curl Curl ends with no connection to any of the other lanes to get to Manly. Prioritise bike lanes over parking in high use areas. The bike network would be much better and safer if the bus lanes on Pittwater road were clearways in the mornings on the weekends. I feel very unsafe when I have to merge into traffic because a few cars are parked.</p>
<p>Fantastic, catching-up to the infrastructure in places like Holland. Excellent.</p>
<p>Fantastic. Time we caught up with other councils and countries. Great work.</p>
<p>Finally complete the long awaited key connection between Campbell and Addiscombe Manly Vale, which was due for construction in April 2019 and halted days before work was to begin, A year later no work has commenced!</p>
<p>Join missing links in existing network, separate cyclists, motorists and pedestrians wherever possible.</p>
<p>Focus on high quality expansion over time to maximise the impact of available budgets.</p> <p>High impact = create changes along already popular road based bike routes. Well designed intersections with bicycle priority and managing car traffic to eliminate "rat runs" make huge impacts.</p> <p>Spend the budget on LESS kms of high quality cycle paths rather than lots of shared paths. Your own bike plan contains the feedback from the community that shared paths are not a satisfactory wide scale solution. In select areas, e.g. parks, they can provide a place for novice cyclists to practice. Your plan states that "Ongoing education and etiquette campaigns will help manage this issue." but there is no evidence that this is possible.</p>

Remove poles and other obstacles from bike and shared paths. Fix the cracks, holes and horrible surfaces. Treat them like the transport routes they claim to be and they may get used that way.
Focus on linking existing parts of the network (eg a through route for Dee Why?). A safe cycling route up to Palm Beach should also be a priority. Linking key mountain bike areas (Manly Dam, Red Hill, Deep Creek Reserve) would also be good.
focus on separated cycleways & shared paths. The bike paths which are basically widened footpaths which go over peoples driveways are dangerous - accidents waiting to happen.
Bilgola bends need to be widened as v dangerous to cycle to Palm beach from south part of peninsula
bike paths on n beaches can end at roundabouts & force bikes into road lane. N Beaches drivers are not educated to respect cyclists; most are taught how to drive by their parents rather than by professionals so bad habits get passed down from generation to generation where its ok to shout & swear at cyclists for no good reason. Hence the need to separate cyclists from drivers wherever possible or it is too scary for newer cyclists to risk the roads
For the offroad network (shared paths) please ensure (and keep hammering to State Government where needed) that they are free from poles/obstacles in the middle. Where this is not feasible please make sure that as a minimum these poles/obstacles are ALL clearly marked with fluorescent yellow or orange or red bands - otherwise they are a lethal hazzard in rainy/grey weather
forest road is very unsafe for cyclist but there are no alternative routes
Further north of Newport the roads are very dangerous for cyclists and they should be discouraged from riding in that area- many of the roads are challenging for cars already Cyclists should be aware they are seriously at risk in this area and ride at their own risk.
Get on with it we are so far behind European countries and way to many cycling deaths caused by no proper cycling infrastructure.
Get rid of the rules. No helmets required. Encourage people for make the better choice
Great for exercise. Have walking paths with them too. Like Narrabeen Lake.
Great to see a focus on improving the network, as well as maintaining the existing network. I support the inclusion of cycleways separated from the road, however do have concerns about the usability of these if they are just about painting lines on current footpaths (shared paths). Ideally, we would remove car parking from some streets, to make way for dedicated separated bike paths as City of Sydney has done. Existing bike paths such as Balgowlah to Manly along Lauderdale ave are not really safe. To do this route, it is actually much safer to ride on the road, than the cycleway/footpath. Support the inclusion of R6 and D7 Route. currently riding between these centres is difficult. Would also like to see the inclusion of a regional route between Many strategic centre and balgowlah shops.
Great work by staff on the NB Safe Cycling Network plan. Can we please have a schedule showing when we can expect specific infrastructure projects to be completed.
Have experienced community consultants that understand about real world conditions that can advise during the planning stages how things that might seem good on paper but not work in the real world. For example, green paint not up to spec in bicycle lanes making them slippery like ice during the wet (I have direct experience of two separate accidents that happened when the City of Sydney made some upgrades in the CBD and Redfern circa 2015. Also the planting of plane trees in King St CBD resulting in seed pods and autumn leaves on the cycleway, bike traffic lights where the sequencing makes it slower than walking, radii of curvature that are too tight for the natural entry speed of the average rider considering the gradient prior to the corner, bumps/lumps to try and slow cyclists down that actually cause the wheels to lose traction especially in the wet, not looking at strava heat maps of where cyclists naturally (to name a few oversights I can think of off the top of my head that I've seen in the last ten years) Chris Southwood - currently works as a contractor for City of Sydney in their cycling division. Dave Musgrove - currently works for Bicycles Online but was part of the design team stakeholder/user group for the Harbour Bridge off ramp/North Sydney cycleway upgrades. You probably have their contact details already as their families feature prominently in the photos in your draft
Have the bus lanes open going north during the morning peak. There are a lot of cyclist who exercise in the morning during the week and having the bus lanes open would greatly increase the safety. Please also put more cycling infrastructure around the Church Point area such as wider shoulders or more passing areas since this is a very popular riding area.

Hi Phillip, thank you for the opportunity to comment. I would in all respects like to be riding my bike to work 5 days a week, except for one major barrier - traffic fumes! I find that I cannot deal with traffic fume inhalation for days on end, even on non-arterial roads, so I end up driving most of the time. I must admit that I have slightly higher than average sensitivity to fumes/chemicals etc. It would be fantastic if as part of the bike plan, Council could look at having as many smooth bike paths (smooth is best for road bikes), as far away from traffic as possible. A bike path that runs from Boondah Street and/or Lakeview Parade in Warriewood through to Ponderosa Parade Warriewood, would be fantastic.

Secondly, and this is a biggy....what I think would be a great relief for many would be the construction of some pedestrian/cycling underpasses at our major intersections. Not only would underpasses save pedestrians and cyclists waiting several minutes at traffic lights and improve people's commute, it would also mean a lot less traffic exhaust inhalation - and bicycle riding therefore being, for some, a much more attractive option.

Hi there, there is currently no safe cycle or pedestrian access along Powderworks Road in Ingleside where safe, shared path for cyclists and pedestrians is desperately needed. The area of most concern is on the left hand side of Powderworks Road (heading up towards Mona Vale Rd), between the intersection of Wilga Street and Wilson Avenue (and beyond.)

I have noticed many cyclists and pedestrians (including parents and their children) putting their lives at risk along this stretch while trying to reach a popular local nursery (New Leaf Nursery) and the Serbian Orthodox Church, either by foot or bicycle (as there are no buses) both which are located on Wilson Ave (off Powderworks Rd), and popular essential services for local families and the wider Northern Beaches community.

The most dangerous bit is on Powderworks Rd between Wilga St and Wilson Ave because there is a sharp curve in the road just before Wilson Ave, which creates a blindspot for motorists driving towards Mona Vale Road.

Both cyclists and pedestrians travelling in the same direction along this section of road have their backs to traffic, and I have also seen youth riding bikes on the wrong side of the road (facing the opposite flow of traffic) just to compensate for the blind spot and due to the lack of safe bike and pedestrian access on either side of the road.

I work at the nursery and we often have several of our staff (and customers) needing (and choosing where possible) to commute to work by foot and bicycle. There is space for a shared path/cycleway which could be separate from the road, and this would greatly improve the facility of the area and make travel safer (reducing the risk of accident from motorists, cyclists and pedestrians.) Currently, the area to the side of the road is typically uneven due to grass & debris from nearby vegetation that pose tripping hazards, and have been catching in the wheel spokes of cyclists who don't dare to risk their lives riding on the road while travelling through the aforementioned blindspot.

It would not be enough to simply expand the road along this stretch as that would encourage motorists to fly around the corner. Rather, it would be best to build a shared cycleway for both cyclists and pedestrians, that is separate from the road.

Would really be appreciated if you could please make this stretch of road safer for all members of the community, particularly those who choose to commute to work by bicycle, foot scooter, or foot, or community members who cycle or walk with their children as an affordable means of transport and to access essential services.

Thanks very much for welcoming suggestions & wish you all the best for expanding the Safe Cycling Network - a great Council initiative!

How is McCarrs Creek Rd not even on the priority list? On weekends it is impossible to drive on that road due to the amount of cyclists and on weekdays it is an annoyance. The cyclists rarely ride in single file, so overtaking is dangerous, and heading west (up the hill) is always an extremely slow trip. I have counted up to 30 riders in one group. This road needs to be near, if not at, the top of the priority list due to the current danger to cyclists, motorists and pedestrians (there isn't even a path for pedestrians, so when you put all three on the road together, things get very hairy.

however, as a walker, cyclists who ride on footpaths need to be more aware of us. is there an age and speed limit for cyclists riding on footpaths??
However, shared pedestrian/bike paths will become more dangerous as the numbers increase. The shared bike path to Dee Why beach is a perfect example. Being a pedestrian can be extremely hazardous and certainly not relaxing.
I 100% support expanding the Network. One of the big detractors of living on the Northern Beaches for me is the need to use my car for almost every trip. Coming from cycling-friendly inner-north Melbourne, it has been quite an adjustment and not one I've enjoyed. Pre-COVID-19, I tried to use public transport where possible but NB's mystifying reliance solely on buses means that most trips take between 2x to 4x longer than driving, making them quite an ordeal.
I would love to ride more again but feel very unsafe on the roads. Having dedicated cycleways designed for commuting would be AMAZING! There are some great recreational paths available but they aren't necessarily practical for use as a car alternative. We have such a beautiful natural environment here and wonderful weather, so it would be great to see us take advantage of that.
I agree with a safe cycling Network but they should not be in competition with walkways I think it is very important to have separate walkways and cycle paths Manly Beach and Queenscliff Lagoon is dangerous on the shared walkway / bike path Some cyclists go way too fast and there will be a serious accident soon
I am a recreational cyclist using the shared bike paths in the Narrabeen Lakes vicinity. More sign posting in addition to the painted symbols would make both cyclists and pedestrians more aware of the inter-action. Cyclists to use bells more and pedestrians to not use ear-phones or at least turning the volume down so they can hear a bell ring. However, my experiences have been generally favourable.
I am a senior and enjoy walking the new footpath at Frenchs Forest but I have been almost run over several times by adults/children on bikes not staying on the correct side and speeding with no care for anyone else, now I hate walking on the pedestrian/bike paths and now walk on the ROAD to avoid injury
I am an avid road cyclist who spent well over a decade cycling everywhere in London. The 'tipping point' when cycling/commuting went ballistic seemed to involve two things... 1) cycling super highways - on road dedicated bike lanes (could fit 2 abreast) along key roads into the city and 2) introduction of bike boxes at nearly all set of lights at busy junctions. This gave cyclists a safe spot in front of traffic to wait, gave cyclists a head start off the lights but most importantly signalled to drivers of cars that bikes had every right to be on the road.
I am an 'occasional' female older cyclist - mainly because Duffys Forest is not very large and to get outside the suburb puts us in danger.
I am concerned about pedestrian safety on shared bike paths. Children wander on footpaths, especially toddlers, and cyclists need to ring a bell to indicate they are behind and want to pass. People leave and enter cars and shops on footpaths and usually don't stop and look both ways before doing so. Who is responsible if a cyclist hits and injures a pedestrian? In Canberra there are great signs on shared pathways near shops that cyclists must slow down and dog owners (pedestrians) keep dogs on a short lead. Cyclists should not assume they have priority over pedestrians as pedestrians have nowhere else to walk.
I am living in Duffys Forest and am very disappointed that Booralie Road has not been included into the safe cycling network. Why? has this suburb been excluded when there are so many riders using this road
I have a baby and would love to be able to safely ride to Terrey Hills shops and public transport links, however the condition of the road makes this impossible. I dedicated bike lane would improve the situation
I am primarily a commuter and cycle for transport purposes rather than pleasure. I tend not to use Shared paths/zones as they slow down my travel. They are good for kids, recreational cyclists, and I support them, but personally I am more likely to be cycling on the road next to the shared path. There was a time when I was commuting between Manly and Macquarie Park. I did use the shared paths alongside the M2/M2 as these had relatively low pedestrian traffic, good lane width, and the path surfaces were good. The quality of the path surface, the obstacles (poles, bus stops, etc), number of side roads, width of the path/lanes, can make a big difference when making the choice whether to use the road or a shared path. One of the easy to implement actions to make cycling safer in many locations would be to reduce the speed limit to 40km/h. I live on the Manly Eastern Hill, this area doesn't connect to anywhere, but cars still travel at high speeds along many of the roads. Reducing local road speed limits to 40km/h would have safety benefits for cyclists and pedestrians. I would reduce the speed limit of all roads between Manly Wharf, Shelley Beach, and North Head - there is simply no need to travel at high speed in these areas that have

<p>high pedestrian traffic.</p> <p>Too much of Sydney's transport policies appear to be how to do something without impacting car use. Policies have to justify any impact on car use. Community benefits for pedestrians, cycling, public transport should take priority and the policy should have to justify why car travel is given precedence.</p>
<p>I AM VERY HAPPY TO SUPPORT THE PLANS !</p> <p>These projects are essential and long overdue.</p> <p>I have long dreamed of a safe biking path from Manly all the way to Palm beach...</p>
<p>I answered YES above but that does not condone the use of McCarrs Creek Road as a cycle-way. It is a road dangerous enough to navigate for cars, trucks, buses and adrenalin junkies on 2 wheels whether motorised or not. Add to that joggers and dog walkers and dangerously parked vehicles and you have a very dangerous mix. In addition the bike and car hooners that frequent the road mainly but not only at night only make the mix more dangerous</p>
<p>I believe that busy roads in Sydney are not the place for bicycles so I would not support cycling as a form of transport throughout our municipality but would be in favor of cycling for recreation on dedicated cycle paths - or, and council may consider this, a cycle track. Not only are many roads insufficiently wide to provide a dedicated lane which safely separates bicycles from cars but in heavy traffic a bicycle is not sufficiently visible to motorists and it can be difficult for a motorist to overtake a cyclist safely and without diverging excessively. The presence of cycles on roads can and does lead to congestion and slows traffic flow. The road system in Sydney has not been planned for bicycles in the way that many are in European towns where bicycles are more commonly seen.</p>
<p>I believe the northern beaches should expand their paths and make them more obvious that bikes are allowed to ride there.</p>
<p>I commute from manly to the city by bike about 3 days a week.</p> <p>Of the whole ride into the city, one of the most risky sections is Lauderdale Avenue & White street (up to Woodland Street). This is the most direct route out of Manly and could form part of a cycle network if it was safer.</p> <p>Cars do not give sufficient space when passing, and often pull out of side streets without checking for cyclists. Although there is a cycle path for some of the way, it is on the kerb and is not practical to use if you are riding all the way to the city.</p> <p>It would be great to have a solution that made cycling on this stretch safer. Maybe dedicated cycle lanes on the flat-to-uphill sections of that road (unpainted, so safe when the roads are damp).</p> <p>There are two or three places this would be most helpful:</p> <ul style="list-style-type: none"> - Climbing up White street ex Manly(between Condamine and Woodland): There is a stretch on the left of this road which is perfect for cyclists, however it is painted (which can be slippery) and has speed-bump-like fixtures that make it tricky to cycle up. That short stretch could easily be turned into a dedicated cycle lane without any major changes, and be a HUGE safety improvement. - Rising up Lauderdale ave to Manly, from King Ave to Rosedale Ave: A safe, consistent, cycling strip on the road for this little rise would be helpful (This stretch is notorious for cars coming past way to close on your outside; and car doors opening on your inside) - Rising up Lauderdale ave ex Manly, from Fairlight Cres to Rosedale Ave: Same risk as previous, there is space on this road that could be used better.
<p>I do not support any expansion where cyclists and pedestrians have to share the same path / pavement. We already have this around the area I live in and I find it very very stressful having speeding cyclists (in family groups often) speeding towards on the same pavement / footpath. This includes both bridges that cross Manly Lagoon. I find walking to Harris Farm, Queenscliff Beach and Warringah Mall a challenge and upsetting. Many cyclists don't have bells - come up close behind you expecting you to move out of the way and stop your journey so they can pass. PLEASE DO ADD MORE BIKE PATHS ON PEDESTRIAN WALKWAYS.</p>
<p>I do not support the Northern beaches bike plan as I do not consider it a safe cycling network. The proposal is not safe, is hurting the environment and the budget should be used in better ways.</p>
<p>I do not support the proposal in its current form. As per the recent council submissions made by a number of Barrenjoey Rd residents, I am very concerned about the negative impact of proposed cycle path between Avalon shops and Serpentine Rd near Bilgola on the properties in this section and request the design be revisited as per recommendations previously made by the residents to council.</p>

<p>I do support a Safe Cycling Network, however I am very worried about shared Cycling and Pedestrian paths. In particular the one around Narrabeen Lake. It has become extremely busy and is quite dangerous now for pedestrian. I know a few older people who will not use it any more (especially on weekends) as it is too dangerous with dozens of cyclists whizzing past and scooters. Even younger people are saying they won't walk it on weekends any more, which is a shame. If there is a way to completely separate walkers and cyclists it would be wonderful.</p>
<p>I do think there needs to be safe cycling for kids and adults going to school or just for a ride.</p>
<p>I enjoy cycling and overall the plan is good but I have concerns about the sensitivity of the area in the environs of Manly Warringah War Memorial State park. The map is not too clear but the proposed track seems to cut through a section of endangered Duffy Forest Ecological Community to the west of the Aquatic Centre. This is one of the rarest types of vegetation on earth so should be carefully looked after. Surely a shared cycle path along Aquatic Drive is much the better option anyway. Sealing and lighting the track alongside the pipeline would negatively impact on the sensitive Manly Dam catchment. Hard surface areas over Curl Curl Creek tributaries would change hydrology and affect bushland. Erosion and siltation would threaten the health of the waterways and aquatic habitat and lights at night would disturb wildlife. The community has long tried to protect this vulnerable place but urbanisation keeps encroaching from all sides. The recent State Park Gazettal was meant to provide better conservation outcomes.</p>
<p>I enjoy cycling and struggle to find suitable safe pathways away from roads/cars where I can ride safely.</p>
<p>I feel it is important to encourage more people to get out of their cars for short journeys and allow access to safe cycle routes for families.</p>
<p>I have some grave concerns that the Images presented are dishonest and are FantasyLand. I counted 19 individual cyclists covering a range of ages. Every single one is wearing a Crash Helmet. Yet any day in Manly 8 out of every 10 Cyclist in the Corso Seafront area are not wearing a Crash Helmet. How can we talk about a "Safe Cycling Network" if we don't have a plan to encourage Road Safety? Since it became law to wear a Crash Helmet and have lights at night I have never heard of anyone being fined or ever warned.</p>
<p>I have somewhat concerns about cyclist attitude to cycling. I am a cyclist and have been for over 40 years now approximately. Now as we have completed the track around Narrabeen Lagoon, having walked and cycled around the track, I am very concerned about the fact that a few cyclist treat this track as a "Race track" now, so I am not sure what other people think or have also encountered these "rogue" cyclist but it gives a bad impression to the general public about cyclist. Not sure what to Do ??</p>
<p>I like that the plan recognises the differences between safe cycling routes and recreational bike paths, and that there is a need for both.</p>
<p>I like training on my bike, so I would like to see more sections for higher speed riders, separated from the road (like a dedicated cycle lane from Frenches Forest along Wakehurst Parkway to Narrabeen)</p>
<p>I live in Freshwater and it is very difficult to take young kids on a bike ride. A ride into Manly means going down the hill on Oliver St to Pittwater Rd using the footpath that has several poles in the way and is narrow. Riding on the road is extremely dangerous for children. It needs to be a separated cycleway. Riding back up Oliver St is just as bad. I have seen a car nearly run up the back of a girl from Mackellar Girls High as she rode in the left lane up the steep hill. The car doing 60kph was clearly not expecting a bike doing 5kph. I believe that the picture of a bike indicating that it is a bike lane should be removed from this section of road as a matter of urgency.</p>
<p>I live in the mona vale basin area and there is lots of pedestrian traffic to and from the beach along Seaview avenue and Bassett street east. For all the residents living here it would be so much safer if there was a 40km limit on these streets that share with bicycles. Cars tend to drive way too fast along these streets, especially along Bassett. Thank you for your consideration.</p>
<p>I live near the Narrabeen Lake walking track. and I notice in your plans for many more trails that one of the objectives in Safe Cycling and BIKE ETIQUETTE . I wonder if any NBCouncil members or rangers ever try to walk on the track. Many of us now understand that it is not safe to walk along the track, despite the (old) stats. in your Safe Cycling - Cyclists, virtually force walkers into the bush by traveling too fast, not slowing for walkers, they do not ring their bells and there is no obvious concern for walkers - particularly elderly walkers. Today in the space of 30 minutes, 45 different cyclists rode past a far smaller no of walkers - heedless of the latters' rights to walk on the track. The Council must bear some vicarious responsibility for the potential harm to walkers and equal responsibility to ensure that rate payers' interests are observed.</p>

<p>I live on De Lauret Avenue, Newport. This is the Pittwater side of Newport. There is no footpath or cycle path on the main access road called Prince Alfred Parade. It is dangerous to walk on the side of the road because there is no where to walk off the road due to all the cars parked half on/off the road. Please could a foot path of in on the Pittwater side of the road. This would make it safe for walking, kids and adults cycling. Some of us do not have a car and have to walk to the nearest bus stop near Newport Arms. Some of us like to cycle to West head and back or cycle to Palm Beach and back. But it is very unsafe due to no side section for cycling/running/walking.</p>
<p>I live on Queenscliff headland and supported the ramp plan recently put forward not only for cyclists but also handicapped people and families with prams.</p> <p>Please complete that project.</p> <p>The current cycle track on the stairs doesnt work because the track is too close to the new handrail and your bike continually falls out of the track.The track needs to be moved 6 inches.</p> <p>The stair improvement is otherwise very good and was completed efficiently and quickly.</p>
<p>I love cycling on my own and with my family. I use both a road bike and a mountain bike. I've been cycling almost my whole life.</p>
<p>I really like this proposal generally and great to see promotion and infrastructure toward safer cycling. I would love to see more inclusion of family-friendly, i.e. off-road bike paths. Ones that I know of are heavily used, e.g. narrabeen lagoon trail, Passmore reserve, Flying Fox park. There are so many families on the Northern Beaches looking for safe rides with young kids.</p> <p>Specifically, in North Manly it would be great to see an off-road trail that connects Nolan Reserve to the Manly lagoon trail without having to ride along Palm Ave. There is a fabulous public reserve along the Manly Creek at the front of Lakeside Cres and Riverview Pde that is completely under-utilised, due to not having a pram/bike-friendly path. A path along this creek frontage would make a safe, family-friendly and scenic ride connecting Manly Vale, North Manly and Passmore reserve with the Manly Beachfront. I feel it would be a real asset for the wider area.</p>
<p>I rise the narrabeen lake loop with my kids a lot- please create another one of these or expand the one that's there.</p>
<p>I run to and from the city 1-2 days a week which I love. Only reason I don't cycle is because it's too dangerous. If there was a safe option for a cycle route I'd probably never get the miserable packed bus again.</p>
<p>I suggest that the safety in the last couple of KM's north of the Sydney Harbour bridge be improved. I occasionally ride my bike between the Northern Beaches and Sydney CBD and safety is the main reason for me not riding more.</p>
<p>I support cycling but am opposed to any extension along the pipeline through Manly Dam which I understand is even going to be lit up at night. This is an unacceptable intrusion into this reserve and will detrimentally impact on the wildlife. I cannot believe this is even being proposed in Manly Dam, the district's largest and most pristine protected reserve. In addition it is hoped the proposed route will not impact on Goroka Reserve Beacon Hill, a small but high quality bushland reserve.</p>
<p>I support expanding the Safe Cycling Network on the Northern Beaches and encourage council to support safe cycling. There appears lots of obvious maintenance issues that affect safety on shared pathways for example overgrown vegetation and Northern Beaches Council should address these.</p>
<p>I support the principe but the plan will fail as it's biased towards the cyclists and not fair to the pedestrians and motorists. Some adult cyclists will never respect any laws or shared pathways with pedestrians for a simple reason: they are unaccountable to anyone as they have no number plates for identification. Hence, they will do what they please with total disregard to any signage or law. I see this every single day in Manly and therefore lost faith in any solution until all road users learn to respect each other and abide by the laws governing each group behaviour.</p>
<p>I think a safer cycling network in the northern beaches would be fantastic for our community.</p>
<p>I think at the moment many cycle paths leave riders high and dry at "difficult" intersections or where there is road narrowing. Also traffic slowing infrastructure I believe makes some cycling routes more dangerous and leads to the accumulation of road debris that causes punctures and thus discourages riders</p>
<p>I think it is terrific. I work for another Council and am very impressed. I stopped riding my bike as the tyres kept getting holes and needed replacing due to harsh roads for bikes. I also found due to my age I occasionally worried about falling off however feel your plan is excellent and safe.</p>

I think it's important that all cyclists are registered and need to display a number
I think that all bicycles should be required to have a licence plate just as cars do. I used to live in a place (Northern California) where lots of people rode bikes and such licences were required and people just accepted that. Cyclists are supposed to follow road rules and there should be a way to identify cyclists and penalise them such as with tickets if not following rules, whether they be safe cycling rules, road rules, or parking rules.
I think the draft Bike Plan is an excellent document that has both captured the need and broadly identified the requirements. Key in execution will be to build linked sections and not 'orphan' additions that are of limited value until other interconnecting routes are developed.
<p>I think there are still some large gaps in the proposed Safe Cycling Network.</p> <p>Firstly, I believe there needs to be a big push for separated bike path all the way along the coast line, from Manly to Mona Vale. The black spots such as Collaroy to Dee Why and Dee Why to Manly just totally cut off most people from riding along the beaches. This is such an important channel to get people commuting to the beach and out of cars, that it should be a priority over parking.</p> <p>Secondly, major cycling routes such as Wakehurst Parkway from NBH to Seaforth, Forest Way and Wakehurst Parkway to Narrabeen are 'low priority' - These are roads with huge patronage and have plenty of width to provide extra shoulder for cyclists to ride safely. However, the shoulder narrows down to a foot wide in sections, which stops many people from trying to take them on. A separated bike path is optimal on roads with high speed limits like this, however a clean, 2 meter shoulder will encourage so many more people to ride. With Separated bike paths here, people in Forest may actually be comfortable riding to the beach, or the lake, or even to Manly with ease.</p> <p>Thirdly, there should be meaningful plans to put in more separated bike paths to Brookvale - especially from Manly Vale, where riders either have to battle walkers on the footpath or double decker buses in the bus lane. A cycling-only lane next to Warringah Golf Club is surely achievable.</p>
I think there should be a lot more off road and shared pedestrian/bike paths for safe biking. I know our family would certainly use it for commuting to work as well as leisure.
I think this is a fantastic initiative and something that is really needed by the community. Can you PLEASE ensure that there is additional bike lanes along Booralie Road into Duffy's Forest as with all they cyclists along that road its an accident waiting to happen. Also there are two large schools off that road where children would cycle to if Booralie Road was not so dangerous to ride along. There is plenty of room for an additional bike lane for the whole stretch of that road.
I used to cycle everywhere in NZ but since moving to Sydney don't cycle far as there is too much traffic and it doesn't feel safe. I think if cycling was made safe heaps more people would cycle which in turn would then reduced the traffic. Painting a lane or stencil on a busy road doesn't make it safer. Painting to say you can ride on footpath doesn't help either as there are so many obstacles - people, power poles, rubbish bins, curbs, road crossings etc so it is not enjoyable. What is needed is a lot more separated cycle paths. I think some roads could be reduced by 1 car lane to make a cycle lane. If its frustrating to drive perhaps drivers will get out of their car and cycle if there is a nice quick cycle path instead of slow traffic.
I want to see as much off-road cycle paths as possible to avoid going on the roads much at all, it's far safer overall though I am happy to see the road network improved for cycling too. I wish to see as much interconnection of bikeways as possible without having to go on roads with cars. Also keen to be able to ride up and down beside the beaches.
<p>I was really looking forward to supporting the initiative but ended up disappointed after I inspected the detail presented in the bike plan. With Covid I, along with what at times seems most of the NB community, re-learned to ride a bike and explored the currently available 'Safe' bikeways connected to our villages .. in my case Dee Why. I somehow even made it to Narrabeen Lakes and back. What I and others from Mona Vale down could not do however was to get safely to Manly, which would have in turn opened up all the side routes as well. To deliver an amazing 'Safe' cycling network that will open up a true transport path for work, recreation and TOURISM why is priority not being given to connecting the existing networks together?</p> <p>The current plan seems to centre around "own" goals of roadworks and pedestrian pavement upgrades already in progress rather than a commitment to opening up an end to end safe cycling network for the community. Sorry, but think bigger and do better as Covid has meant a lot of new bicycles have been purchased and you will likely never find a better time and more support to do this right than now.</p>

<p>I worked in disability for 7 years and when I walk around the streets of Manly and the beach front to Shelley beach there are dogs on leashes skate boards old people and mums and pushers Also disabled people in wheelchairs.</p> <p>Then Bikers trying to ride in and around every one it is dangerous someone will get hurt big time.I am a local and Ratepayer x3.</p>
<p>I would be keen to see the low priority yellow dotted line routes along both side of Pittwater Rd between Dee Why and Narrabeen put up to very high priority. For riders who live along this corridor it is their only route out of the area in either direction there are lots of walkers on the current section of shared bike /walk areas; the east side of Pittwater Rd would be very useful as a more predominantly bike route. Pittwater Rd itself is very busy on week days and very busy plus lots of parked cars on weekends Only rideable for the most daring cyclists. The Pittwater Rd route would also join up two popular recreational rides of Narrabeen lake and DY lagoon.</p>
<p>I would encourage it if it gets cyclists off the footpaths.</p>
<p>I would like to see bike paths alongside walkways where possible. A separate bike path near the Scenic Walkway between Balgowlah to Manly would be welcome. It would allow a safer means of travel than Lauderdale Ave.</p>
<p>I would like to see explicit mention of collaboration with neighbouring councils (Kur-ring-gai, Willoughby, Mosman) to have cross-council connections for commuter cyclists - for example across Roseville Bridge connecting to a safe path to Chatswood Station.</p>
<p>I would like to see safe cycle paths for the whole family to enjoy, away from traffic so it is safe for even the youngest riders.</p>
<p>I would love to be able to feel safe on my bike and ride yo Manly beach or other beaches and even Warringah mall.</p>
<p>I would prefer avoiding shared paths as much as possible, since cycling and walking are so different and pedestrians rarely pay attention to the fact that they are taking up the whole road.</p>
<p>I'm in favour of widening & completing the track around Narrabeen lake and other cycling and shared paths..</p>
<p>I'd love to be able to cycle to the bus stop or ferry</p>
<p>If path on both sides of street - one side should have two way bicycles.</p>
<p>If separate cycle paths from pedestrian ones can be established. Lovely to see more folk out on bikes but they are becoming an increasing hazard for older residents seeking walking exercise. Everyone is polite and we all respect one another but it really should be possible to have dedicated cycling pathways alongside pedestrian ones. I realise many pathways are too narrow - e.g. BYRA to Church Point is a case in point. It would be most helpful if this particular path could be widened and paved all the way and perhaps a 'keep left' for all. It can be dangerous and confronting to be walking along and suddenly there are bicycles coming towards one and more coming from behind. Where does one go? Other countries have sorted this out well. I am sure the Northern Beaches can.</p>
<p>If we are expanding the 'safe cycling network' lets think of the safety of those pedestrians who are choosing to walk in that shared space. They are not currently safe.</p>
<p>If we make things easier for people - more people will do it. Biking is not an exception.</p>
<p>If you ask what does the majority want 60% are NON Riders these are to support the 40% of bike uses nearly half of those being casual users So 75% should fund all the infrastructure I saw above figures how great the cycleways are in the city of Sydney Have these figures been independently audited? I question the figures in the attached report I question your figures I don't know anyone who has been asked anything about cycling and cycleways A phurpy that simple My Belief is Bus lanes should be for that purpose for busses (If a true survey was taken most people would agree.) Where is the justification of one bike holding up in some cases several buses in peak hour or in fact at any time Shared paths should have a speed limit of 4 Kilometres per hour Ther is no enforcement of sensible use on paths I do a lot of walking and have never seen any lunatic riders be held accountable If you want infostructure how /who is going to police the use as it certainly is not at present</p>

<p>They are not at velodromes Bikes don't have priority as they seem to think they do Bikes should be legally identifiable Mandatory registration Mandatory insurance Should be treated as a vehicle and be made to carry identification which must be produced in an accident or when asked to supply such on-demand by an authorised person I do believe children should be allowed to treadle on footpaths Do a real survey of all residents I am responding to this as it was brought to my attention Prey tell how such a big undertaking is slipped through by a minority</p>
<p>implementation would be good</p>
<p>improved bike paths at upper northern beaches through grade accessible dedicated pathways or shared road zones. not enough safe ride-able paths largely due to terrain. repeat success of narrabeen lagoon possibly thru wakehurst parkway to create long bike routes at easy grades. Success of walking and bike riding at Narrabeen have created congestion. find other locations to repeat this success.</p>
<p>Improving and expanding cycling networks provides a range of community benefits not the least being replacing motor vehicles on the road with bicycles resulting in reduced wear and tear maintenance costs, reduced accident related costs, improved traffic flow/drive time productivity. a healthier community, reduced carbon emissions etc</p>
<p>Improving cycling facilities and increasing the number of cycling trips in the Northern Beaches will reduce road congestion, improve air quality and improve the health and well-being of Northern Beaches residents. Particularly as the world struggles with the impacts of Coronavirus, cycling provides a healthy and socially distant alternative to public transport. Cycling leads to reduced carbon emissions, which is important for the environment.</p>
<p>In my opinion the Safe Cycling agenda is the largest. I have a patient pedestrian who was hit by a bicycle rider on the Narrabeen Lake Pathway. Rotator cuff tear which took months to heal. The rider was speeding - no bell as she came up behind the walker. Did not stop- her father called to her to speed off and don't stop. My own 4 year old grandchild was walking with me. A cyclist sped up and past us missing my grandchild by centimetres such that he fell and was so frightened to return to the walkway for some weeks. This happened right next to the sign asking cyclists to give way to pedestrians. I have seen this same cyclist behaving in this way twice since then. Once again no bell. I also saw a toddler on a dinkie hit by a cyclist. Once again he sped off. MAY WE HAVE SOME COUNCIL RANGERS or " AMBASSADORS " PATROLLING THIS POPULAR WALKWAY, especially at this time when we are distancing and there may be council employees who need work? Speed recommendations, bells and giving way to pedestrians? I no longer cycle anywhere due to safety issues. https://www.rms.nsw.gov.au/roads/bicycles/safety-rules/road-rules-for-bicycle-riders.html</p>
<p>In order for this to make a measurable difference prioritising active commuting for less confident cyclists is key. Cater for women and children with separated routes not crossing driveways which would be in use during commuting periods. Once you have people commuting during the week they will continue that on the weekend. Having lots of road crossing where they have to get off their bikes or stop at lights also discourages use for commuting. Underpasses such as in ACT and European countries make riding efficient, less dangerous, and not hold up road users.</p>
<p>In regard to Manly Beach front pathways it makes it frustrating if not unsafe to ride sharing the bike/pedestrians path. This is notable by the fact they do look while cross, they walk in the middle of the path and multiple abreast and they have their own exclusive use path on the beach front. The ramifications of this is it often forces riders into the back streets.</p>
<p>In return for an expanded safe bicycling network, cyclists have to commit/be educated to riding safely & responsibly eg giving way to pedestrians on shared paths, not cycling the wrong way down one way streets, wearing helmets etc</p>
<p>It appears that your mapping has classified the cycleways connecting Church Point to Mona Vale and from Church Point to Terry Hills via McCarrs Ck Rd as being tier 3. Is that right? Church Point is an incredibly popular cycle destination from both directions. We see literally hundreds of cyclists every weekend and nearly as many during the week. The road narrows in many sections and is currently dangerous for cyclists. This should be a top priority for a separate cycle path.</p>

It is definitely not safe to cycle on the Northern Beaches outside of Narrabeen Lake. But it is also not safe to be a pedestrian around some cyclists. I'm both. I don't feel safe cycling on NB roads. But I'm sick of being bullied by cyclists on footpaths. Give cyclists their own separate zone.
It is essential that off road cycleways are massively extended and adequately linked. This would massively improve both recreational and "transport" cycling and reduce traffic on our roads. Furthermore cycleways must feed to transport hubs eg ferries and B line, schools, recreational centers eg pools and beaches and to major shopping centers. Money spent on road cycleways, particularly ones which are not continuous is money very poorly spent. PUT THE MONEY INTO OFF ROAD CYCLEWAYS EVEN IF IT MEANS DOING LESS DISTANCE
It is not safe, too expensive, not thought through. It will create more risk for cyclists and neighbours living in the impacted area. In addition, based on my observation over a year, most of the cyclists are street bikers in group and they will not use dedicated lanes as it is far more risker than before, which means millions of tax money spent for the dedicated cyclists which they didn't ask for and will not use. I am a dedicated cyclist and I would not use the lanes.
It should focus on routes that are on roads, not shared pedestrian/cycle paths. Shared paths are ineffective for the majority of regular bike users - people to avoid, bumpy, have to take a much slower speed, etc.
It would be amazing to be able to safely ride from Manly to Palm Beach. At the moment it's still quite dangerous from Dee Why north.
It would be great if more paths could link up
It's a really good start and if we keep working on this it could be world class.
It's encouraging to see separated cycle paths being proposed. Generally these are solutions that keep both cyclists and drivers happy. In terms of shared paths, these are not created equal in my experience as a pedestrian and person who cycles. Pedestrian routes which have been retrofitted to cycle paths are generally ill suited for biking (eg. the one shown on page 25, bottom left). I have seen a number of councils simply paint bike lines on footpaths in recent years and argue they are supporting cycling, when they're really not great paths. They go past and over driveways which tend to have reduced visibility, paths are usually narrow and hence can be disruptive for pedestrians, particularly in high foot traffic areas. As a result it ends up being unsafe for pedestrians and cyclists alike, as well as being relatively slow riding as you're driving over driveway after driveway. The ones you show in the other photos (eg. shared paths in parks etc) tend to work fine as there are no driveways to navigate and plenty of space to navigate pedestrians. I also note, the plan 'promotes riding with schools'. I think it would be effective in reducing significant cars to also provide adequate infrastructure to schools. eg. separated or improved bike paths. It's difficult to understand exactly where the new proposed paths are going to be. I'd hope they balance efficiency (ie. relatively direct) with difficulty (ie. navigating around steep hills!).
I've just read the Bike Plan but the maps don't have keys so nearly impossible to interpret. On page 24 what colour represents what? I want my child to be able to cycle to school at Oxford Falls Grammar but at present it's even too dangerous to walk on that road. I can see there is a yellow line but what does that represent?
Joining up all the missing links need to be top priority so that cyclists can ride from one point to another without being forced onto busy roads or congested pedestrian areas. e.g. a cycle path between Seaforth and Frenchs Forest and a dedicated cycle path instead of the busy shared footpath between Condamine Street and Quirk Road on the Seaforth to Manly cycle path.
Just do it. Every 4-5 years council canvass the local community, draw up a plan and then fail to execute it claiming lack of finances. It's pathetic - then council holds its hands up and blames RMS for traffic gridlock. It's a recurring pattern of behavior that so disappointing to see, as the solution is so blindingly obvious and comes up in every plan. To get more residents out of their cars we need to build a network of segregated cycle paths. A main commuter corridor north/ south and east/ west with smaller designated lanes joining into this. Basically the same strategy as car transport. If you build it they will come. If you still on your hands for another 20 years history will not be kind to you.

Just ensure wakehurst parkway is a part of the project. Currently it's the only link between spit bridge and frenchs forest and beyond and is very unsafe
Just marking roads and lanes is not enough. Cars pack in these lanes, doors open and utes (from experience) seem to take delight in trying to terrorize cyclists by drive close to them which is a very short sighted view as many cyclists have cameras and it is going to be a bad day for both of you if you connect.
Re thinking dedicated cycle paths, through parks, above roads, new bridges will get people cycling on them. No cars no pedestrians and from key point to key point. Many wharf, spit bridge, Warringah mall, etc etc
You are seeing this as a hobby or second mode of transport. What if it became the main and cars became secondary. Think outside the square. Proposal is force fitting cyclists on to road. Can you think different. Many people have no bought cycles due to COVID -19, now is the time to change behaviours.
Keep cyclist of the road on better dedicated cycle lanes, also keep cyclists out of bus lanes
Looking forward to direct, fast and safe cycling routes from the Northern Beaches eg along the Wakehurst Parkway and along Mona Vale Road being developed. Also within the Northern Beaches a safe cycling option along Barrenjoey Road, especially around the Bilgola Bends, will be welcome.
Looks great - I'd just love it to happen sooner. I would like bike paths to be embedded to in the Avalon Place Plan so that we can safely cycle to do our shopping in Avalon.
M'Carrs Creek Rd cycle upgrade. Mona Vale Rd cycle path.
Make off road bike path in Iris street F. Forest a priority. Include off road bike path down Allambie Road, bike path one side and pedestrians on the other side. Widen path around Narrabeen lake to allow more space for bike riders and walkers. Seaforth bike path to be a priority to join up with existing bike paths in the area. Provide more off road bike paths around the northern beaches to keep bike riders safe. Separate them from pedestrians so they are not scared by bike riders riding past. More signs to let pedestrians know it is a bike path too. Signs to say keep on left side of the path, get off the path if you are only standing and talking. Signs to tell bike riders to be considerate of pedestrians. And I don't even like signs :)
Make paths more connected to the places people want to go to. Also please keep the existing bike paths maintained. The Burnt Bridge Shared bike path is full of pit holes and tree roots protruding. It is dangerous especially as it is now so busy.
Make sure this Safe Cycling Network is at different stages along it's route and different times MANNED by either Rangers or Police WITH Authority to penalised the 'Basic equipment of bike riding" mainly helmets and BIKE BELLS and in sure there is a SPEED LIMIT of say 20kph top speed!! It would not take long for the "word of mouth to get around to do so"
Make the paths continuous and joined up. In London.. bikes get to set off first from traffic lights. A big box is drawn on the ground with a bike painted in it. All the bikes gather in there and get to safely set off first.
Many of the existing cycling infrastructure is not safe to use or so disconnected that it is of little use. One of my biggest issue is are the bike lanes next to parked cars. They are a deadly trap with car doors opening without warning.
Me and my family cycle everyday in the area.
More bike lanes, especially from Narrabeen to Palm Beach
More cycle lanes on main roads as a keen road bike rider its petty scary having cars pass you at 80ks+
More dedicated bike paths rather than shared paths, which are hazardous to cyclists and pedestrians
More kid-friendly mountain bike tracks through our reserves would be fantastic. After the style of Derby, Tasmania, which has amazing riding for all levels on purpose built tracks. The walking tracks and 4WD tracks in Sydney are either too easy, or more often, too difficult for satisfying mountain biking with kids. It's a fantastic exercise for the whole family that builds mental and physical strength and positive mindset.
More mountain bike tracks Designated bike lane from northern beaches to city
More off road in Mona Vale area
more pathways will increase cycling which is better for health and the environment

More people on bicycle makes it safer for all bicycle users as there are more visibility and awareness by motorists.
More people using bikes during lockdown, has been wonderful. If we felt safer in usual times believe a great deal more people would use bikes instead of always cars. Only problem is bike security if you go into shops etc. A secure self clamping at shipping centres would be amazing
More protected bike lanes for commuting between towns and centres bike highways less painted cycle "lanes" in dooring zones and chicanes into traffic calming speedbumps and roundabouts. Bike boxes at traffic light controlled intersections
More safe family cycling routes!
More separate fenced areas for safe biking with young children
Most plans are for upgrading bicycle paths on existing roads. I only ride recreationally and note that within the Narrabeen Lagoon Catchment, one very impressive new bicycle path is proposed at South Creek but unfortunately with a LOW priority. The impact of private property incursions along south creek is very detrimental, thus, building a bike track would be a great outcome for the environment and for cycling. It should be done as a priority, as this would be much more beneficial for the natural environmental, rather than waiting another few years or decades. This would encourage bush regeneration after installation to deal with the existing problem. The proposal to link the Narrabeen Lagoon Trail with others is welcome, as this will allow people to access it, without using their car. The new planned off road bicycle path is the one that follows along South Creek. It does not encroach on the riparian zone but follows the corridor of South Creek. I commend Council for the proposed cycle path along the Wakehurst Parkway, however, any cycle way must not result in any incursions into the good bushland or destruction of any natural rock formation.
Narrabeen Lagoon bike track is very busy especially on weekends. For the safety of pedestrians and cyclists can the path be widened? Especially the area around the B-line/Community Centre/restaurants. There are always a lot of elderly walkers and prams/toddlers who do not respond to the bicycle bell. As a cyclist I find this part of the track difficult to navigate and a safety hazard for all. Perhaps a split or wider path in this area? I applaud the work done so far and the plans to create a track at the bridge. Well done Northern Beaches Council !!
Need collaboration with neighbouring councils to create cycle / car separated bike route from Warring Mall / Dee Why, through Beacon Hill, Frenchs Forest, Forestville, Roseville to Chatswood railway station.
Need to build it as fast as possible to get the benefits. Should prioritise Manly, Dee Why and higher density areas.
Need to encourage commuters to cycle to the CBD, Chatswood and beyond with more clearly marked and safe routes. Need better access to ferries for cyclists in both Manly and Circular Quay. Clearly marked cycle lanes direct to the ferries and/or parking facilities are essential.
Need to know the impact on traffic flows before any changes are endorsed Stephen Todd
No mention made of McCarrs Creek Road being safe for cyclists. Mona Vale Road is not safe or for cyclists from northern beaches to get to Kuringah Park. No mention of cycle path on new Mona Vale Road.
Northern Beaches council needs to stop with the constant Bike Plan -> Ignore Bike Plan -> New Bike Plan -> Ignore New Bike plan cycle that it has been going through with Warringah Council before it. It's time to actually act and follow through with all the plans. Northern Beaches Council needs to urgently put some of these plans into action and apply for grants under the new NSW Government fund. Not wait another year before actually doing something. The time is now! There is a great opportunity during this crisis to do this! "Under a new \$15 million fund, NSW councils can apply for grants of up to \$100,000 for immediate pilot projects, such as widening footpaths and creating cycle lanes, and up to \$1 million for longer term projects such as extra crossing points and trialling lower speed limits." https://www.smh.com.au/national/nsw/more-cycleways-streets-to-shut-footpaths-widened-under-nsw-s-covid-19-plan-20200507-p54qwc.html

<p>Not at the detriment of the natural landscapes that already exist. The removal of established street trees to make way for shared pathways is too greater loss to the greater community for minimal gain for one part of the population that cycle - the high priority plans for Dee Why in particular where every street that runs to the beach is marked, I would hope that no more shared pathways are added and no more established trees are removed. Pedestrians/Walking are much higher users of the main paths and cyclists are more than adequately now provided for with the shared pathway on Howard Avenue and the existing pathway that runs along Richmond Avenue to the beach. The loss of the established trees has diminished the cooling of the suburb, privacy for residents and natural habitat for wildlife that existed. The trees that have been replaced are more decorative in style and do not provide the same qualities as the ones that were removed, such as significant shade for pedestrians when walking around the suburb.</p>
<p>One location stands out. Need cycle access from Narrabeen Lakes cycleway to Sports and Rec. Sports and Rec have resisted in the past saying undesirables could get into their area. This is nonsense as you can access the area by car. Need to raise this again.</p>
<p>One major expensive task ahead for Northern Beaches Council. Recently cycled the Narrabeen, Cromer and Dee Why areas, what an absolute pathetic overgrown shared pathway network. Overhanging trees and shrubs everywhere, constantly ducking and swerving around objects. What makes this even more ridiculous is it's one busy area for pedestrians and cyclists. A major rethink for the executive is vegetation management. It is very obvious council has failed cycling.</p>
<p>One place where I have seen cyclists and is very dangerous is Foley Street in Mona Vale. Foley Street is a route to Mater Maria and other schools. Please put a cycle path along the side of this road. It is very disappointing that other footpaths/bicycle paths less dangerous have been given priority over Foley Street which is sorely needed to join up two existing paths. Please also put a cycle path along McCarr's Creek Road and Pittwater Road around Bayview and Church Point as the road way is very dangerous and unsuitable for cyclists because it winds so much.</p>
<p>Only in areas where there is space, certainly not on narrow roads</p>
<p>Painted lines don't make a safe cycling network. How many km's of exclusive segregated cycle paths has the Northern Beaches got - not many! Most are shared paths with parking poles in the middle and not fit for purpose. Check out shithnorthernbeachescyclepaths on instagram - you're becoming a joke.</p>
<p>Painting lines on roads is not the answer, it makes the roads more dangerous with cars made to drive closer to the centre line and closer to oncoming traffic.</p>
<p>Particularly in regards to shared pathways, there is an very strong need to separate cyclists from pedestrians. I have been involved and several near misses and know of two people who have been seriously knocked over and injured by speeding cyclists (e.g. the Narrabeen Lagoon pathways). There are signs regarding speed limits and dismounting at bridges but they are mostly ignored and many cyclists do not ring their bell. The shared cyclist and pedestrian pathways just do not work. Cyclists range from very experienced, training at a fast pace to family groups teaching the very young, or bigger kids wanting to race each other, not to mention the dogs that run with the cyclists. It is a real hazard for all walkers. PLEASE PRIORITISE SEPARATING CYCLISTS AND PEDESTRIANS ON ALL PATHWAYS.</p>
<p>Pathways shared between cyclists and pedestrians are dangerous. There are no ifs or buts about this. Pathways shared with pedestrians are also unsatisfactory for cyclists. I prefer to ride on the road instead of spending my time worrying about accidentally crashing into people and kids. I oppose any expansion of such "shared" arrangements but i support arrangements to enhance safety for cyclists who use the road .</p>
<p>Pedestrian safety. Haven't seen any evidence of this 'Ongoing education and etiquette campaigns will help manage this issue' Cars trucks and bikes don't mix. You must prevent 'Cyclist arrogance'.</p>
<p>Permit bike riding on footpaths for school children and social riders (ie. Non lycra sports cyclists) at speeds of say, less than 15 km/he with bell ringing required to warn pedestrians. Pedestrians to have right of way. Cyclists to be in single file only. Pedestrians encouraged to keep to left of pathways at all times. Encourage use of car parks and parks for use of social and low intensity exercise riding ie. Less than 20 km/he.</p>
<p>Pittwater Rd between Church Point and Mona Vale should be a priority. It is quite dangerous on a weekend with the enormous number of cyclists and motorists sharing the winding and often narrow road.</p>
<p>I'm guessing McCarr's Creek Rd is too long and expensive to have marked cycleways, but P{Pittwater Rd would help.</p>
<p>Pittwater road in manly lacks a safe cycle lane and with many drivers being international in the area or people not paying attention correctly I never feel 100% safe on that section of road</p>

Plan for & implement MANY MANY MORE cycling tracks & pathways around the beaches !!!
Please can we have cycling speed limits on shared walkways. The elderly and those with young children are in danger from fast cyclists. Some may ring a bell but are on top of you before you can react. Some of the bends don't even allow you to see people.
Please do not do so if it involves removing bushland
Please don't rely on bicycle lanes next to parked cars eg Pittwater road Narrabeen. I am a regular road cyclist and will not use these lanes because of the risk of collision when a car door is opened. It is impossible for cyclists to identify when a car door is going to be opened and most people using cars don't anticipate that a cyclist may be there. On main roads cyclists will be travelling at between 25-40 km /hr and cannot stop quickly if door is opened. Personally I have been brushed twice by a car door and evaded another completely with good fortune. One of my friends, friends was struck by a car door being opened at Collaroy and suffered terrible injuries and a long hospital stay.
Please expand the bike lanes with a route to the city. This would make commuting much easier. Expansion of bike lanes that connect around the northern beaches. . Prioritise bike lanes over parking in high use areas or separate the lane from the road with barriers.
Please include Booralie road Duffys Forest in the safe cycling network
Please install signage explaining safe pedestrian behaviour on shared pathways (eg signage explaining need to supervise children, have dogs on leads and awareness of cyclists...which could include not walking 3 abreast and not wearing headphones)
Please install two way shared paths everywhere, especially in 3 km radius's of schools and shopping hubs.
Please make cycle path between The Serpentine/ Barrenjoey Rd Avalon to bike path at top of south Avalon connecting through to south Avalon headland Please make safe crossing at Barrenjoey rd Newport to The serpentine for bike riders going north and taking The Serpentine Bilgola route Please make crossing Barrenjoey rd at Bassett st Mona vale safer. At present cars travelling north and doing a left turn into Bassett st can hit. Bike rider crossing from the East side of Barrenjoey rd to Bassett st. This is very dangerous. I have been ALMOST run over several times at this intersection Please make shoulders of Barrenjoey rd bike safe by widening and adding barrier for increased bike safety
Please please put up safety fence on our end of Spit bridge. Bikes & people mostly cross on the west side of the bridge. This side has protective railing along most of the bridge, but there is a bit missing at our Northern end, (from where Battle Blvd touches the bridge). Mosman Council has fixed the southern end, so it's now safe, but our end is downright dangerous. Basically a narrow footpath with bikes and people coming in both directions, right next to an extremely busy road with fast-moving traffic, and no safety barrier.
Please provide a cycling network that is independent of pedestrians (especially with dogs) and motor vehicles. Please co-ordinate with NSW Sport and Recreation for the creation of a mountain bike track located at NSW Sport and Recreation Centre.
Please put in shared paths everywhere omit at least within a 3km radius of schools and major shopping areas. We have such wide and unused nature strips in Balgowlah and Balgowlah Heights. If there were wider shared paths with pedestrians instead of narrow footpaths, so we could cycle off the road, my kids could cycle to school and to the shops. Even I feel nervous cycling on roads whether they have a marked bicycle lane or not, it must be segregated and shared paths is probably the cheapest and easiest way to do this quickly everywhere.
please put traffic calming devices in front of all places where cyclists need to cross the road on the cycle network - to slow the cars down. eg Campbell Avenue, Dee Why West. The cycle network is popular with family groups with kids and they have to "run the gauntlet". Cars don't keep to the speed limits on long, flat roads.
Pls expand the SCN as suggested. How fantastic to be able to do a variety of circuits in the area. So much antagonism shown by car drivers to cyclists in region. So different from attitudes in northern Europe.
Poorly structured. It appears this has been thought through without cyclists, cycling groups or clubs with any input.
Prefer dedicated bike path to shared solutions. They are much safer.
Priority : Pittwater Road (especially in Manly) should have a safe designated bike lane or shared lane for bicycles

lane all the way from Manly to Mona Vale with two splits at Ocean St in Narrabeen and Pittwater Road, then continuing along Barrenjoey Road and eventually splitting down Whale Beach Road all the way to Palm Beach.

*Designated bike lane along Sydney/ Alternative main road all the way to connect to the Spit Bridge.

*More bicycle overpasses/bridges etc to make it a faster route and to avoid congesting traffic.

*Bicycle traffic lights at main intersections

*Low lighted bicycle lanes in dark parks (Manly Lagoon should have inbuilt glowing track lines or inbuilt solar low lights to show the path.

*Bike Lane on Whistler street connected to Manly Wharf as an alternative to a Belgrave St in Manly and Pittwater Road in Manly.

* Overpass at Belgrave St or Corso over to Manly Wharf to have cyclists and pedestrians commute over the intersection.

* Two bicycle lanes (widen the bridge) at the Manly Lagoon bridge (at the moment there is only one narrow path for Pedestrians and Cyclists)

(Main roads need to start having proper bicycle lanes, there is no reason to prioritise cars if you want to increase the amount of cyclists). Traffic flow would be improved with better public transport)

*Electric bike rental and charge stations, One in Manly, One in Mona Vale and One at Palm Beach.

*Electric bike charging stations.

*** INtroduce an Electric bike rebate (25 %) (Sweden introduced a government rebate on electric bicycles to increase the amount of cyclists, it worked). Sydney's (Northern Beaches)hilly landscape and lack of quality public transport discourages the average to low level cyclist from commuting longer and harder distances).

*Bike lanes to public schools. (Not including private schools)

Proper investment in fully connected regional bike paths would be warmly welcomed. I would love to cycle more often but the lack of connected cycle paths makes it difficult/unappealing.

Proper lanes adjacent to road. Not just painted lanes. Cycle commuter corridors absent of unsafe on street parking.

Provide further suitable bike parking facilities at suburban shopping centres and provide marked cycleways on selected roads leading to these centres

Provide shared footpaths edpecially around beaches

Recently during lockdown some kids raked and pruned an existing power pole service trail in south Manly dam and opened it to mountain bikers.

This had the 2 sided benefit of taking kids off Kalauai street and provide mountain bike observers to prevent the stoners (drug takers) who hang around the rockface , break bottles and light fires.

So what does Council do?

The Rangers say there are 'endangered species' so...

Close the existing trail by cutting endangered plants and putting them over the trail

Not clearing rubbish put in the 'endangered' area by the drug takers - rather blocking an old path using the stoners rubbish!!!

And

and due to no traffic...

The stoners return and started a fire recently. And left drugs which almost killed a locals dog.

Well done Northern Beaches Council. You staff's logic is beyond comprehension.

Anti-biking is the ethic. This looks to be a marketing excercise at best

Regarding Narrabeen lake path I & other friends would like to see more support for walkers on this pathway. Families with small children are usually polite & use bells. Adult riders often tear past & don't slow down for anyone. Older pedestrians are reporting they no longer use path for walks because of cyclists. There needs to be a sign CLEARLY stating rules for cyclists and pedestrians. Thank you

Riding a bike should be possible without the current fear that is felt across the community. The vast majority of people consider riding a bike to be too unsafe for them to consider taking part. The only way to change this is with dedicated infrastructure that provides connected options for riding.
Safe cycling access / pram walking between long reef and Dee Why bike path
Safe cycling isn't achieved by painting pictures of bikes on the road or by creating more "door zone" lanes. It's achieved with more dedicated bike lanes or, at least, shared paths. Many other council areas are much further advanced with these facilities than NBC has been so far.
Safe Cycling Network (nationwide) is a winner and has social, environmental and economic upsides.
Safe cycling network would help riding with children and ease congestion around Narrabeen Lake.
Safe cycling route into the City would be a tremendous help for bicycle commuters
'Safe Cycling' should be for pedestrians as well as cyclists. Cyclists should have speed restrictions where they "share" areas with pedestrians. By example, cyclists frequently travel at what I consider to be unsafe speeds along the cycle track from Manly Beach to Queenscliff Beach; "unsafe speeds" being due to children and older persons playing/walking adjacent to the cycle-path and cyclists travelling at excessive speed for the mixed-environment in which they are cycling.
Safe for cyclists and pedestrians alike.
SAFE is the operative word - the proposed shared path between 532 Barrenjoey Road Avalon and the Serpentine is NOT safe for cyclists or pedestrians or residents and the current proposal presents the likelihood of a serious accident waiting to happen. It is strongly opposed by the majority of residents most of whom are over 65 years of age and all of whom support a pedestrian path with separate provision for cycles on Barrenjoey Road. This road has plenty of potential for widening to accommodate a separate area for cycles.
Safe places to cycle off road are few & far between, so it's hard for people to develop confidence & skills without feeling they take their lives in their hands. Obviously real estate for this is hard to come by, but around Narrabeen fitness camp or a diversification of purpose for Long Reef headland spring to mind.
Safe riding to schools could be considered. Cycleways to shopping centres e.g Warringah Mall, Mona Vale, Warriewood Square. Cycleways to link to B-Line bus route. Cycleways to Northern Beaches Hospital
Safe secure bike storage. Having had one bike stolen and another attempted theft, finding this to be an issue particularly if wanting to connect to bus terminal or ferry. Facilities like the parking lot bike storage on Kenneth Road should be expanded and included in other places. Camera surveillance should be expanded on these storage areas.
Safer connections and crossing for mountain bike trails. For example crossing Wakehurst Parkway to the more kid friendly trails on the Garigal side can be dangerous/difficult during the weekend days.
Safety first
see attached
see attached submission
See below.
see my submission for detail with certain caveats
Separate cycleways. Widen footpaths to share with pedestrians. Apply rule. Slow down when passing pedestrians. Ring bell. Etc.
Separate from the road/cars where possible.
Separated cycle lanes should be the primary option when expanding the network. This could be quite easily be achieved with around the new hospital, instead a shared path was chosen and then signage was placed in the path. The council should make it mandatory for contractors to produce the safest options in new developments, not make decisions based on budget. Any traffic calming measures should not hinder the cyclist, the crossing island on Griffin Rd Curl Curl is a terrible solution, cyclists are forced onto the footpath where pedestrians are waiting to cross the road. Suggested cycle paths should not be on the same roads as local "rat runs". Traffic using these roads tend to be rushing, leading to frustration when stuck behind a cyclist which leads to close/dangerous passing of cyclists. Alfred St in Cromer is an example of this.
Separated cycleways are much safer for children. Whilst this is not possible in many areas due to space limitations it should be done where possible, especially near parks and beaches as there is more space.

The bay run is a good example of an area which switches between shared paths and separated cycleways depending on how much space is in the area.
Separating bikes from pedestrians is a really important aspect. Trying to combine both onto a single path doesn't work as people walk next to each other (not in single file). And the speed difference is too great. So please expand the network with more bike only paths.
So much of it depends on State Government funding with no alternative should this funding not be secured.
Some great plans, but these need to be planned and budgeted for to make them happen. I know it has been mentioned, but expanding a bike network by just spray painting bikes on roads is not much help. Separated paths are undoubtedly difficult, but should be prioritised. Where bikes paths run on roads, they might be made safer by lower speed limits. I also think shared bike and pedestrian paths are hazardous; both groups are much much happier if kept apart.
such a good idea - so many people are not yet ready to contest the limited shared space on roads, and safe cycling network is not just function for shorter trips / commuting / shopping; but also as a safe entry point to the activity generally...
Supportive in appropriate places - DO NOT support cycleway of any sort between Newport & Avalon - either around The Bilgola Bends or down to Bilgola Beach alongside the Coastwalk, as is proposed now. I walk this beautiful route most days. My family & I also cycle regularly & are supportive of local cycle paths, but we would have no need or desire to ever ride that route (Bilgola to Newport). It is a ridiculous proposal to take out huge numbers of trees and native bushland in this environmentally sensitive area, to put this wide path and cycleway in place. In doing so, you are taking away the very thing that makes people want to come to this area in the first place - our beautiful bush. The Bends are the entrance to our northern peninsula. It needs to be left in its natural sub-tropical rainforest/bush state for all to enjoy as it is with its filtered water views. There should be a crushed gravel narrow WALKING path ONLY along the coast (exactly as it is currently). This proposed cycleway down to Bilgola Bch is apparently designed for younger children & their parents, as experienced riders will continue to use The Bends (which we also do not want widened or touched in any way). Anyone with children knows that they will NOT want to ride their bikes down a steep hill and then have to ride back up the same hill or up an even steeper hill around The Serpentine (which will create an even more dangerous situation, as The Serpentine is narrow and there is not enough room for 2 cars to pass each other as it is). Please abandon these ridiculous plans that have not been well thought through. No cycleway is needed or wanted between Newport & Avalon. Please protect Bilgola and its precious native bushland. No more development of any sort is wanted.
Take into account local cycling and triathlon club peloton and other large group rides regularly on weekday mornings and weekends
Thank you for the work you have done on this. At the moment, Frenchs Forest is a Strategic Centre but there is not much detail given about how Forestville will connect with this Strategic Centre. You have stated that the Safe Cycling Network is largely separated from road traffic and yet, the only suggestion for Forestville included in this strategic plan (apart from connect Forestville to Killarney Heights via Melwood Ave) is to widen the footpath between Roseville Bridge and Forestville Ave and the main route is along the undulating Warringah Rd. As you know, this is a very busy road and it will not be suitable for kids to ride on. Could you please consider in more detail in the strategic plan how to connect Forestville with Frenchs Forest in a safe way. Otherwise, the residents of Forestville will still need to load bikes onto a car to be able to access any network (which does look great if you live on the other side of Frenchs Forest or on the coastline). A suggestion is to widen the path all the way from Roseville Bridge to Forestway so that the bikes are off the road. Then make a safe way to cross for those who live on the Killarney side of Forestville. Alternatively, make the path on the Killarney side of Forestville and make it link to the newly built bike paths at Forestway on the Karingal Cres and Fitzpatrick Ave side of Frenchs Forest.
Thanks so much for making cycling safer for all. I'm a 62 year old GP with a road and ebike who rides to work, to the theatre, to the opera - to everything really. So glad to know that you're helping to get more people riding with greater safety. Thanks
Thanks. It is great to see infrastructure for cycling getting further attention.

<p>the bikes on Booralie Rd Terrey Hills are just dangerous after the bike lane finishes some bike riders are riding their bikes when parents are taking children to school in the mornings & in the afternoon picking the children up again ????? a bike lane is very necessary if there isn't going to be a nasty accident for a bike rider can't pass a rider the road too narrow at the best of times with 2 way traffic this does need attention</p>
<p>The city of Sydney and surrounding suburbs have dedicated cycleways that are connected and safe and allow bikes to commute all over the city. This is the model we need here on the Northern Beaches. Shared cycleways are not safe for anyone including bike riders of all levels, walkers and runners and cars. You can't ride a bike at 15-20 km p/h when there are families and pedestrians around. Equally roads are not safe for cyclists and can cause road accidents for cars too.</p>
<p>The concept is fine - the implementation is too vague and non-specific. Focus on completing whole sections - at the moment it's joining dots to create dashes - we need whole sections to be completed so journeys can be completed safely end-to-end. Focus on major routes within Northern Beaches - Manly to Seaforth, Manly to Brookvale, Brookvale to Dee Why, Seaforth to Frenchs Forest, Sydney Road to Spit Bridge. These major routes would all be physically separated paths on roads - strat with two-way paths for space and time efficiency - do some pop-ups using emerging and COVID-19 funding.</p>
<p>The Council has plans for a great coastal walk. Where cyclists impose on that pedestrian safety should be the priority</p>
<p>The council is to be congratulated on its work on the Cycling Network to date. However the safe cycling network still needs to be expanded further</p> <p>The bike path that runs along the footpath from DY to Narrabeen has been beautifully constructed. Every time you need to cross a roadway there is a gentle decline to the road and then a gentle incline back to the pathway. It makes this cycle path incredibly easy to ride. However, there are three problems with this cycle path</p> <p>Firstly it is very hot in summer. There is nowhere in the existing cycle ways/pathway to plant trees. Could trees be planted in people's front gardens to provide shade along this cycle path?</p> <p>Secondly, could a white line be painted on the road at each intersection with Pittwater Road to encourage cars not to stop across the bicycle path?. Many car drivers persist in sitting right across the intersection blocking the passage of people using the bicycle path.</p> <p>Lastly, the bus stop shelters occlude part of the pathway as the section of the bus shelter that has the advertisements on it, projects into the cycle pathways. This is quite dangerous if there are bikes going in both directions as there is very limited room due to the bus shelters.</p> <p>Cycling networks should not be expanded through riparian zones or bush zones.</p> <p>Cycleways do not need to be lit up at night. There are sufficient street lights to do this already.</p> <p>There are sufficient roads and bicycle paths to travel anywhere through the Northern Beaches.</p>
<p>The current safe cycling plan is focussed too much on "transport" and not enough on recreation. The proposed paths are not sufficiently connected to meet the needs of recreational cyclist.</p>
<p>The cycleway between bottom of Oliver street (Freshwater) and Lagoon Park along Pittwater Road Manly is very dangerous. The path narrows as it crosses the bridge and is unsafe for cyclists. This is a major route for school children and people cycling to Manly. This needs to be widened and a barrier included. In addition on the plan the proposed cycleway along this Pittwater road at Brookvale should go straight from the Mall to Brookvale oval - not detour through the industrial park. This is a main cycle path from the mall to St Augustines and Brookvale public school.</p>
<p>The expansion of the Safe Cycling Network is a great initiative. While it is apparent that the report recognises the conflict of use issues that arise on shared pedestrian and cycle paths, in the absence of the ability to have dedicated cycle paths a lot more education is required to ensure both cyclist and pedestrians co-exist in safety.</p> <p>This applies to both identification to remind pedestrians and cyclists they are on a shared pathway and the responsibilities of both pedestrians and cyclists regarding safe use.</p> <p>This would also be assisted by a program where rangers either on foot or on bikes educating people using the shared pathways</p>
<p>Pedestrians</p>

<p>Maintain a level of awareness (ie no headphones) No sudden movements. Look behind when crossing the centre line. Move to the left upon hearing a bell.</p> <p>Cyclist Ring bell before overtaking pedestrians. Slow down when overtaking pedestrians</p>
<p>The focus should be on creating cycling routes that do not interface with traffic. ie dedicated cycleways, rather than bike lanes. Most cyclists I know are worried about traffic and would cycle much more if there was limited risk of a vehicle straying into a bike lane and if the cycling experience involved cycling through a nice area without cars alongside.</p>
<p>The gold standard has to be dedicated cycle paths separated from both pedestrians and cars. I get the impression paths are converted to shared pedestrian/ bike use as it's the cheapest and quite frankly laziest option - just put up a few signs and some white lines and claim to have met the needs of cyclists. For example the Kenneth Road shared path is a danger both to pedestrians and bike riders with power poles, street lights and the swimming pool car park entrance all creating risks for cyclists. The cycle path infrastructure at the junction of Parriwi and Spit Roads (I know this is not in Northern Beaches LGA) can best be described as a dogs breakfast.</p>
<p>The lighting is poor in some area . A system that switch on / off after a while when the rider has gone by would improve safety . As a nurse I would love USING a bike if my morning ride is not a dangerous one .</p>
<p>The more people we can get off the roads will make it less congested for busses, etc.</p>
<p>The network needs to consider condition of surface proposed for cyclists and how this affects users, ie simply painting marking on existing roads/footpaths does not encourage the use of these routes by cyclists (this is generally what's been done to date in numerous locations</p>
<p>The plan is vague and difficult to understand in terms of detail and where/what will be expanded or improved upon .</p> <p>There is currently no safe link between Terrey Hills/Belrose and the beaches and it seems none proposed</p> <p>There is no safe easy link between the south western northern beaches, allambie and the main shopping complex of warringah mall.</p> <p>There are limited secure bike parking facilities at all supermarket anchored shopping centres. Even Manly has inadequate security so we mostly take our bikes on the ferry and to work.</p> <p>There is no safe link between Seaforth suburbs and frenchs forest hospital and shops.</p> <p>I can also not see any plan to make a safe Cycling link between the northern beaches and mosman council? This is the most heavily used link.</p> <p>The new cycle paths around the new northern beaches hospital are well made and demonstrate how it should be done.</p> <p>Road crossovers and cycle paths causes significant accidents between cars and bikes. The cycle path between Manly North and Brookvale is a perfect example if how council should NOT build 'safe cycling' networks. I strongly recommend that your engineers seek advice from the experts in the Netherlands and Denmark of how to do things correctly.</p> <p>There is a lot to do. I support this plan but recommend council seek professional support to deliver it properly.</p> <p>The plan seems overly ambitious and i assume that you will not get all the funding you need. I would priorities lines, signs and traffic calming first then the shared paths.</p> <p>The planned work is too discontinuous.</p> <p>The predominant image in the plan is one of gentle enjoyment by families and older people . Lycra clad competitors , whether against their riding mates or themselves have been increasing in numbers and disruption along the narrabeen lake trail and elsewhere .</p> <p>It occurs to me that there has to be separation between pedestrians , day riders and the competitor , think of</p>

<p>it as the distinction between a bell rung to warn and a bell rung to compel a clear path. This means active integration of the network with road bike routes and distinctions in regulation between the recreational and the peleton .</p>
<p>The relatively few comments on interactions between cyclists and pedestrians on shared paths are very disappointing. I doubt if "Ongoing education and etiquette campaigns will help manage this issue" There needs to be greater enforcement of requirements on both parties (cyclists and pedestrians) to 'do the right thing'.</p>
<p>The routes look good and are presumably informed by data analysis, not just existing routes/intuition. Where are the references to source data that supports the proposed routes?</p>
<p>With respect to the document: P.11 – Manly “Damn” should be “Dam”. Unless it was intentional, in which case it should probably be Damn Manly, as Damn is an intransitive verb. Also is “Cur Curl” intentional?</p>
<p>The map images (such as those on p.21) need to be scalable. When you zoom in to look at the detail of the routes, they blur and go out of focus. Try using enhanced metafile rather than “cut and paste” in the master document. Unless the originals are not scalable, but that would be weird.</p>
<p>The safe cycleways you are creating are great, however the safety aspect is being compromised by some cyclists riding far too fast on shared cycleways. Is there any ways the rangers can address this as there will be a serious injury.</p>
<p>The Safe Cycling Network paths offer a way to introduce less experienced cyclists to commuting locally by bike as well as riding for fitness and leisure. They are also an essential tool to encourage children and families to ride.</p>
<p>The safe cycling network should consider infrastructure around schools a priority. More parents would let kids go to school on bikes if cycling infrastructure was more than paint on the road. Some are already planned (Maxwell Parade in Frenchs Forest needs not only bike infrastructure but also pedestrian for our senior citizens to be able to move around without having to drive) but all schools should be accessible safely via bikes in a 2km radius or at the very least their catchment area.</p>
<p>The shared bike path along Burnt Bridge Creek from Seaforth to Balgowlah Road desperately needs repairing and upgrading. It is a fantastic off road path but is full of potholes and tree roots causing the path to be quite dangerous in parts. if you make the bike paths safe and maintained more people will ride.</p>
<p>The sseparated cycling network needs to be coherent and connected, and protective of cyclists of all ages and abilities. I support the proposed network plans for all proposed Regional, District and Local Connections.</p>
<p>The supposed shared pathway from Pittwater Road to Dee Why Beach is unsafe for walkers! I use this pathway everyday & fear that I will be hit by the bike riders. They do not consider the walkers, weaving in & out of walkers travelling in opposite ways, no use of bells, coming up fast behind walkers, using speed along this pathway. Some are extremely rude! Children have NO concept of keeping to their side, parents just laughing!</p>
<p>There are parts of existing roadworks such as the shoulders of Wakehurst Parkway that even after resurfacing still don't have an adequate width. It would be great to join the strategic centres by cycle paths, not just have cycling infrastructure within those centres essentially isolating them.</p>
<p>There has to be attention paid to connectivity and continuity. A safe route is only as safe as the least safe sector. Going over driveways and lots of cross street crossings are not safe.</p>
<p>There has yet to be commissioned a study to assess the size of the impost of delayed travel times imposed on public transport bus lanes, and particularly on uphill grades by slow bicycles exercising an assumed and perhaps legal right of way in bus lanes.</p>
<p>There is a need for dedicated bike paths,not on roadways or shared with walkers, to major destinations like shopping precincts and transport hubs.</p>
<p>There is a wonderful bike path between Narrabeen lake and Dee Why. You have to cross Fisher Rd North and whilst there is some safety for cyclists with a medium strip, cars can still run through at high speed. It would be nice to have more calming procedures in place to slow cars down and protect cyclists, perhaps a speed hump.</p>
<p>There is such a great network set up now. It would be great to ride safely to even more places.</p>
<p>There needs to be a bike path to Palm Beach</p>

There needs to be safe transportation routes for cycling. Some Australian motorists think they are the only ones entitled to use the road. A safe cycling network would enhance what we already have a encourage more participants in a safe environment.
These are loaded questions!
Depends on cost, priorities and whether it can be done without creating a concrete monster that destroys vegetation
They dont pay taxes or respect other road and shared walkeays
Think big and think long term. E bikes will make Sydney “ flat” .
This is a great start. Hopefully funds will flow to get this underway asap....especially the high priority routes.
This is a long overdue initiative! Cycling is popular on the northern beaches and I have absolutely no doubt that a lot more people will ride if it's made safer. My partner for one. Commuting from Manly has always been somewhat fraught, with many car users aggressive toward riders. Having better separation from cars and clearer routes for bikes I see as critical infrastructure.
This is the biggest load of nonsense! Great idea if your in an inner city suburb but up here on Pittwater it's ridiculous. First off do you really expect people to cycle many kilometres to get to work & arrive all sweaty & smelly? Do you expect people to cycle kilometres to get a loaf of bread or milk? The only cycling here on the northern beaches that is practical is recreational cycling & then you have all the associated problems allowing people to share narrow footpaths in areas such as Bayview where there are many retirement homes & the majority of the population are elderly. We have big issues every holiday season with people cycling illegally on Pittwater Road between Mona Vale & Church Point. I've seen elderly people frightened off balance & fallen thanks to speeding rude cyclists & I too have almost been knocked over & my little dog almost killed. Older residents are frightened of the cyclists. Build your cycle ways on the road where they belong cycle
This should be expanded even further
To be effective, the network needs to link well with the adjoining Councils. In particular Willoughby & Ku-Ring-Gai need to to be along for the journey.
to dangerous across manly bridge
To get children riding and walking to school you need to make safe cycling possible. I note that you have as low priority the roads in Terrey Hills and Duffys Forest as low priority. All schools in this area should be serviced by high priority projects. The same reasoning applies to schools across the council area.
To reduce car traffic and pollution to our planet we need to encourage more people to cycle to their work and outings. This will only happen if there are safe cycle way for people to use. Currently the culture from many drivers is that they hate cyclers on the road which makes it dangerous for bike riders.
too many bikes in footpaths already
Too many cyclists are a danger to both drivers and pedestrians or bushwalkers. They should understand that cycling should be done with care and is not a right that exceeds those of other path/ space users.
Try to educate all pedestrians to keep left. Walking anywhere Keep left of others.
Unless there are greater efforts to separate bikes from fast moving vehicles, the barriers to commuting by bike will remain.
Unlike the maps in your plan, cyclist do not respect council boundaries. There is an important need for a cycling facility from the Frenchs Forest precinct to the major transport hub of Chatswood. This is not addressed in the "plan". It is very difficult to do this most important ride at present, only attempted by very experienced riders. The reverse journey is even more difficult having to cross Boundary Road in some way. As a start, upgrade the pitiful footpath along Warringah Rd to cycling standards and extend the Roseville Bridge cycleway up to Malga Ave. (next to the golf course parking area).
Upgrading existing footpaths to shared paths is very desirable.
Using Whistler street is dangerous as it is quite narrow If parking spots are removed to make it safer then we have the problem of already scarce resident parking The beach bike path at Manly is a hazard for both cyclists and pedestrians PLEASE INCREASE SIGNAGE

Very important to encourage people to cycle. Beginner cyclists are hesitant to get into cycling because they are scared of riding on the roads with cars . If we could make it more user friendly then people will be much more inclined to begin cycling therefore not use cars as much
Wakehurst park needs to be safer.
Wakehurst Parkway between Warringah Road and Seaforth needs either a segregated bike lane or a widening of the existing shoulder lane, which is already marginal, but is eroded by any re-surfacing work done.
Belrose / Frenchs Forest needs more family friendly bike infrastructure. A lap around the showground is quite short, a path around the entire park (including the sports fields) would be great. Better access between this and the shopping centre would also be good. There's a set of stairs down to the crossing to Glenrose, but no bike ramp, just a push ramp.
Wakehurst parkway is dangerous and a proper dedicated lane is essential From Seaforth to Narrabeen to connect Hospital etc
Walk and bike separate lanes
Walking is our preferred activity. We walk for exercise, relaxation and going places, like shopping (where practical). I do not oppose making it safer for bike riding provided this does not make it less safe for people who choose to walk. My primary concern is shared pedestrian/bike paths. Permitting bike riding on footpaths is dangerous for pedestrians, I have experienced/observed a number of near misses. When walking, people tend to relax, taking in the scenery, talking, etc. - they are not focused or ready for encounters with bikes that are generally travelling much faster. Pedestrians tend to wander and not walk in a straight predictable course, they can easily stray or step in front of a bike. I try to remain aware of the danger of bikes when walking on a shared path but this naturally diminishes the pleasure and relaxation that walking should bring.
We absolutely support bike riding as a form of exercise as my husband regularly rides his bike around the Narrabeen Lagoon ..We do however resent the fact that fast bike riders presume they have right of way over slower riders or walkers around Narrabeen Lagoon.... As seniors we usually have to step over to the grass to allow riders to pass.. often no warning are given despite signs.
We are encouraged to exercise more and cycling is a great way to do that, particularly for the over 50's. More bike friendly pathways are always appreciated.
We are in our 70's & enjoy riding from Mona Vale to Dee Why every Monday. We meet up with other people along the way. It is all bike track from Macpherson st but very dangerous along Ponderosa Pde from Mona Vale Rd to Macpherson St . We are forced to go on the road with lots of trucks & often heavy traffic. We are very grateful for what has been done but if it could be extended along this stretch it would be excellent. Kind regards [REDACTED]
We have lost so many trees and wildlife this past summer in NSW. We do not need to disturb the bush we have so people can ride a bike. Manly dam is the only war memorial of its kind, it's in our area, so we have a responsibility to protect it, preserve it and see it remains untouched so generations to come will know the meaning in which it was dedicated. If we start chipping away at it, we fail to honor those who gave their lives to give us the freedoms we enjoy.
We have some great bike paths/routes now so seeing these expanded and connected is a fantastic initiative.
We need more mountain bike trails.
We need more, safe cycleways, better signage and the same rights as cars.
We need to encourage safer Cycling and better on road access, especially for regular routes such as from Manly along the coastline north and including around Pittwater, KuRingGai National Park etc. We should also invest in "Park Connectors" as places like Singapore do.
We need to have the cycle ways apart from the walkers. I can no longer enjoy a walk when bike riders race past, they don't signal they are coming and you don't know which side they are passing on. Being a past bike rider myself I know the rules for bikes, its a pity others do not consider the walkers.
well done on this strategy great read
Wetlands path from Dee Why to Long reef to keep bikes off Warringah road and link the two carparks
What a great concept and to keep road and recreational cycling is great !!!!

<p>When shared paths along roads frequently cross side streets and driveways cars in the side streets have right of way. It becomes impractical to use the shared paths because of frequent dismounts particularly in the mornings. The forces me on to the road where I do have right of way although I would prefer to use the shared path (Garden street Warriewood is an example)</p>
<p>When expanding the Safe Cycling Network, it would be safer to make more designated cycling paths, rather than shared paths between pedestrians and cyclists. The shared paths become a safety risk as they become too busy with cyclists and pedestrians travelling at different speeds.</p>
<p>In relation to existing safety concerns, Manly beach front currently has a shared bike & pedestrian path. As this path is too narrow for the number of users, I have seen several near misses between cyclists and pedestrians. To make this area safer, the path should be a designated path for cyclists only – there is the separate pedestrian walkway alongside the beach which walkers/joggers can use.</p>
<p>For ideas on how to make cycling safe & effective across the Northern Beaches, the Council should look to leading cities and areas in Europe where the examples & research exists.</p>
<p>When improving the network be aware of the topography to increase cycling participation avoiding the hillier routes will help. The problem I have noticed with separated cycle paths is maintenance. They end up deformed by tree routes and never kept clear. On road cycle lanes tend to be better maintained. Council also need to work with other councils to ensure continuity. I work in the city and cycle in 2-4 days per week. I stick to the main road corridors because they are more level and the clear ways are safer than quieter streets with cars parking and leaving without care. Finally, shared paths need to be shared. Signage reminding cyclists to keep left should also remind pedestrians to keep left. I often ride around Narrabeen Lagoon with my young son and see pedestrians hogging failing to keep left and ALDI off leash dogs creating a hazard. Narrow paths on bridges are also a big bear. Examples include Pittwater road crossing Narrabeen Lagoon and Spit bridge. Also crossing Pittwater Road at the bottom of Wakehurst Parkway is a nightmare and would really benefit from a bridge. Approaches to cycling bridges should not be too steep. Bridges on Narra lagoon trail are a good example.</p>
<p>When new roads are built, bike paths should be put in as well as an extra consideration. Also having increased road bike paths would be great for transport. I know many people who would ride but don't feel safe due to driver behaviour and having to share the lanes with people who can be aggressive. (I understand people are the issue here)</p> <p>Having long bike paths would be a great help in getting areas connected and allowing people to get about in bikes more often, without having to be pressured about having to push harder all the time and go faster and risking danger due to cars behind them.</p>
<p>While expanding the " Safe Cycling Network " is a fantastic proactive proposal by Council how will council ensure that it is used by cyclist as a majority of cyclist appear to ignore current cyclist routes and pedal away in the middle of the road, ignore all road signs and appear to think they have a God given right to treat roads as their sole preserve. Has anyone on council viewed a cyclist dismount and walk their bikes across a pedestrian crossing. While I would support Council in progressing this proposal I believe it is a waste of rate payers monies.</p>
<p>While I don't know the budget that has been allocated to this project, when you consider the small % of the population that are cyclists, I would prefer to improve the road network (4 lanes Wakehurst Parkway, 3 lanes Bigola Bends (alternate am/pm between 2 & 1), over ramp at Mona Vale junction to keep traffic flowing etc...Just look at the recent rains and the impact this had to the residents not of Narrabeen. I am a Palm Beach resident and I suffer the most from poor roads & increased cyclists, as it can take 40mins just to get to Newport if stuck behind cyclists. And I work in the city and travel even day.</p>
<p>While separated bike paths are welcomed, they need to be practical in allowing the cyclist to flow in the same way as traffic does. For example, at roundabouts. The cycle lane should continue or a sign for car drivers to give way to merging cyclists, rather than expecting the rider to take a rough, unsafe, and circuitous route up onto pavement and around the roundabout.</p> <p>Wakehurst Parkway shoulder between Seaforth and Warringah Road, which is not an official bike lane but hundreds of cyclists ride this each week, needs to have a better quality surface. And after rain, the gravel that washes down the shoulder gathering in large piles needs to be removed. This stretch of road is extremely hazardous due to these things, not to mention the narrowness of the shoulder on an 80kph road, with no suitable alternative direct route.</p>
<p>Why can we not also look at electric scooters as part of this initiative.</p>

<p>Why has Council excluded Booralie Road in the Safe cycling network when their own data has shown how busy the road is.</p> <p>Residents of Duffys forest deserve the same rights to safe cycling and shoulder upgrades as other ratepayers in Northern beaches</p>
<p>Will you be addressing the dangerous bridge crossing on Pittwater Road, Manly that runs over Queenscliff lagoon? At the moment, bike riders are meant to "dismount" and walk across the extremely narrow bridge. The bridge is dangerous enough for pedestrians, let alone cyclists, very much hoping this will be included in your network plan.</p>
<p>With increasing traffic and larger roads (such as around the northern beaches hospital) these networks are essential to allow effective use of bike to get around and to exercise. The current arrangements are not adequate and need upgrading. The proposal seems strong, but could certainly go further. I fully support this and any further expansion that could be included.</p>
<p>With the increasing uptake in e-bikes and pedelecs there will be a marked increase in bicycle riders and traffic. There will also be an increase in older cyclists who will need safe cycling options away from road traffic. In Europe the uptake of electric bicycle options has led to a significant increase in cyclists and a shift in demographics. It is great to see council working towards providing the infrastructure that will be required in the future.</p> <p>Safe cycling networks have tremendous benefits for the local population - decreasing emissions from transport and facilitating more active lifestyles resulting in a healthier, and happier community.</p>
<p>Yes - Safe cycling options are very important for the NB - it is important to provide alternatives to cars. Please not at the expense of protected or threatened bushland.</p> <p>I am particularly concerned about proposed path through Aquatic Reserve - part of</p>
<p>Yes but Shared Paths with pedestrians currently doesn't work. A good example is Manly Lagoon where many cyclists ride too fast and dangerously considering the number of pedestrians, kids, dogs, roller skaters and joggers. Cyclists should not use shared paths or there should be a designated speed of maximum 5 kmph.</p>
<p>Yes my son rides his bike to high school at The Forest High. At times this can be dangerous. A bike/walk bridge over Wakehurst Parkway would be fantastic for bushwalkers and bike riders</p>
<p>yes please especially the Manly to Palm Beach section</p>
<p>Yes please. Cycling is a beautiful, healthy sport and commuting cyclists have so many benefits to the Northern Beaches as well.</p>
<p>YES! Priorities should be given to any route largely existing but having short discontinuities, such as esp. R11.</p> <p>R3 is DESPERATELY needed, could use part of existing fire trail parallel to it.</p> <p>R8 is a shocker given it is only one of 2 connections to the city. Crossing at Arthur St/W'gah road near the bottle shop and the foot bridge is EXTREMELY DANGEROUS. Needs at least a mirror and warning signs. Coordinate with Ku-ring-gai re other side of Roseville Bridge.</p> <p>Spit bridge crossing is same.</p> <p>Also needs one contiguous path Manly to Palm Beach</p>
<p>Yes, but I have a very strong views that the cycling network is actually safe - not just painted lines on a road - see below.</p> <p>There need to be safe feed-ins to the various levels of the network, and to key areas for recreation such as Narrabeen lagoon, Curl Curl sporting facilities and Manly.</p> <p>I live at Freshwater and would like to ride to these areas but am not prepared to use Oliver Street to access them. I understand that the painted line on Oliver Street is regarded as a cycle lane and is included in the network map. I do not regard it as safe and will not use it.</p> <p>I cycle very little because I cannot access safe areas without packing my bike onto a rack on the car. Putting it on the car involves ten minutes, five minutes to take it off. That adds thirty minutes to any cycle that I may want to do. So not feasible.</p>
<p>Yes, but not at the expense of pedestrians.</p> <p>We have stopped using the Narrabeen Lagoon walk, as many cyclists treat it as a race track. I am deaf & can't hear their bells (if they use them).</p>
<p>Yes, I believe that it will encourage more people to ride bikes.</p>
<p>Yes, I just cycle mainly on off road tracks but feel we should encourage all types of safe cycling both on roads & paths. Better signage painted on road as to where off- road track goes. ie: easy to miss a turnoff Manly to Seaforth. There are often lost tourists or kid who shoots off in different direction ahead of parent.</p>

Perhaps a coloured picture of a bike sprayed on path. Different colour for say Manly to Seaforth or track to Mall or Narrabeen.
Yes, increasing rider safety on "the bends", looking forward to the mona vale road upgrades Cycle access across the Roseville Bridge - currently there isn't a safe option to cross
Yes, there needs to be further development of cycling pathways separated from Road Traffic, especially to promote cycling among children.
Yes. I think it would be a huge benefit to the Northern Beaches to have a comprehensive and well connected network of cycle paths, The popularity of tracks like Narrabeen Lakes shows the benefit of a well thought out bike path.
You need to add a safe path from Lane Cove Road, Walter Road, and Cabbage Tree Road to this proposal. It is INCREDIBLY dangerous currently for cyclists, pedestrians, horse riders in this area. Our children catch the school bus and have to walk along an uncleared verge to get to a bus stop. As residents of lane cove road, we can't jump on bike or go for a walk from our front door safely as there are no footpaths let alone cycle ways. Our daughter is in a wheelchair and we literally cannot leave our driveway unless it is in a car as we have no option. She otherwise needs to be pushed along the road which is becoming increasingly busy with the MV Road roadworks. This must be part of the plan.
You need to focus on it being safe for both the users and those crossing it's path.

<p>Further comments/suggestions on making our roads safer for cycling.</p> <ul style="list-style-type: none"> - We are a family of 4 with 2 children aged 5 and 7. Hearing about the bike path plan is awesome and we fully support it. - We live in Fairlight and the main bike path that runs down Balgowlah road hits a snag at the intersection of Kenneth Road and Balgowlah road (near the Aquatic Centre). If that intersection had a safe traffic free crossing then the amount of traffic that could be eliminated from Manly beach parking and congestion could be exponential. - I am not a roads expert but i believe a bike track underpass at that junction would be a worth while investment. It removes the need for people to be trying to cross that dangerous multi road junction. - This would affectively open up the bike track to have safe passage access to the beach via manly lagoon. Although the lights near Keirle Park also need addressing so that you only need to cross the road once and not twice. - Having children 5 and 7, in the next few years they will be asking to go to Manly on their own. With a safe bike path i would let them but right now that intersection is not safe and carries a huge potential for an accident. - The other option would also be to use the Manly golf Club underpass tunnel at the end of the 1st hole. I've thought they could open up a half of that tunnel to allow people under Kenneth road which would also be an option and take the bike path through LM Graham reserve at the Cricket net end, and then through the tunnel. This would avoid needing to build a bike underpass and Manly Golf club would need to show some community spirit and allow it. - I am very passionate about this matter. If we can get that intersection addressed, you will 1) Ease traffic congestion 2) remove a massive accident black spot 3) open up and connect all of Fairlight, Balgowlah and Balgowlah North by Bike to Manly Lagoon and the beach. <p>I'd love to see the development of this plan.</p>
<p>"Door zone" lanes don't address the need for dedicated, safe on-road lanes as it's often necessary to swerve into traffic, without notice, as car drivers exit their cars without looking.</p>
<p>#1 most dangerous element for cyclists (in my opinion) are potholes, uneven road surfaces, and other hazards, particularly those close to the kerb where cyclists and cars prefer cyclists to be - all too often I have to dodge dangerously to avoid obstacles which also causes car drivers anger as they just see it as thoughtless cycling. Broken glass tends to often be found close to the kerb where cyclists ride on the road (bike paths) and cause the same avoidance behaviour, but clearly broken glass is a hard issue to solve.</p>
<p>*There should be overpasses/bridges for cyclists etc to make routes safer and to avoid congesting car traffic.</p> <p>*Bicycle traffic lights at main intersections</p> <p>*Low lighted bicycle lanes in parks (Manly Lagoon should have inbuilt glowing track lines or inbuilt low lights to show the path. (Residents should not have control over keeping this track unsafe for bicycle users at night). Solar powered low level lights should not impact the residents...</p> <p>*proper designated cycle lanes on main roads</p> <p>*Bike Lane on Whistler street or as an alternative to Belgrave ST in Manly and Pittwater Road in Manly.</p>
<p>1 Marked Cycle Lanes on Roads</p> <p>2 Enforce Helmet wearing by cyclists</p> <p>3 Cyclists on Roads to be Licensed</p>
<p>1. Bus lanes are currently reasonably safe for cyclists at the times they are in operation. This is in peak traffic periods. By definition, at other times these lanes are not required to assist motor vehicle flow. They should be reclassified as bus lanes all day. Or better still, reclassified as dedicated cycle lanes outside existing bus lane hours.</p> <p>2. Council should look at dangerous, blind bends and summits and provide a cycleway beside the road in these locations so that cyclists can easily get off the road if only for a short distance. This may require taking some roadside parking for this purpose.</p>
<p>1. Improve Spit Bridge shared pathway</p> <p>2. Improve Kenneth Rd cycleway</p> <p>3. Urgently replace missing STOP sign at North Head.</p>
<p>1. There is a need for greater use of designated Bus Lanes, and extending their use to 24hrs, so cyclists can ride safely at all times:</p> <p>*The main thoroughfare, and popular road cycling route, of Condamine Street and Pittwater Road, which extends from Manly Vale to Mona Vale, needs to be a no street parking zone at all times, thus making it a designated Bus Lane 24hrs 7 days per week which road cyclists can also use. Road cyclists are safer when</p>

there is a designated Bus Lane which they can use at all times. Currently, the Bus Lanes in both directions along this route are only Bus Lanes from Monday to Friday 6-10am, which means outside of these times the lane is often used for street parking. When used for street parking, the lanes are not wide enough to safely fit a cyclist alongside the parked car. This creates a safety issue as cyclists are forced to use the adjacent lane (of the 2 or 3 lanes available), with many motor vehicles then forced to merge into the remaining one lane and/or try to squeeze past cyclists often breaching the 1 metre rule. There has been several accidents involving cyclists and motor vehicles due to this exact situation. Given that motor vehicles can travel at 60km/h along much of this route, if an accident occurs it is likely to be a serious injury or fatality for the cyclist. I strongly urge that the above mentioned route/roads are made a designated Bus Lane in both directions at all times, thus a no street parking zone. At the very minimum, there are some "high risk hot spots" along Pittwater Road where this should be applied as soon as possible. These "hot spots" include:

>Pittwater Road, Collaroy, travelling south bound from Anzac Ave to the turn off to unnamed street/road leading to Long Reef Beach/Surf Club. On the weekends this stretch of road is regularly used by people as a "car sales yard", parking their car for long periods and posting details on the windows with the intention to sell. This entices many people/potential car buyers to the area to view/inspect the cars. These people walk on the road & zig-zag their way through the line of cars to view the cars. On an already busy stretch of road, this adds a further risk to both cyclists and drivers. I have witnessed near misses/accidents on several occasions in this area. There is the same issue of the road becoming a "car sales yard" on Barrenjoey Road, travelling southbound, between Beaconsfield Street Newport and Grandview Parade Mona Vale. Addressing this safety issue should be a top priority for the council, regardless if it is included in the Bike Plan or not.

>Pittwater Road, Collaroy, travelling north bound from approximately Homestead Ave to approximately Wetherill Street. There are frequently motor vehicles parked along this stretch of road. The lanes along this stretch of road appear to be narrower than other parts of Pittwater Road. Again, this means that when cars are parked, cyclists are forced to use the middle lane (of the 3 lanes) which then creates congestion & unsafe conditions with cars attempting to overtake.

2. Re-surfacing/repair and additional maintenance to unsafe roads.

*There are many sections of Pittwater Road, in both directions, that are in need of urgent re-surfacing/repair due to unsafe conditions such as potholes and uneven surfaces. This is required as soon as possible as it presents a significant safety risk because road cyclists are often required to change their course without warning/notice which can lead to accidents.

A big part of this is infrastructure, so encouraging to see new paths and proposed separated cycleways. Another aspect of this is the relationship between drivers and cycling. I think promoting cycling to schools etc can help remove some of the animosity, as can initiatives such as this: <https://cyclingwithoutage.org.au/>

A dedicated lane on the road with no parked cars in it would be ideal. Bike lanes on the footpath are problematic due to cars reversing from driveways

A dedicated wide lane for fast road riding should be built on wakehurst parkway. Its a really popular route, there is lots of room and there is imminent redevelopment. That road is so dangerous atm. It would be very popular route to Ku Ring Gai.

A designated bike lane would be fantastic!

A separate path for cyclists is essential but a shared path is not going to meet the safety needs of pedestrians or residents or cyclists.

Widening Barrenjoey Road and allowing a separate cycle path is the short and long term answer to the safety objective.

A strip of green or bicycle painted on a road is not a safe cycling network. I have stopped commuting by bike due to the idiots on the road who do not pass safely. I want to be able to come home to family each day and do not feel safe on most Sydney roads.

A16 Identify road projects where improvements can be made for cycling safety:

Pittwater Road is the main cycle artery on the Northern Beaches which provides access to Ku-ring-Gai Chase National Park Area. There are sections of road with 10-15cm cracks along sections of Pittwater Road along Collaroy Beach. I am amazed that cyclist have not been killed along this section, as cyclist continue to battle and stay alive along this section

Absolutely, painting a line on a road doesn't make it safe cycling infrastructure. So the more dedicated space the better.

Absolutely. I cycle from Mona Vale Dee Why to see my mother several times a week. I try not to use the road, however from Narrabeen to Dee Why I'm on Pittwater Road. The shared path from Narrabeen to

<p>Collaroy is not really suitable as a transport option. There are many intersections where cars have right of way and pedestrians slow progress. On the other hand Pittwater Road is a nightmare. Cars parked along the way forces you into traffic lanes, there are ruts created by the concrete slabs which are hazardous to stability, and the continual jarring of the uneven concrete slabs gives me a sore neck and back. It doesn't need to be this way. Pittwater Road is an excellent transport corridor for the Northern Beaches and the Penninsular in Particular. It needs a dedicated cycle way.</p>
<p>Absolutely. I imagine people will be avoiding public transport quite a bit now with COVID-19. It would be great to see a lot of that extra traffic funnelled into bike riding rather than cars. It seems like a no-brainer to me - it's better for the environment and better for health - that I can't understand why we don't prioritise bikes over cars.</p>
<p>Big thanks to the NB council for the speed limit revision down to 40kph on many of Dee Why's streets. Dee Why is a very walkable suburb and it's wonderful to see pedestrians and cyclists being prioritised, particularly in an area with so many young children.</p>
<p>According to the laws of physics Cycles and cars just do not mix. Too much onus is placed on the driver to keep cyclist safe in a situation where physical safety protection on cycles is zero, visibility of the dangers around cyclists when riding is extremely limited and cycles are unregistered. It is just madness to mix the two and put cyclists' lives at risk.</p>
<p>Add Booralie Road duffys Forest to the safe cycling network</p>
<p>Added driver training ;) , more dedicated bike paths, ensuring they are well maintained, and maybe some bike skill sessions would be a good start.</p>
<p>After Terrey Hills turn off, going east on Mona Vale Road is a nightmare. I hope allowance is being made for cyclists as part of the renovation project. Frenchs Forest Rd not much better - sadly recently improved with not much allowance for cyclists. Hope allowance being made round NB Hospital roadworks for cyclists. Pittwater Rd also v tricky in parts.</p>
<p>After the roads it will be instructing the drivers to be cycling safe !!!</p>
<p>Allowing cycle width lanes next to but separate from car lanes.</p>
<p>An easy fix is simply provided a better sealed shoulders on roads were able to. Example Mona Vale rd as an excellent shoulder with the new of Mona Vale Rd from Powder Works Rd to Mona Vale adding a resonable shoulder at this stage of constrution would be great.</p>
<p>Around the "Bends" in Barrenjoey Road from Newport to Avalon there are a number of areas where some cosmetic road widening would allow cyclists to veer to the left and let the motorists through. The serious cyclists that I talk to are happy to stay on BJ Road rather than a "shared pathway" with pedestrians.</p>
<p>As a car driver it is one more dangerous thing you have to look out for the traffic is horrendous we do not need more danger on our roads.</p>
<p>as above</p>
<p>As Above but also banning bikes on dangerous sections of the above roads when there is an alternative route.</p>
<p>As before I have been a bike rider myself. They need to have separate lanes for themselves for the safety of the riders and the motorists.</p>
<p>As per the above comment, bikes and cars do not mix well and too often bike lanes are an afterthought, such as the shared path along The Crescent/Lauderdale Avenue, that sees cyclists either required to ride on a narrow path with pedestrians and driveways or on the narrow road with impatient motorists.</p>
<p>Ban bikes Manditor registrationn ManditorLicencing Manditor insurance Road rules upheld Perhaps link bike licence to motor vehicle licence for points for example speeding, reckless riding, disobeying road rules</p>
<p>Ban bikes from some roads where there is too much danger and disruption. If cyclists are allowed on roads they should be licensed like cars. They should absolutely not be allowed on Wakehurst Parkway and other roads where they are a dangerous nuisance</p>
<p>Basically doing everything possible to discourage use of cars and encourage use of public transport or bikes. The current boom in e-bikes shows that people would choose these as a viable alternative to driving a</p>

car. Reduce availability of car parking, improve end of trip facilities for cyclists. Make certain roads car free during hours.
Better connectivity to Chatswood and Macquarie Park.
Better cycling infrastructure but also need to educate and be clear on the right of cyclists to motorists
Better driver education, bigger fines, more demerit points for the few people to do the wrong thing.
Bike lane markings on the major roads. Signs to remind drivers that just like cars (which are driven by people who want to return home safely to their loved ones) so are bikes also ridden by people who want to get home safely to their loved ones. Also, that patience and 1.5 metres of distance when overtaking bikes is the right and sensible thing to do.
Bike lanes must be clearly marked and policed.
Bike lanes need to be continuous, not stop suddenly and also designated lanes are needed. Cyclists need to be away from cars as much as possible. Canberra is a great model, but in Northern Beaches it is going to be difficult but not impossible to achieve a cycling network anywhere near that level. Somehow we need to provide incentives to get people out of their cars and onto bikes.
Bike lanes next to parked cars do not work. Cyclists are forced to ride in the "door zone" and passing cars do not observe the 1m rule as they consider the cyclist to be in another lane. Instead cycle lanes should be separated from the road. Sutherland St in Cremorne is a great example to copy. Pittwater road southbound through Long Reef, is a particularly hazardous section of road to cycle along.
Bike lanes on busy roads are no substitute for dedicated bike paths. But better than nothing.
Bike specific lights at busy intersections
Bike/cyclists are a form of transport that belongs on the road not the footpath unless you are a child. A safe cycling network and means of more ecological transportation must be planned as an integration of the road network.
Bikers if riding along the road at the early mornings rides or late evenings do so QUIETLY so people that are sleeping in their homes do not get these "idiots yelling out to one another about their conquests, dinner parties or their last sex act" with their megaphone voices...maybe the above or security for pushbikes should be seen to as well!!
bikes are dangerous on our roads
Bikes n buses sharing lanes is not ideal. However, you have to make cycling a quicker and safer option. Look at what Holland does with the traffic lights synced to average speed of bike commuter and how they make it far more attractive option to ride.
Bikes shouldn't be on our roads
Book drivers who pass too close to riders. Dedicated cycling lanes. Allowing ebikes and regular bikes to ride in cycleways and footpaths where there is no cycle path. Priority at traffic lights, as an incentive to get people out of cars and onto two wheels.
Broadening roads to include cycle distance and making cycling safer on roads is the way forward as seen in so many countries. Cyclists do not use shared or special pathways as they go fast and it is considered unsafe for them
Brookvale (industrial area between Pittwater Rd & Harbord Rd) should be a 40KM zone. There's a lot of heavy vehicles in this area and tradies rushing around. The area is a popular cycling route particularly to Freshwater & Manly High Schools.
Build separate cycleways, by taking a lane away from the cars if needed.
Build proper cyclist only lanes so traffic isn't disrupted
Bus lane availability for bikes and not for cars needs to be enforced, especially along Pittwater Rd through the DeeWhy and Brookvale areas.
Bus lane from Mona Vale to Newport which bikes could use.
Bus lane needs to be resurfaced from wear and pot holes and cracks
But again not at the expense of making it dangerous for cars and cyclists to share access.
But I personally would only ride on back roads not main roads and am restricted by living in the Pittwater Rd corridor of Collaroy Narrabeen so as above very keen for double bike path along this section to be able to access the network of paths and quieter streets elsewhere I live in Collaroy south of the shops and work in Narrabeen, it would be great to cycle on a set path but

route is not complete and not marked through the shops and bus stop areas which would be needed for successful commuting by bicycle.
but not at the expense of sensible traffic management or ahead of pedestrian safety and not for children we should have dismount zones in the shopping centres much safer for kids
But safer from both sides, motor vehicles and cyclists and there should be some roads where cyclists are prohibited due to insufficient space to pass or dangerous terrain. There should also be very clear regulations. There are cyclists that ride on the roads, but don't always follow road rules and there are cyclists who ride on footpaths and don't follow pedestrian rules, e.g riding across pedestrian crossings instead of dismounting. There are lots of cyclist behaviours that set a bad example to children. It is astounding that we still have groups of cyclists riding 2 and 3 abreast on major road ways during peak hours which grossly disrupts traffic flow due to not being sufficient room for safe passing.
Cars and cycles need to be separated.
Choose routes to places we want to go that are off-road. An obvious route would be a cycle way to Warringah mall from government road via Allenby park past the water tank coming out at 106 old Pittwater road
Clearer guidelines for cyclists regarding use of footpaths for bikes. Have been surprised by adult cyclists coming up behind and passing with no bells or warning
coloured cycleways on the roads.
Commuters and the licra set will probably opt to use the road network. They should be protected as much as possible.
Connect Manly, Curl Curl, DY, Collaroy/ Long Reef and Narrabeen Lagoon with z safe family oriented riding path.
Create a cyclist path in Military Road.
Cycle crossings is a huge frustration for folks who commute cycling. For example, where Parriwi road meets Spit Rd, cyclists have to get off and cross at the pedestrian crossing. This is a poor setup.
There are also numerous traffic lights that do not get triggered when cyclists wait by the in the absence of cars. To stick with Parriwi, where it meets Spit Rd at the bottom of the hill, the traffic light does not recognize the presence of cyclists and stays red.
I support having more separated cycleways, but since many of us will still have to ride on shared roads with cars, an educational campaign about how to safely open a car door when parked in lane where cyclists ride is paramount. By far the most dangerous aspect of riding on roads is motorists opening their driver seat door without paying attention. Promoting the Dutch reach would be a cheap way to achieve a safer environment for cyclists: https://www.bicyclenetwork.com.au/tips-resources/know-how/dutch-reach/
Cycle lanes , cycle lanes and yet more cycle lanes
Cycle lanes are better
Cycle paths on road can only be safe if regularly cleaned. Having rubbish makes it unsafe and will only result in cyclists veering onto road. For example Wakehurst Parkway from Seaforth to Northern Beaches Hospital seems to be regularly cleaned however the section from French Forest to Narrabeen has always got rubbish on side and I have never seen it cleaned which is dangerous as a lot is downhill where speed is involved.
Cycling is an excellent sport, social activity and mode of transport. It should be encouraged for well-being and environmental reasons.
Cycling lanes and pathways should be expanded
Cycling needs to be off the roadways for the safety of cyclists and drivers.
Cycling should not be allowed on the bends Newport to Avalon it is just too narrow and dangerous
Cycling, esp. with e-bike, can provide a MAJOR relief from car traffic congestion and give benefits of active transport.
Not being it safer is a major impediment atm for many.
Cyclists have been killed on McCarrs Creek Road and the Wakehurst Parkway at Deep Creek. If we are serious about getting people to cycle we have to make it safe.
The Deep Creek Bridge is a nightmare for a bike rider. Even if I put my bike into top gear and pedal furiously, I still have car drivers abuse me for daring to cycle over the bridge and impede their progress. The rest of the Wakehurst Parkway from Narrabeen through to Seaforth has a clearly marked edge and a

reasonably wide verge for cycling on.
The road verges of the Wakehurst Parkway from Narrabeen to Seaforth and McCarrs Creek Road are frequently littered with sticks. These sticks can flick up and cause a bike rider to fall onto the roadway. The street sweeper needs to sweep these roads clear of sticks. This needs to be done on a regular basis.
Many roads, for example, Morgan Road or McCarrs Creek Road from Pasadena to West head Road require cycle lanes to be marked clearly on the road. Neither of these roads have clearly delineated cycle paths. I feel very unsafe when I ride these two roads.
The Council needs to enforce speed limits on Council roads. I am aware that the Council recently reduce the speed limit to 40 km an hour on many of the roads around DY. This is an excellent idea as it increases the safety of the road for cyclists and pedestrians. This idea has already been implemented throughout Europe as it is been found to be very effective in increasing road safety.
However, the Council does not enforce these speed limits. Ensuring compliance is a really important part of making roads safe.
Cyclists must wear high viz.
Cyclists need to be more aware and considerate to others it's not all about them
Cyclists over 18 should pay their share to support the infrastructure required and should be made like car owners / drivers to have a registration and insurance in the event that they cause someone, something damage.
Cyclists should be kept off pathways and appropriate facilities should be built for cyclists to ride on roads safely.
Cyclists should be on the road Especially when they are wearing helmets and Lycra They should be made to obey road rules and their bikes should be registered Too many cyclists think they own the road , the footpath and take any alternative to make their trip quicker often endangering themselves and pedestrians
Cyclists should be required to dismount and walk themselves and their bikes across pedestrian crossings. Often, cyclists ride onto pedestrian crossings at speed and, just as often, they also enter the pedestrian crossing at an angle $\geq 90^\circ$ left or right of a vehicle approaching a pedestrian crossing.
cycle routes at the side of parked cars are very very dangerous
Dedicated bike lane
Dedicated bike lanes on roads as well as busy walking trails such as Narrabeen lagoon
Dedicated bike lanes. City of Sydney has set the standard
Dedicated cycle lanes which are physically seperated from cars and pedestrians, except at crossings. They must go places people want to go ie shops schools sporting facilities, beaches. At the moment it is a total mish mash of cycle paths, footpaths and on road routes to get just about anywhere.
Dedicated cycle only lanes.
Dedicated cycling lanes that cyclists must ride in, otherwise there should be fines for obstructing traffic.
Dedicated lanes not Sharing a lane with cars
Dedicated lanes. State Gov needs stronger laws to support cyclists. Possible assumed position that the vehicle driver is responsible if you injure a cyclist. The idea being to make vehicles take the issue seriously. Its not just men, from experience this includes the sweet and lovely mothers, who drive large SUVs etc too close and at speed. This might sound sexist, but my point is its not just male drivers, its also the unexpected people who have no malice, but seem to be unaware of how close they are to the bike. In other parts of the world they have small cones that divide the lanes.
Dedicated seperate lanes for cyclists
Definitely, although I don't know how this can be achieved without separating cyclists from drivers.
Definitely.
Definitely. This is a no brainer.
definitely. anything to encourage people to get out of cars & use their bikes
Designated cycle paths on roadsides
Designated lane to the city

Divers education is critical. May have to go through tougher law enforcement to change behaviours?
Do something about Bilgola Bends. It is getting worse and more dangerous. Someone is going to get seriously injured with the poor quality and lack of shoulder.
Keep educating drivers and cyclists about etiquette and time.
Don't put in stupid dividers like was done on McCarrs Creek Road for a time, they were very dangerous.
Find the pain points for drivers (which are the dangerous points for cyclists) - narrow roads, bottom of hills - and try to alleviate them. May make is safer for everyone. There probably aren't many.
Driver awareness programs should be included. I only started riding a bike for commuting in this Covid-19 pandemic and cars are not well aware of the bikes near them and sometimes dangerous overtaking, not necessarily intentional but very scary.
Driver education will make roads safer for cyclist
Drivers need to understand roads are to be shared and cyclists need to be considerate to other users.
Educate Car/bike/bus drivers and enforce laws to protect cyclists.
Educate drivers more about leaving safe distance. Cars should be charged to drive cars into city..like London. A "congestion charge . After thus happened in London..many people started cycling to work.
Eduction and signage.
Encourage cars to pass with the legal distance from cyclists. Many don't.
Maybe some signs along Lauderdale avenue, saying it is a recognized cycle route & what the legal passing distances are.
Dedicated cycling lanes as described above.
Encourage residents that have direct vehicular frontage to bike/shared paths to reverse into their property so that when leaving their property they have better visibility for bikes particularly and also pedestrians. The height of front fencing can also make it difficult to see vehicles leaving properties.
Enforce the 1 / 1.5m rule! Enforce it! Really. Enforce it! I see too many close shaves every day!
Ensure speed limits for heavy vehicles are part fo this strategy. Leverage "Go 30 for Me" and "Twenty's Plenty" resources and support. Encourage and implement Play Streets widely - be specific - have a target of say 100 in the Northern Beaches by 2022.
Re-examine best practice urban design for traffic calming features which naturally limit driver speed. Especially in local residential streets.
Ban cars accept for residents on my local streets - get rid of the "rat runs".
On major roads seek to have protected lanes for cyclists and other micromobility users - remove car parking for two-way bike lanes - or narrow rides with curb-side bike lane and parking moved out next to road lane with dividers.
Everything you are doing is fantastic but we need an education plan with the RTA to tea chi drivers how to be safe with cyclists. Moat drivers just don't understand.
Expand width of verges on hills and corners so cars can pass social (ie. Slow) cyclists more safely. Or provide an alternate pathway for cyclists around such pinch points. Designate certain sections of roads for experienced riders who can maintain a sustained medium/high speed so as to not impede or frustrate traffic. Particularly on narrow winding hilly roads such as leading from Bayview to West Head area. Considef prohibiting bike riders from bunching or riding abreast to permit cars to pass safely.
From my experience, there is little or no bicycle infrastructure in the Frenchs Forest, Davidson, Belrose, Forestville and Killarney Heights suburbs. Some of the 50 zone streets have bicycle symbols on the roads which provide a degree of motorist awareness however there are very few separated bike lanes or shared paths.

<p>This is important as these suburbs have terrain that is quite steep and without cycling infrastructure, people do not feel safe on a bike for recreation purposes.</p> <p>As a commuter by bike who must exit these suburbs, I have experienced some of the most aggressive behaviour from motorists as they attempt to pass me.</p>
<p>From my experience, there is little or no bicycle infrastructure in the Frenchs Forest, Davidson, Belrose, Forestville and Killarney Heights suburbs. Some of the 50 zone streets have bicycle symbols on the roads which provide a degree of motorist awareness however there are very few separated bike lanes or shared paths. This is important as these suburbs have terrain that is quite steep and without cycling infrastructure, people do not feel safe on a bike for recreation purposes. As a commuter by bike who must exit these suburbs, I have experienced some of the most aggressive behaviour from motorists as they attempt to pass me</p>
<p>From Newport to Palm Beach is basically one narrow, often hilly, road. It is not coping with the number of residents and visitors we have currently. It is not appropriate to encourage bike riding along these roads from Newport northwards, and the residents certainly don't want the roads widened and more trees removed in the process. There should be local riding paths (as there is currently) for school kids and parents to access shops & schools ONLY. We do not want masses of bike riders from other areas heading up here to further clog the one road in and out.</p>
<p>Generally speaking, cyclists are a pest on our roads, but I would be in favour of cyclist only lanes if it would keep them out of lanes that automobiles use...</p>
<p>Genuine separation from traffic and enforcement of passing distance Rules create a culture of bikes being legitimate road users. The road system should be a viable option for commuting by bike.</p>
<p>get rid of bike lane chicanes into traffic calming speedbumps and roundabouts.</p>
<p>Get rid of dangerous grooves in road, e.g. outside money tax in Brookvale. A cyclist tyre can get caught in this and lose control. Also Pittwater Rd just after the mall heading to Manly Vale..after b L in ed stop..more dangerous grooves in the road. This really needs to be smoothed out.</p>
<p>Give cyclists a wide (minimum 3 metres) track</p>
<p>Good signage is important, but motorists often disregard signs. There is no way I would be doing any road cycling currently. I just use my bike for local transport/shopping. I used to commute from Fairlight to the city, but it got way too dangerous, so stopped and now just ride to Manly Wharf and leave my bike there.</p>
<p>Green transport is the future</p>
<p>Have bicycles registered.</p>
<p>Have police book people who refuse to wear helmets</p>
<p>Have Rangers occasionally patrolling these cycling paths to make sure that the riders are riding their bikes safely. Make it a fine-able endorse-able penalty if they ride their bike without a bike bell, and a penalty if you don't ring that bell when approaching pedestrians, so that bikes just don't go whooshing by and frighten the pedestrians. I have had to stop walking to work along Pittwater Road and through the Lagoon and along Manly Beach as the riders do not have bells and those that do, do not use them to warn you that they are approaching, and whoosh by you giving you a nasty fright, and I have been rammed in the back by the handle bars of one rider and forced on the grass by many more, who are cycling really fast. When I emailed NB Council to ask why Rangers don't patrol the lagoon I was told that it was a Police matter, but this is not the case if you are promoting and extending your safe cycling network, you need to take responsibility to police it correctly.</p>
<p>Having been victim of careless driving whilst riding my bike, yes any improvements will be most welcome! Particularly around the Bayview/Churchpoint area.</p> <p>I would like to see separated bike lanes, especially around the Pittwater road between Manly and Mona Vale, that would be amazing!! The current issue is that if you use your bike as main mode of transport you always have to go around the back streets around the beaches this can make it slow and painful. Where as a dedicated cycle lane along the Pittwater road would open up these places to more cyclists in a much safer way without the fear of getting killed every time you start pedalling.</p> <p>With e-bikes on the up it's a no brainer, a lot of people would cycle more if there were more direct cycle paths. I mean I think that's why the roads were built where they were too right? So let's use them for more cycle paths.</p>
<p>Having markings on roads indicating lanes for cyclists and ensuring vehicles don't park in these lanes as having cyclists move out into the way of traffic due to parked cars often causes more accidents, or having</p>

car doors open into cyclists also causes accidents.
Having continuous network of cycling routes ... ie connects to other cycle paths.
Here's a thought though probably too radical for the conservative Council - Why not build dedicated cycle lanes on all existing roads? The accepted paradigm is that car drivers have priority on all roads. Why shouldn't bikes have priority?
<p>I am a confident road cyclist and commute from Manly along Sydney Road, across Spit Bridge, and on to Sydney CBD and beyond. Completely separate cycleways are not always possible, but really good alternatives are Bus Lanes and T3 Lanes. Bus Lanes and T3 considerably reduce the traffic that a cyclist has to navigate giving them a quicker and safer journey.</p> <p>As part of the plan I would recommend extending the length of Bus/T3 lanes. This would help cyclists, but also public transport and cars carry multiple occupants. Secondly, I would recommend extending the hours that these lanes are active. Keep them active 24/7, why remove the benefit outside of rush hour?</p> <p>Road surface quality can be a big issue for cyclists. Holes can be dangerous. Good quality smooth roads are more attractive to ride on.</p> <p>Debris on roads can be a big problem. This is normally more of an issue when riding on shoulders, rather than the main part of a road. Shoulders and edges of the road can collect debris that is expelled from the main road by the movement of the normal traffic. Keeping these area clean make cycling safer and more attractive.</p> <p>Not all roads require cycle assistance in both directions. Many roads only require a lane or marking for one direction e.g. an uphill lane may be very useful as the cyclist will slow down significantly, where as a lane on the downhill side may not provide any real benefit as the cycle can keep up with the flow of the traffic.</p>
I am doubtful of the true as distinct to the assumed benefit of bike lanes in terms of the health and safety of the bike rider and particularly of the accelerated intake of diesel and petrol car exhaust when strenuously pedalling on up grades.
I appreciate the distinction between the safe cycling network and the road cycling network. I am a road cyclist and the safe network isn't going to take me where I want at the speed I wish to ride. In the end you won't please all cyclists with a one size fits all strategy. So I like the distinction. It is also important to me to see that your program isn't so naive as to think that you can reduce or eliminate road cycling with the implementation of the safe cycling network.
<p>I commute around 5,000km/year by bike (Newport to Frenchs Forest 3-4days/week), and the number 1 change I would like to see is driver awareness and tolerance of cyclists. I yell myself hoarse at inconsiderate, unobservant or frankly malicious drivers most days and certainly several times every week, and honestly it's only my concern for climate change and my training to race that keep my on two wheels. I feel that I'm at risk of being run off the road or otherwise put at risk at least once per week. If you made just one change, it would be to persuade drivers to give cyclists safe space - no-one sticks to the law, but no-one! - in return for which, they will not be another car in the traffic jam.</p> <p>As far as physical changes go, please:</p> <ol style="list-style-type: none"> 1. Fix potholes, which seriously endanger cyclists 2. Ban drain gratings with longitudinal (wheel-trapping!) slots 3. clean branches, broken glass and other debris from shoulders and the road edge
I commute to the city and it's very dangerous on the roads currently.
I cycle commute to work daily (within the northern beaches and have been doing so for 10 years) and don't find it particularly safe.
I do not ride on roads due to being harassed by drivers for no reason. I only ride for exercise and recreation
I do not support the council proposal in its current form. As per the recent council submissions made by a number of Barrenjoey Rd residents, I am very concerned about the negative impact of proposed cycle path between Avalon shops and Serpentine Rd near Bilgola on the properties in this section and request the design be revisited as per recommendations previously made by the residents to council.
I don't think there is any genuine chance of good and safe cycling on the peninsular. Where the cycling is good, it's not safe and where it is safe, it's not good.
<p>The peninsular is one of the best areas for road riding... most road riders like hills. However the areas like McCarr's creek road, which could easily be prioritised for bikes are abandoned by the council with excuses that they're under the aegis of the parks or MRD.</p> <p>What would be nice is some attempt to educate other road users, particularly tradies and drivers of German cars who either overtake too close and at great speed or deliberately attempt to run bikes off the road. It</p>

would be nice to see some police presence along bike roads or some attempt made to enforce 50 or 60 kph limits with speed bumps or safety chicanes.
I find it hard to cycle on the northern beaches on the roads. I used to live in the Hills district and I felt safer cycling on the roads there. I believe in the Hills there is more room given for bikes and purpose built bike paths e.g. next to the M7
I have a 7 year old so it is very important that cars are aware of us cycling.
I have had numerous "incidents" on my bike with cars, poor surfaces, etc - so safety is a major issue for me. This is why I would like to see more off road cycle lanes
I really think that bikes and e bikes are really going to expand in the near future and we need to stay ahead of the curve ball on this one. We have some big hills on the northern Beaches so great to include that in all our infrastructure and planning. I know NSW gov paid for road around the new hospital, but should have pushed harder for seperate bike lane there. Imagine if there was a safe seperate bike lane all the way along warringah road. So many people would think it safe enough to ride. It's the safety of cycling that puts people off.
I ride every day and most days I face abuse from car drivers or those that don't observe the minimum passing law. As a cycle coach one of the main barriers that I hear from clients who want to cycle more on the roads is the lack of awareness from car drivers. More education for both cyclists and drivers on the rules is important.
I ride several 100 km per week on Northern Beaches roads, most commuting to and from the city. The bus lane on Pittwater Rd is good but the problem points for me are Bilgola Bends and the Wakehurst Parkway. Sweeping the shoulder of WP every couple of weeks would make a huge difference. I know this is a state responsibility but it is something council should push for. The other problem area is Deep Creek bridge where the shoulder disappears. It is surely not too difficult to add space for bikes in either direction as it is never easy to merge into 80 km/h traffic. Bilgola Bends is a mess, the shoulder is crumbling and it is hardly ever swept. Most of the recent road works have made the shoulder worse. With more and more cyclists heading for Palm Beach this must be one of the worst roads for cycling in the council area.
I support making our roads safer for cycling and would like a safer and less of a near death experience when riding over bridge that crosses Deep Creek on the Wakehurst Parkway, Narrabeen.
I think a dedicated team of road safety advocates is needed, who are riders that regularly encounter the safety hazards on the beaches. The council needs a team of people who can be contacted to fix areas of concern, such as dangerously thin shoulders on Wakehurst Parkway, or dodgy streets, or bike paths that may get blocked. There is not enough being done to just make provisions in current roadworks to actually make the road safer, instead of just re-surfacing. Much of Wakehurst Parkway and Forest Way have been resurfaced, however hardly any of the shoulders have been widened to be more accomodating to the many cyclists that have to use them if they want to commute or ride recreationally.
I think Council should set out a schedule for specific infrastructure completion dates. There should be an explicit strategy to minimise and eventually replace shared road use where speedlimits are above 40 kph, with safe-for-all-riders separate biking infrastructure along the same route. Main thoroughfares such as Pittwater, Mona Vale and Warringah roads should all have separated bike infrastructure along their entire lengths.
I think roads need special / separate cycling lanes to be safe. Roads are very dangerous and because cyclists are so slow and often very selfish (not moving over so cars can pass) it makes the roads even more dangerous for everyone involved. Cars try and pass when it is not safe to do so. If we have separate bicycle lanes it would make cycling on the roads much safer. Many, many times I have been driving from Mona Vale to Church Point only to be held up almost the whole way by cyclists.
I think that is largely a behavioral issue that will not change by promotion, but with time.
Dangerous motorists going way to fast in suburban streets?? One solution that works well in other countries e.g. Germany, open up the speed limits on highways.
I would avoid the main roads and try to encourage bike use on quieter alternate roads
I would like to see safe, separated cycle paths around schools - so cycling could become a viable option for our children. This would help relieve the traffic congestion at schools at pick up and drop off times
I would like to see stencilling, awareness signage and shoulder improvements on the Palm Beach Whale Beach loop as well as increased driver education about safe road sharing
i would like to see the routes to/from spit bridge improved with separated or off road cycle ways

I would like to use cycling as a means to access public bus transport from Myoora road. Booralie road is to dangerous to cycle to Myoora road thus I am completely dependant on driving
I'd prefer for cyclists not to have to go on the roads.
Ideally we need to separate riders from traffic, until this is possible sharing the road is the only possibility - also recognising there is a big difference in speed for those commuting/training and that those needs differ significantly from a more recreational cyclist.
If the safe cycling network is extensive, perhaps that should be the focus. As both a car driver and a bicycle rider, I feel that cycling well away from cars is much better for everyone, wherever we can allow it. Cyclists on main roads in particular often don't have a bicycle lane to ride in. They often ride in normal lane, off to the side a little. This is not very safe, as there isn't actually room for a car to fit in the lane alongside them, so they can get knocked off the bike by a passing car. They can also have a parked car door opened in their path quite easily, which is also very dangerous. They also block a whole lane of traffic, as bicycles on main roads are almost always much slower than cars. Often, there is an empty shared bicycle and pedestrian path right next to the cyclist taking up a car lane. It would be great to discourage cyclists from riding on main roads. It would be great to provide continuous bike paths off the roads, along our main roads.
If using a bike as a commuting vehicle then there is a obvious desire to use a direct route. The main artery roads are busy and quite intimidating. An ideal solution would be a direct(ish) route segregated from the main road, ie routes avoiding Pittwater Road and Frenchs Forest Road. Mona Vale road does have an advantage of a very wide kerb area that makes it safer for bikes
I'm not a strong, nor confident rider, so would likely never feel confident riding on the roads - but appreciate the need to make this type of cycling as safe as humanly possible.
Im seeing a lot more bike pictures painted on the road but not many separated cycleways.
implementation and enforcement would be good
Important, but not as important as more dedicated (and continuous) cycle paths. The main need here is better educated car drivers, proper enforcement of the one metre rule etc.
Improve the shoulder lanes on wakehurst parkway to allow safe riding
Improving and expanding cycling networks provides a range of community benefits not the least being replacing motor vehicles on the road with bicycles resulting in reduced ware and tear maintenance costs, reduced accident related costs, improved traffic flow/drive time productivity. a healthier community, reduced carbon emotions etc
In the Draft I see no mention of how the route from Mona Vale to West Head Rd will be improved to provide a safe passage for cyclists. Yet this road is a very popular cycle route for serious cyclists en route to West Head, and there has been one fatality of this rood in recent years (at Cicada Glen bend). It is well known to be a dangerous route because of the narrow road with no opportunities for passing - cyclists often hold up following traffic and cause frustration. It is clear this route needs to be widened to cater for cyclists, and yet I see no provision in the Draft for upgrading. The reason is probably linked to the high cost of the necessary roadworks. I suggest a practical solution is for Council to include the upgrading of this road in its Delivery Plan as a long term commitment lasting over several years. There are some stretches of the route that could be easily widened at minimal cost to provide cyclists passing bays, and this would be a significant safety improvement.
In trying to make things better please don't make things more dangerous n don't enslave us with unnesasary enslaving regulations. Cyclists should be separated from motorists as it's like oil n water they don't mix! Do away with cycle lanes next to parked cars which have to open their doors to knock cyclist down to be killed by passing cars!
Include separated cycleway as a treatment. Roads with speed limits above 60 km/h should have them as it is well accepted that a crash above 60 involving a cyclist is very likely to be fatal. Include in Action 20: '... and in particular request physical separation on roads with speed limits above 60 km/h.'
Increase local streets with cycling treatment paths to encourage cycling in and between suburbs.
Increase width of marked cycle lanes along roads . Provide a route through Centres such as Deewhy and Collaroy so one can use a bicycle to access businesses there
Insist on indian file as the bunching up is unsafe
Is this a trick question? Of course they should be made safe for bike riders. Roads should not be considered the exclusive domain of cars and trucks. Considering the death and injury toll on the roads, then urgent action should be taken. As we have seen during the Covid-19 crisis we are prepared to go to extraordinary

lengths to save lives, but this appears at odds to the acceptance of roughly 1,300 people that dies on our nations roads.
It is critical that the network has safety as its primary objective and here are many areas and in particular D7 & D8 locations that have severe safety issues in connecting the cycling areas of Freshwater, Queenscliff and Manly due to the problems of crossing the headland safely around Greycliffe street which is a street that is simply not safe to cycle up or down on
It is more important to separate cyclists from road traffic. I would like the council to lobby the NSW government to make it mandatory for cyclists to use cycle paths where available.
It is very dangerous to ride bicycles in Sydney traffic and should not be encouraged. Taking part of the road away for cycling is not the answer as already with wider cars, SUV's etc it is difficult for drivers to stay on their side of the road and forcing cars to drive over the median strip will lead to accidents. I have no problem with the Council resuming land and building a separate cycleway.
It is very stressful to go out for a road ride, using apps to records your location so that you can share to your partners and even send ice contact a message when you have been in an accident.
It should be a coordinated effort with RMS. I bicycle commute from Frenchs Forest to St Leonards. This means using the new infrastructure near the NB hospital then having to be illegally on the pavement, facing car traffic on Warringah Rd or taking the long way around through backstreets before being able to go back on pavement/shared path to cross Roseville Bridge. I welcome NB expanding its bicycle network but it should be with the view of interconnecting beyond Roseville and Spit Bridge with other councils and RMS involvement.
It so dangerous. They ride in duplicates + so dangerous for large buses to pull out of bus lanes when slow bicycle rider. Even when minor roads are allocated for bikes, they still often use major roads . They need thete own lanes - love the idea on concrete blocks as security for riders. It would encourage us all to bike ride if we felt safe.
It would be good if cyclists could have more rights on certain roads at certain times - ie before 8am on weekends through the national park - but understand that this is likely to outside the scope of your report.
It would be useful to have some signs saying 1.5m distance should be observed particularly on Pittwater Road heading to Church Point. Colloroy is one the worst stretches of the Pittwater Road because there are many parked cards (danger of swinging opening doors). Cyclists have to stay out in the road lane a bit and not on the rough edge of the inside/ parking lane. There are no alternative routes. Navigating Pittwater Road around the Mall is difficult as well - cycle lane/ signage would be great.
Keep cyclist out of bus lanes
Keep shoulders clean and free of leaf litter/debris. Plan shoulders for adequate clearance for cyclists from cars.
Leave cycles alone don't regulate for control gratification n profit etc.
Less reliance on "door zone" lanes. Less provision of bike lanes that disappear at roundabouts.
Let's do something about Crash Helmets and Lights on bikes before we spend money on more Bikeways. I wonder could the Council be held liable for encouraging more people to cycle knowing that many will do so in an UnSafe Manner? Shouldn't it be part of Bike Hire organisations terms of Licence that they have Crash Helmets for hire as well as bikes?
Lights for late and early travel . Regular check of the state of the roads for holes / damage after rains.
Living in Freshwater and riding to Dee Why along Carrington Ave and Griffin there is a bike lane on each side. I know from experience how dangerous these are and make my children ride on the footpath. I think these should be removed from both sides and replaced with a separated cycleway on the eastern side. The footpath needs to be kept for pedestrians and a cycleway next to it on the eastern side of any parked cars. This would make the area safe for families or anyone who wants to ride at a relaxed pace. This would not effect road cyclists as they never use the existing bike lanes and they ride this section at the same speed as cars.
Low speed roads. Traffic calming. No bike paths when there are parked cars, as riding into an open car door is terrible. Bike paths should be physically separated from cars and from pedestrians. That's the ideal. And Painted a different colour.
Make cycling safer on the existing roads without building new cycling lanes that should be the purpose.
Make cyclists the priority. Get the cars off the cycle paths as opposed to vice versa.
Make existing shared paths wide enough for 2 way traffic. Segregation of motor vehicles and bicycles should be the first preference. Shared bike and pedestrian paths are too narrow, often blocked or narrowed by bus

shelters, power poles, over hanging trees, etc. ensure minimum widths are designed and built throughout the network.
Make the footpaths cater for both cycles & pedestrians. Riding a bicycle on the roadways is simply too dangerous with people not alert enough.
Making sure that cyclists directed to wider safer roads that have room for a dedicated cyclist lane
Making wakehurst parkway safe for cycling (regular clearing of overhanging trees and debris on the cycleway) Signs on McCarrs Creek road asking motorists to "be patient, be safe" - often unsafe overtaking happens there....
Many cyclist are a danger to themselves and othet users
Many roads that have a narrow cycle path marked on the side that also carry high speed cars (ie 80 km/hour) are too narrow or have debry and or overgrowing bush that needs cutting back. Major roads such as Warringah Rd need urgent attention as they have no safe on-road bike facilities (except around the new hospital) and the footpaths are in a state of disrepair and cannot be safely ridden on. All footpaths should be made wide enough to be shared paths.
Also Council needs to work with adjoining councils to make cycling paths join up.
Marked cycleways in high traffic areas.
Markings on the road to highlight that cyclists will use the route are very effective - they demonstrate to drivers to expect cyclists and they often designate a quasi bike lane (meaning cars less likely to veer into that space and providing a clearer passage for bikes).
Shoulders of roads are often very poorly maintained, have gravel and/or covered in rubbish/debris - all of which makes them difficult for cyclists to use. (e.g. wakehurst parkway in early 2020 the 2 lanes of the road were done but not the last meter on the shoulder).
Speedhumps at north head (manly) should be changed to make it possible for cyclists to not have to go over them (e.g. make gaps either side). The humps are very detrimental to riding and ruin bike wheels.
McCarr's Creek Road and Pittwater Road around Church Point and Bayview are far too dangerous to encourage cyclists. Please immediately take away the designation for cyclists which has been put there. How many more deaths will it take before the council realises that it is far to dangerous for cyclists to share with cars there. It is also unreasonable to expect Church Point residents to slowly wend their way behind cyclists when in a hurry to get to work in the mornings. In addition please remove the designation of Crescent Road in Newport as a cycle path shared with cars. Even though the speed limit is 40km/h, it is so windy and hilly that it is far too dangerous for cyclists to share with cars. I travel that route quite often and have been shocked to find how close I have come to a cyclist simply because it was impossible to see them ahead even at very slow speed. ("an accident waiting to happen") A proper cycle path around this road (in addition to the road) would be good. Riding around Narrabeen Lake is enjoyable except that the path is not wide enough for the traffic of walkers and cyclists. Please widen it.
More bike boxes. I know of just one in the the whole of the NB at Raglan St in Manly. They are installed at most traffic lights in Melbourne.
more bike lanes plus cyclists need to be aware of their responsibilities as do those using other means of transport.
More cycling paths
More dedicated bike lane
More designated cycle lanes like your plan suggests
More on road cycle paths are great but our bushland environment must be protected and not seen as an easy option to create more tracks.
More signage for cyclists. Proper maintenance of road shoulders. Enforcement of the 1 metre passing rule. Education campaign for motorists to accept cyclists on the road.
More signage indicating safe gap to pass; more police patrols of cycling hotspots, especially weekends, where vehicles often perform unsafe manoeuvres due to impatience or other reasons. There is zero deterrent for bad driving around cyclists.
All the "village" areas - Palm Beach, Avalon, Mona Vale, Warriewood, Collary, Dee Why, Narrabeen all the

way to Manly, should have mandatory reduction of speed limits to 40 km/h at all times. This would be in line with best practices around the world, especially in the cycling-friendly cities across Europe.
Most motor vehicles do not observe the 1 / 1.5 metre rule, especially when cyclists are riding on bike lanes on the road shoulders delineated by a white line such as Forest Way and Wakehurst P'way. The white line makes it worse in some ways as motorists seem to think that comply if they do not cross this line, even though the clearance they give is no more than half a meter. How can this compliance be improved?
<p>Most roads on the northern beaches are risky for cycling</p> <p>There are two factors involved</p> <p>1) physical separation Of cyclists and vehicles</p> <p>2) attitude of drivers</p> <p>On item 1)</p> <p>Verges need to be consistent and well marked and well maintained.</p> <p>There are plenty of examples of very dangerous situations where this does not happen. Some good ones are :</p> <p>Wakehurst Parkway.</p> <p>There are arbitrary 'drainage' stops on the parkway that could send cyclists tumbling off the road or into traffic. There is also no room for cyclists at the very dangerous deep creek bridge and no option to use the lake cycleway to bypass it</p> <p>Pittwater road</p> <p>'Dooring' is common and dangerous everywhere. This is complex problem.</p> <p>Narrabeen lake bridge is a good example of a dangerous narrowing</p> <p>Avalon Bends is another example of dangerous narrowing</p> <p>I can't see any details of how such issues will be resolved</p> <p>Only enthusiasts road ride as it's simply too dangerous</p> <p>2) attitudes</p> <p>Truck drivers are paid by load so don't care for cyclists hold them up. Near misses happen every day</p> <p>The elderly don't understand cyclists rights are seek to force them off the road</p> <p>It can't be resolved easily</p>
My friends and their families would find the greatest benefits in a Safe cycling network, they are not comfortable with cycling on the road.
Need to have a safer separate route for runners and cyclists which doesn't include the bus lane.
Nice principle, but impossible to evaluate without specific proposals.
No Council responsibility, State and Federal issues
No thought regarding cycling lanes. Cycling lanes are EXTREMELY DANGEROUS. Literally death traps. You need to think about signs for parked cars so they do NOT open driver's door without looking for cyclists.
Northern Beaches council needs to stop with the constant Bike Plan -> Ignore Bike Plan -> New Bike Plan -> Ignore New Bike plan cycle that it has been going through with Warringah Council before it. It's time to actually act and follow through with all the plans.
<p>Northern Beaches Council needs to urgently put some of these plans into action and apply for grants under the new NSW Government fund. Not wait another year before actually doing something. The time is now!</p> <p>There is a great opportunity during this crisis to do this!</p>

"Under a new \$15 million fund, NSW councils can apply for grants of up to \$100,000 for immediate pilot projects, such as widening footpaths and creating cycle lanes, and up to \$1 million for longer term projects such as extra crossing points and trialling lower speed limits."

<https://www.smh.com.au/national/nsw/more-cycleways-streets-to-shut-footpaths-widened-under-nsw-s-covid-19-plan-20200507-p54qwc.html>

Northern Beaches roads are in poor condition to support road cycling for the following reasons:

- no cycle lanes, cyclist disrupt traffic flow and as a cyclist it feels unsafe/not enjoyable to have the traffic so close and disrespectful of our safety
- rough surfaces - including mass expansion joints and pot holes numbers which cause discomfort, accidents and damage; especially Pittwater Road
- traffic lights lack timing in that you can get stuck at after light after light.

Not sure how cars/trucks mix these days, its bad enough in car.

Very concerns about these food delivery riders that have no idea of road rules as well

Numerous roads within the Northern Beaches are unsafe for cycling.

Can be managed in packs but not so much as solo.

Wakehurst parkway is a good example with poor shoulder availability

On Pittwater Road some of the bitumen filling between lanes could pose a hazard to cyclists, especially those with thin tyres.

Also how about getting a start on the Bilgola bends cycle / pedestrian path.

The lines you put on the road within the car door opening space are dangerous. Opening doors is a common way for cyclist to get injured. Wider paths at these locations would be better.

Spit bridge needs a widened cycleway as does Narrabeen Bridge.

At least make a start on improving cycle facilities between Avalon and Palm beach, on Barrenjoey Road.

Warringah Road between Forest Way and Roseville Bridge is deadly for cyclists.

On shared pedestrian/cycle paths, and all other paths, it should be compulsory for cyclists to ring their bell to warn pedestrians when overtaking from behind. Most pedestrians are completely unaware of a cyclist who is approaching from behind. Many times I have been nearly sideswiped when a cyclist had ridden past, quite often at considerable speed. Giving a warning, either by calling out or ringing a bell, would be much safer, and courteous, for everyone.

On street parking is the main hazard to cyclists. Wider kerbside lanes that allow safer cycling without excluding motorists will help to alleviate animosity from motorists towards cyclists. In the same vein, courtesy from cyclists should be encouraged and bike boxes at intersections would only encourage cyclists to overtake queued cars and force motorists to overtake cyclists after every set of traffic lights. This increases animosity between the two groups.

Once again- need some checks. Pittwater Road in the Bayview to Churchpoint area- often cyclists are riding 4 abreast. This has already caused car accidents as cars attempt to pass. The cyclists often do not hear the cars from behind and as yelling loudly to each other whilst riding. We have friends who moved house partially due to the loud swearing especially in the very early morning.

Manners please! the road is for sharing!

Only if the cyclists obey the traffic rules and there should be a dedicated gutter lane for their use so as to not inhibit public transport.

Cyclists should not be 2, 3, 4 or more abreast on the road as this disrupts the flow of other traffic and if they use the road then they should be registered just like the normal road users.

Pain points at the moment are Wakehurst Parkway, Warringah Road through Beacon Hill and Narrabeen and Condamine Street through Manly Vale. Connectivity through to Chatswood and the city could also be improved, particularly around North Sydney and the Roseville Bridge.

Painting lines on roads is NOT making it safer.

Pedestrians come first.

People are more and more turning to cheap, healthy and affordable means of transport.

Sadly, Sydney has had a very poor reputation for its lack of safe cycle ways.

As a resident of the Northern Beaches, my family and I were delighted to see the shared cycleways built along Pittwater Rd in Narrabeen. I just wish there were more paths like it though, especially linking between Narrabeen to Ingleside (and from Elanora Heights to Mona Vale Rd, which I have mentioned.)

In case its of interest, a very relevant book is: Copenhagenize: the definitive guide to global bicycle urbanism by Mikael Colville-Andersen (available in our very own Northern Beaches Library) and such a wonderful read! (So I'm sure you've probably read it!)

Anyway, thanks again for inviting comments.

Pittwater road has a rough and dangerous surface. Especially between Narrabeen and Dee Why. The ruts and potholes create many hazards for cyclists that can only be navigated by occasionally suddenly deviating from our path. This creates further danger with cars who do not leave sufficient gap, (which is most). The road really needs resurfacing.

In addition bus lane times only cover peak time, this becomes the safest time to ride as these lanes are empty and we don't need to worry about car doors or trying to squeeze into the gap between parked and moving cars. Increasing bus zone times to give this safe lane for cycling will reduce the number of cars on the road due to the safety provided to cyclists. This also allows cycling commuters to go faster in these areas which makes commuting more attractive. It will also lessen the aggression unfortunately shown to cyclists from motorists.

Planners should aim to deliver a network that is safely usable by all ages.

In addition to maintaining physical separation between bikes and motorised transport on all main roads, the bike paths should be free of obstructions such as road signs, bus shelters, power poles and the like. A cycle way should be as free of obstructions as a street.

With the rapid growth of both active and electric cycling, it is important for planning to have regard to cycling infrastructure to accommodate both modes of usage. Wider bike lanes that are separated physically from road transport are a first step.

Please allow for safe bike paths, seperate from moving and parked cars.

Please fix the cracks, holes and bumps on Pittwater Road. Someone will kill themselves one of these days.

Also, please continue to fix the road from Mona Vale through Church Point and up McCarrs. The new parts are fantastic but the old stuff is downright dangerous. This is probably the biggest bike thoroughfare on the northern beaches

Please keep in mind that simply widening the roads or streets is not a good idea. This only invites unsafe overtaking. Car should keep a distance of 1 - 1.5 m when passing. With cyclist requiring at least 1 m width from the curb, there is no safe way to overtake cyclists with oncoming traffic.

Please make sure there are dedicated cycle paths, not just painted lines on the road full of parked cars. These can be very dangerous for cyclists.

Please make the bus lanes on Pittwater road clearways in both directions in the mornings on the weekends like they would be during the week. Most of the close calls with vehicles would be taken away if the bus lanes did not have parked cars in them during the weekend mornings. That is when most cyclists are out and shops on Pittwater road are not open yet. Please try to make roads safer as most cyclists will still ride on the road over a shared path since it is faster.

Please please please fix pittwater rd/ it's horrible to cycle on!

Please push ahead with removing dangerous door-zone bike lanes.

Please enforce no-parking on arterial roads at all times, not just peak hours. People using bus lanes/left lanes to store their cars creates very dangerous situation where you are damned if you use the lane (having to pull out and yield to other traffic when you reach a stored vehicle) or damned if you hold the left-most clear lane (cars aggressively tail gating or sometimes undertaking). e.g. Pittwater/Military road would be a much improved commuter route if there was a continuous bus lane and it was clear of stored cars at all times.

Please remove cycle lanes that encourage people in cars to break the 1/1.5m law as soon as possible.

Please enforce and make it easier to report close pass and other dangerous driving. This does not appear to be enforced at the moment. A large number (but minority) of drivers take a view that people on bikes should not be on the road and drive accordingly. More should be done to punish this behaviour, as it is dangerous and a huge deterrent to all but the most self assured bike riders.

possibly barriers

<p>Prefer roads to shared paths IF there are no cycling speed limits where the elderly and those with children walk.</p>
<p>Promote correct etiquette for both cyclists and motorist.</p> <p>Something “Dob in a D Head” (dick head going through red lights for example)</p>
<p>Provide alternate cycleways for cyclists to travel other than on congested or unsuitable main roads. For example having cyclists use Barrenjoey road around the Bilgola bends is dangerous and also frustrating for motorists.</p>
<p>Provided cyclists obey the road rules and keep over to the left so traffic can flow - lots more people moving around in cars than on bikes.</p>
<p>Rather than having a cycle path between the active road lanes and parked cars, please consider swapping these. There is hardly any driver who looks for cyclists before opening their door. I don't expect passengers to be much better in the short term but the risk is lowered as many cars will only have a driver in them, leaving the left doors closed.</p> <p>Also and perhaps more importantly, driving cars cannot hit the cyclists any more in the new scenario as they are protected by the parking lane.</p>
<p>Re making roads safer I can only comment on my area - Mona Vale, Bayview, etc. There really should be a dedicated cycling path as often cyclists unnecessarily hold up traffic by proceeding in front of cars, wriggling in and out of lanes. It would be useful to see all those unauthorised trailers, etc, which are parked for months and litter McCarrs Creek road and surrounding areas removed. They take up a car width of road permanently. Many are unlicensed or holding out of date licences and it has been surprising that the Council has failed to police this problem. The Northern Beaches is a lovely area which we can all enjoy. Again, public debate and cooperation should surely achieve a working solution</p>
<p>Remove the dangerous 'car-door' cycle markings and create separated lanes for cyclists.</p> <p>There must be more effort made to reduce motor-vehicle emissions or move cyclists and pedestrians further from traffic. Avoiding accidents is a great start, but avoiding damage to everyone's health from airborne pollutions is also essential.</p>
<p>Restricting the size of cycling groups and ensuring single file through church point and mccarrs creek.</p> <p>Reduce the noise from cyclists</p>
<p>Rethink parking along major cycle routes, like the ones with the signs telling you that they are a major cycling route.</p> <p>Listen to cyclists about dangerous road traffic, intersections etc etc. Having a dedicated feedback point that responds to cyclists and can also affect change would not only making cycling safer by rectifying issues but also increase compliance among cyclists.</p>
<p>Riding in the door zone is terrifying, and the cars pass way too close when riding up hills. Especially given the fact that we regularly have children in tow.</p>
<p>Riding on the beaches would be much safer if the bus lanes on Pittwater road were clear during the mornings on the weekend. That is when a lot of cyclists are riding and most of the shops are closed so I would feel heaps safer if I did not have to merge into traffic because of parked cars.</p>
<p>Riding on the road can be dangerous with the velocity and size of a car versus a single bike - it's an accident waiting to happen. Therefore specified bicycle lanes particularly on main roads, is vital.</p>
<p>Road cycling is one of the biggest sports on the Northern Beaches and should be supported. Higher quality roads, lower speed limits and driver / rider education are vital to improving safety.</p>
<p>Road cyclist users should have a cycling code that must be adhered to with minimum speed limits (otherwise use cycle paths)</p> <p>Establish what the path is for: Leisure or Alternative transport ie: work, shopping, school</p> <p>Paths that are shared with pedestrians need a speed limit Paths that are shared with pedestrians need a speed limit Paths that are shared with pedestrians need a speed limit</p> <p>Cyclists should give way to pedestrians on shared paths at all times when space is an issue</p>

<p>Cyclists are faster and have the advantage when coming up from behind so they can move more quickly and adjust route if needs be. Elderly people are more likely to be slower in reacting and hard of hearing</p> <p>All children who are would be lone, unaccompanied cyclists need a cycle test/training certificate at school preferably - maybe one or two per year to be made available to schools depending on need. Training on use of bells for warnings</p> <p>What is a bell for?</p> <p>Does it mean "Get out of my way?" or "This is a friendly warning?" or both</p> <p>Bikes also need to be checked for brakes and lights and a bell</p> <p>If children ie under 18s are cycling alone they need to be registered</p>
<p>Road Safety in Australian is typically championed by councils so different municipalities have different levels of interest and progress in safe cycling. However major 'bike commute' corridors are important (such as Northern Beaches - City / Northern Beaches - Chatswood / Northern Beaches - Ryde) so endeavours to also encourage surrounding councils to connect the corridors are important.</p> <p>Within the draft, it has not been identified that certain existing road features such as pedestrian islands also increase the danger and risk to pedestrians when the road is not widened with a separated cycle lane (or there is the missing signage and driver awareness that passing bike riders while there is a traffic island increases the danger to riders and usually means that they are not maintaining the Minimum Safe Passing Distance).</p> <p>Safer roads also relies on forward planning and with population increases it means that new residential development areas need to be planned with next-generation safe bicycle infrastructure and intersections and high-traffic zones preplanned to be safer and future-proof.</p>
<p>road traffic needs to be slowed down to 30 ks and dedicated lanes made available for cyclists</p>
<p>Roads and drivers are BRUTAL towards cyclists. In short cyclists lives matter yet cyclists are hated and despised by drivers. Cyclists are dehumanized and that's shocking.</p> <p>Roads are bumpy and have small holes and joins etc and this causes unnecessary crashes.</p> <p>It's such an incredible sport and cyclists deserve to be safe and use the roads safely.</p>
<p>Roads are not good for cyclists. Build dedicated cycle paths.</p>
<p>Roads can never as safe as curbs n footpaths so it should not be illegal to cycle on them.</p>
<p>Roads in the area require regular safe cycling inspection and repair. In particular, Pittwater Road where the concrete sections are joined require much more regular maintenance. I have personally crashed when my tyre was caught on one of these often very deep and long ruts. I came off at over 40km/h just south of Long Reef car park entrance, heading south early last year. The large gaps, almost trenches" at that point are still in the same condition, and similar hazards exist all along the road between Dee Why and Narrabeen. even on the Mona Vale stretch, north of the hospital there are large gaps in the road that have caused punctures and near-falls in my small circle of cycling friends. Keeping the road conditions safe for cycle tyre is a crucial element of reducing risk and encouraging regular cycling.</p>
<p>Roseville bridge (before covid) was my daily trip. What a death trap this path is. Recently the concrete expanded in the extreme heat of summer and formed a ramp that launched cyclists into the air. Light poles and traffic sign posts make it a dodgem track. It is never cleared of rubbish and the steepest sections are effectively one lane from the overgrowth of lantana, trees, vines and bush debris. RMS get 1/10. They only whipper snipper the weeds.</p>
<p>Wakehurst parkway - almost rideable as at some point the tarmac is wider than the road lane. But its variable in its condition and could be so much better with bike lanes each side. RMS 5/10.</p>
<p>Safer roads must include more respect from drivers. Support from the Police for cyclists is essential when crashes or near misses occur with motor vehicles, with high penalties for drivers. Cyclists are as vulnerable as a pedestrian. Council could lobby for changes to the law so that the onus is on the motor vehicle driver to prove they were not at fault, as is the case in the European Union.</p>
<p>safety for for cyclist on forest road should be improved.</p>
<p>Same as above.</p>

See above
See above
see above comment. dont over complicate things. a trafficable kerb between the bike path and road is all that is required.
see above, road racers ,understandably, seem to prefer the safety of the network to the speed of the road .The better the network , the less attractive the road unless they are provided a safe environment and deterred by speed and conduct restrictions on the network which remains , overwhelmingly , shared with pedestrians of various ages and mobilities. They should be given priority in more than name .
See above, safe crossing of main roads Also the route from Avalon public school to the beach bike path needs to be safer
See above.
See my comments above. I support dedicated cycle paths - rather than bicycles and cars sharing roads. However when a road isn't safe for cycling it isn't desirable to see cyclists taking to footpaths which are frequently narrow and uneven. Cyclists can be a danger to pedestrians who are elderly, infirm or disabled, who may not be able to move quickly out of the way of a bicycle or who may not see or hear a bicycle coming. They can also be a danger to young children and mothers with prams and pushers.
See notes above
Segregated cycleways is the preference but obviously not always possible due to road width.
Separate lanes should be made available, this would make cycling much safer and attract many more cyclists. Last year I rode from Passau to Vienna (approx 300 kms) on a bike only path....this is what we should aspire to. You never feel your life is in danger, as you do when attempting to cycle on Pittwater Rd from Manly to Church Point.
Separated bike lanes are the proven way to get a critical mass of people cycling. Unless they feel safe on the road they will not take it up. We need more separated lanes for this to happen particularly on the main arterial roads.
Separated bike lanes is the only real way to make it safe and encourage more riders onto the road.
Separated bike paths are needed to ensure that everyone feels safe when riding.
Separated bike paths where at all possible. Where not, then very clearly marked road surfaces that don't make cyclists choose between the passing cars and the opening of car doors. Painted areas at traffic lights.
Separated cycle lanes make a huge difference. I commute into Sydney city from the Northern Beaches on my bike. North Sydney Council have put in some good separated cycle ways, and these work very well. It feels much safer than trying to ride with cars and trucks and has really improved the cycling.
separated cycle paths needed. too much reliance on the side lane of busy roads
Separated lanes are the way, with minimal traffic lights and things that interrupt continuous flow.
Seperate lanes And paths for bikes only
Shared footpaths with pedestrians does not work as shown during the lockdown when cycling and walking were the most popular forms of exercise. Bikes need to be on a proper road. Having families of four or more overtake walkers on narrow footpaths is just downright dangerous. Young children tend not to ride in a straight line as do some older riders. If you want more people commuting by bike you will need to have designated bike lanes.
Shared paths present problems with pedestrians who don't realise they're on one, joggers who are using headphones and don't hear the approaching bicycle bell and dog walkers who use long dog leads so that the dogs aren't under effective control and get under the wheels of a bike.
More attention and effect should be given to signage and pavement marking to more effectively segregate riders and these other users - including dedicated bike lanes wherever possible. These would not need to be two bikes wide as cyclists tend to be more aware of their surroundings and could manage a one bike wide marked lane quite effectively when passing other cyclists
Shared pedestrian / cycle ways are problematic. Pedestrians, their children and pets do not keep a fixed line of travel or stay on one side this makes it difficult for cyclists. I prefer to use the road instead of shared paths with unpredictable pedestrians. I think there should be a speed limit for bicycles on shared paths and footpaths of 15 km/hr maximum, any faster than this will lead to collisions.
Can the bridge on Wakehurst Parkway at Deep Creek be widened to provide dedicated cycle lanes /

<p>continuation of the shoulders. This is a very dangerous location because bikes have to come off the shoulder onto the road itself on the bridge. Cars can be legally going at 80km/ hr which is way to fast in my opinion as there are vehicles accessing the Deep creek carpark and also 200m further along the road at the Narrabeen lake car park. Despite the no passing signs at Deep Creek bridge I have been passed on the bridge by cars driving in a dangerous manner. There have been collisions at this location. In my view an appropriate speed limit for cars on the eastern end of the parkway is 50 km/hr from Narrabeen up until the fitness camp.</p> <p>We have observed good cycling lanes and provisions in Germany, Austria, Holland and Belgium. In Austria along the Danube, it was common to see elderly people cycling into the local village. Im sure that this keeps their minds and bodies fit and healthy. There were also frequently very good bridges over roads with very gradual slopes which allow the elderly to use the bridges.</p> <p>If good facilities are provided people will use them (Narrabeen lake loop track is a case in point).</p> <p>Also need to promote use of helmets and fastening them. Promote use of highly visible cycle clothing - not black , and also reflectors and lights for riding at night and dawn/dusk</p>
slow down traffic along pitwatter rd and oliver st
<p>Some cyclists persist in riding on narrow busy roads despite a safer available alternative eg Greycliffe St Queenscliff, where a safe cycle path already exists. This is very frustrating for motorists. We need to get cyclists to use the dedicated paths rather than causing road congestion, and endangering themselves. Same along beachfront in Manly. There is too much shared volume of cyclists and pedestrians using the cycleway on the beachfront, it's dangerous due to the high volume. Maybe limit the cycle path to cyclists ONLY, no pedestrians.</p>
Some drivers who resent bikes need to be "educated".
<p>As female commuting to work on my bike on the Northern beaches, I have been feeling the clear resentment of many car drivers who seem to consider bikes a "hindrance" whereas, to the contrary, they actually reduce traffic congestion, and pollution. So they are an immense benefit to the community.</p> <p>Sadly car drivers also do not show proper respect to us in a way that they should, when sharing the road, simply following the road rules, in the same way that they would respect another vehicle. Sadly, it seems to be that they overtake the road rules. Very scary for the bike rider. We are the more vulnerable one on the road.</p>
Some of our roads are too narrow and busy so anything to make it safer for all will be appreciated
<p>Some of the back-road surfaces (used by cyclists to avoid the safety risks associated on riding on main roads) are in atrocious condition, presumably because they are not a priority for council maintenance (understandable). Kangaroo Lane for example, is a cycling disaster, but regularly used to avoid Pittwater Road. Council needs to think about how it prioritises road maintenance to ensure cycle usage is a factor in determining road maintenance priorities.</p>
Start to reduce the roads available for cars - reclaim for pedestrians and cyclists.
The car is still treated as god in Australia and cyclists are seen as a target for many Australian drivers - which is so sad.
Stop painting cycle lanes in danger areas next to parked cars.
Suggestion: Improve access to cyclepath next to Burnt Creek Bridge Deviation riding towards the city from Manly Vale.
Sweep bike lanes more regularly and remove fallen trees as quickly as possible.
<p>The area from Careel Bay to Palm Beach wharf is extremely dangerous for cyclist as there is NO shoulder and you have to compete with cars AND buses going in each direction. The corners are tight and there are blindspots. Please improve this area as access to and from the Palm Beach wharf is useful for cyclists and bicycle tourists going to and from the Central Coast.</p>
<p>The assistance and enforcement of police would be helpful eg it is difficult to obtain a minimum safe passing distance conviction with the onus of proof being heavily on the victim (cyclist). Using undercover police cyclists, similar to what occurs in some UK jurisdictions, is a brilliant idea.</p>
<p>The beginning of Spit Bridge bike/pedestrian footpath on the Northern Beaches side does not have any safety railing.</p> <p>It's a narrow pavement, with bikes and people, including little kids, coming in both directions right next to a</p>

<p>high speed 4 lane road. On one side is a fence, and on the other, a drop straight onto the busy road. Even worse, there's a ramp and curve to approach the pavement making access tricky. I will try to attach photos. It's only a short section that needs to be railed, before the Spit Bridge railing is reached.</p> <p>At the Mosman end, beautiful safety railing was put in a few years ago, presumably by council, so that side is perfect.</p> <p>You are providing safety railing on the Pittwater Rd bridge where it crosses Manly lagoon, which is great. This one on Sydney Rd is far more dangerous.</p>
<p>The biggest hurdle in my opinion for this is the perception the wider community have of cyclists. Until vehicles are held accountable for their actions and that cyclists are fellow people (not just cyclists), education will not be effective.</p>
<p>The corner of Toronto Avenue & South Creek Road, Cromer is a dangerous place for cyclists riding to Narrabeen Lagoon trail to cross the road. There is a roundabout on this corner and the cars drive through it at fast speeds. Can you look at ways to give cyclists priority and slow down the traffic at this corner. Maybe even traffic lights would be a good idea.</p>
<p>The Council needs to liaise with Northern Beaches Police for a massive increase in Highway Patrol enforcement of Safe Distances of vehicles from cyclists.</p>
<p>The crossing at the bottom of Corrie Rd, entering onto Pittwater Rd. As a cyclist, I find this crossing confusing, Cars pull right down to the bottom of Corrie Rd so that they can see if cars are coming so they can enter onto Pittwater Rd. As a cyclist, you need to wait until cars have cleared before you can cross. Maybe a crossing, or give-away sign to cyclists would improved the safety at this area.</p>
<p>The cycle lanes next to park cars aren't ideal. Only works if enough room for 1.5m minimum between parked car and cyclist and 2m between cyclist and traffic.</p>
<p>The larger main roads that lead to the small roads could have images of a bike on the road so that cars know to watch out when going around the corner.</p> <p>Cement path on one side of the road for cycling/running/walking is needed ASAP on these roads that lead to the small roads.</p>
<p>The less cars that cross the path the 'safer' it will be.</p>
<p>The number of cyclists that are ruining the transit Lane concept is growing daily.</p> <p>As much as we all encourage exercise , at anytime time , we should be clear that these Transit Lanes were created solely for the purpose of cars and buses to move people ahead , in times of peak hour traffic,</p>
<p>The only way to make cycling safer is a network of segregated cycleways - a few painted lines just doesn't help.</p>
<p>The on-road cycle way needs to be between footpath and parked cars. It should not be between parked cars and car traffic. Too dangerous!</p> <p>City of SYDNEY has some good examples!</p>
<p>The plan for safer roads is obviously high-level. I would like to see more focus on road safety where there are no bike lanes on popular bike routes. For example, Pittwater Rd, Bayview/Church Point and McCarrs Creek Rd. At the very least the "1.5 Metre" signs need to be installed more ofter and also be more visible. The other issue in this argument is the requirement for stronger police enforcement of the 1.5 metre requirement.</p>
<p>The Road Cycling Network plans (Marked bicycle lanes, Stencilling, Awareness signage, Traffic calming, Wide kerbside lane, and Road shoulder improvements) does not seem likely to achieve, I believe, a significant improvement in bike road safety. Pls concentrate your money on making fewer but true and actual bike lanes that are physically separate from the road, rather than so many unsafe so-called bike lanes that are little more than lines painted on the street. These lines have little impact on the actual experience or safety of either cyclists or drivers, as I can say being someone who is both. Bike lanes that end at traffic circles or require cyclists to make 4 90% turns in short succession in order to leave the road and then reenter it are dangerous. Bike lanes that trap cyclists between traffic and parked cars are dangerous. If you want more bikers, then give them proper infrastructure. Only the most dedicated are willing to risk their life and limb on painted bike lanes that leave them feeling and in fact very vulnerable.</p>
<p>The roads north of Newport need to be made safe firstly for their principal purpose that is for cars, buses and other vehicles</p>
<p>The rules are unclear and road cyclists can be really frustrating (and I'm sure they feel the same in reverse) along back routes where there isn't enough space for both cars and bikes. Two routes come to mind for me - along balgowlah rd/kitchener st & church point mccarrs creek rd.</p>
<p>There are far too many on the pathways & roads with no rules for their riding or behaviour! Walking & driving is a risk with no rules for bike riders!</p>

<p>There are lots of good ideas in the document. Again, properly segregated lanes would be the best option. Any loss of road space for cars and parking will have so many benefits - be brave!! At times I would love to be able to cycle the most direct route but I find it too dangerous. The off-road options are great but they generally take longer and involve more hills.</p> <p>A simple way to improve safety on shared paths would be to give cyclists and pedestrians priority at cross streets. These changes could happen incrementally - and there wouldn't even be a loss of parking! I recently cycled to the Mall from Manly with my son - it's traffic-free but definitely not safe for a child to tackle alone as there are numerous side streets to cross along the Pittwater Road in North Manly and visibility is poor. Close down the radius of the corners, reduce the width of the side street entrance and raise the road to pavement level so cars are forced to slow and give way to pedestrians and cyclists. This is common practice now in Europe - I attach some images.</p>
<p>There are numerous sections of Pittwater road, spanning from Warringah Mall travelling towards Palm Beaches that are in urgent need of re-surfacing and repair due to potholes and uneven surfaces. This is required as soon as possible because it presents a significant safety issue for cyclist who are often required to merge into a middle lane (which contains a higher density of cars) in order to avoid these problems.</p> <p>Obviously, such an issue leads to accidents as cyclists are required to change often at late notice.</p>
<p>There is incontrovertible evidence that separating cyclists from motorists is essential. The council could also advocate for changes to legislation which favour more vulnerable road users in the case of accidents - the least vulnerable user is at fault by default unless they can prove otherwise. This is routine in countries such as Germany and the Netherlands. It reorients prioritisation in terms of right to road use.</p>
<p>There needs to be a serious education campaign for car drivers to understand their responsibilities when overtaking cyclists. A minority of drivers still don't seem to know that they need to leave 1 metre. Some drivers are still unaware that they can cross the unbroken double line when overtaking in order to leave the required 1 metre.</p>
<p>There needs to be attention on popular cyclist roads that only have 1 lane in each direction, it's dangerous to both cyclists and car drivers, I can only suggest that these roads are upgraded to have a bike lane like Booralie road as an example,</p>
<p>There should be an exclusive cycling way. Not shared with other vehicles or pedestrians.</p>
<p>There will always be cyclists that use bikes that are better suited to road and that want to travel at a much faster speed. All these cyclists are tax payers and deserve to be treated as equals and kept safe when cycling on roads. Unfortunately Australian drivers often disregard the safety and access rights of cyclists and each year many cyclists are injured or killed by road traffic with devastating impacts on families. Keeping these cyclists safe needs to be an important aspect of traffic management. No car driver has ever been killed in an accident with a cyclist, but two of my friends have already died whilst cycling on roads.</p>
<p>These are loaded questions!</p> <p>Depends on cost, priorities and whether it can be done without creating a concrete monster that destroys vegetation</p>
<p>They must be separated, many of my friends don't cycle as they don't feel safe on the road. I only cycle on bicycle paths and footpaths with my family as the road is too dangerous.</p>
<p>They must be separated. It is too dangerous otherwise and I will only cycle with my family off the road. See above.</p>
<p>Think cycle and walking paths should be separated from vehicle traffic</p>
<p>This can be promoted by greater use of traffic calming devices that make cars slower on identified bike routes. Council also needs to use its powers of persuasion to encourage Police to enforce safe passing distance rules</p>
<p>This is a question loaded with assumption. Any time we have a lane for cycling, that also has buses, taxi's, hire cars etc intermingling will be dangerous for cyclists. The best option for cyclists are dedicated bike paths.</p>
<p>This is a silly question in a consultation. Safety is non-negotiable.</p>
<p>This is really important, particularly on main roads. For instance, I used to really enjoy riding down Wakehurst Parkway from Frenchs Forest to Narrabeen on the hard shoulder. However, since the hospital road works, you take your life in your hands each time you use it now - much debris, squeezed lanes, gravel piles - it shows you how important keeping roads safe is.</p>
<p>This Q is generic and biased. Making our roads safer for a specific group disregarding the others using the same facilities is not the ideal outcome. Safer for cycling but more dangerous to other activities will only</p>

<p>please one group and frustrate the others.</p> <p>The elderly feels much more vulnerable than most from irresponsible cyclists. They fear if a cyclist hits them, they may be disabled for the rest of their lives. They have zero protection; the cyclist is unknown, insurance may not cover the costs of hospitalisation and recovery, and all other nightmare scenarios. Please add something in your plan to ensure their safety.</p>
<p>This would encourage people to ride to park & rides connecting public transport</p>
<p>Too many cyclist are having near misses Or being knocked off or killed with drivers not following separation guidelines. NSW police should do more to be more stringent on Drivers and similarly police should hold cyclist accountable And be more stringent.</p> <p>We all have a right to share the road equally and safely.</p> <p>It's up to the Authorities and local government to ensure this happens</p>
<p>Too many hills</p> <p>They do not follow the road rules</p>
<p>Traffic calming can be a problem for cyclists, eg on Lauderdale Ave, Fairlight.</p>
<p>Upgrade Booralie road to include a dedicated painted bike lane which bikes must use.</p>
<p>Very arrogant cyclists are in abundance on the road and I dont want to see any increase in pelatons using the road and blocking the traffic. They must use the bike lane or there is not point having one</p>
<p>Upgrade the bumpy bus lane from Collaroy to Dee Why</p>
<p>Use bike lanes on roads instead of shared paths. It is difficult to cycle on shared paths when they get busy during the day. Please make the bike lanes wider if they are next to parked cars. It is difficult to ride in the lane without being too close to a door opening from a parked vehicle.</p>
<p>Vehicle driver education. As mentioned in the plan. most drivers are considerate to riders. However on occasion there is driver behavior exhibited that would appear to have the intention to scare. Including close passing and unsafe overtaking on roundabouts. This is dangerous and could result in injury or death</p>
<p>Vehicles sharing the road with cyclists is not safe. There are always pinch points such as round-a-bouts, and cars parking in the cycling lane that put the cyclists in grave danger of being hit by a moving car or a car door opening.</p> <p>Equally bike drawings on the road are not a bike lane. Many cars resent bikes on the road and some drivers would like to do them harm or even kill the cyclists if they could get away with it.</p>
<p>We all know what's required. Separated cycleways or marked FULL LANE cycleways shared with other slow traffic perhaps?</p>
<p>We mountain bike ride as a family. Getting to some of the trails are difficult as we sometimes need to cross Wakehurst Parkway</p>
<p>We need segregated cycle lanes, not paint on roads.</p>
<p>Paint of roads doesn't protect riders and doesn't encourage more cycling.</p>
<p>We need segregated cycle paths to get bikes off the roads. Most cyclists aren't comfortable riding on main roads with cars going 60km plus, so to grow rider numbers we need a network of segregated cycle paths around the Northern Beaches.</p>
<p>We need to encourage people to get out of their cars and onto public transport and bikes and we can only do that if there are safe cycle ways for people to use</p>
<p>Well done, I can see lots of great things for the future of road cycling.</p>
<p>What a leading question - who wouldn't?</p>
<p>Where it is not a bike lane, you need to have no parking on the side of the road. An example is Myoora road outside Par 3. If you come from St Ives , turn left and proceed along Myoora road, the parked cars force you into the other car lane. It is double white lines at this point. There is no footpath or other escape route. The same thing happens when you are coming out of Laitoki road , turning left into Cooyong road. Someone always parks their car on the corner, forcing you to go wide on the crest of the hill where the cars viability is very poor. (Laitoki road is a marked cycle way).</p> <p>These types of "traps" need to be eliminated if we are encouraging young people (under18) with low road and car awareness to use the cycle tracks.</p>
<p>Where roads are not able to be made safe - wide shared footpaths should be provided - refer to 'Better Access for Queenscliff'</p>

While answering YES above our concern should be the improvement in safety for all, whether rider, driver, jogger or dog walker.
while most car drivers seem to me to be improving in their relationships with bikes / sharing the road, there are still many many dangerous areas on the roads...
cyclists are a significant road user group, and a very vulnerable one... anything that can be done to assist is a good thing!
why should we make cycling easier and safer - they don't pay taxes or licenses to even have a bike
Widen on-road bike path as too narrow and bike riders are forever checking parked cars do not have someone inside the car who is either going to open their car door or pull out. Have green colour for the whole of the bike section, make bike signs clearer
Widening the roads Clearing the verges Chopping down trees that are leaning over onto roads in Terrey hills and Duffys forest
Wider, separate paths, especially where pedestrians and cyclers share the path at choke points e.g. Pittwater Road over Manly Lagoon. Why not construct a separate crossing here? Also, the Manly beach path should be cyclists only, as pedestrians can walk along the wider path closer to the beach.
Will assist all riders and vehicle drivers stay safe.
Would like to better understand what the impacts would be for motorists i.e. what are the trade-offs.
Would like to see a separated bike path connecting Parkland Rd to Cabbage Tree Road to Pittwater Rd for school kids to be able to ride safely to the High School. Could be on the golf course side of the ride for separation of bikes & pedestrians.
Yes but not by taking away road space from cars and not by keeping pedestrians and bikers together on one track.
Yes but only on selected roads with low traffic volumes and where roads are sufficiently wide to be able to make it safe. The cycleways must be physically separated from cars.
Yes but that would mean a higher emphasis on provision of decent roads and bike paths. Also re-education of vehicle drivers and police to enforce the safe passing road rules.
Yes we should be slowing traffic where possible.
Yes!! Road cycling is so great but would be even better if there was more safe spaces for this where cars aren't likely to hit us
Yes, but I have a very strong views that the cycling network is rally safe - not just painted lines on a road. At the very least the land should be wide enough to provide protection from both cars travelling in neighbouring lanes and cars moving out from the kerb or opening doors onto the lane. Many painted lanes, which seem to be regarded as cycleways, are not safe.
Yes, I don't usually cycle on roads but other family members do. I will cycle on quiet back streets or on bike lanes on roads that don't seem too busy..especially if made safer.
Yes, I have epilepsy so when I go for a bike ride I don't ride on the road I ride on the path, the foot paths have bumps and ditches all throughout and shared paths people won't move over and don't understand that it's a shared bike and foot path.
Yes, I want everyone to be safe. The concern I have is that when cyclists and buses share the same lane, the cyclists slow the buses down. This makes the buses slower and then they aren't a competitive alternative to driving for commuters to the city. I do agree that cyclists need a lane so that they aren't at risk from cars, but not at the expense of public transport such as buses. This is problematic if cyclists insist they use the road and not a cycle lane (especially if shared with pedestrians). We need to have a bus/taxi/motorbike only lane that isn't shared with cyclists but also a way to make cyclists safe when they want to ride on roads.
Yes, one reason why I don't cycle as much in winter is that the bike path along burnt bridge road is not sufficiently lit. Talking to other cyclists it's also a reason why they take the risk of cycling in the bus lane heading north on burnt bridge deviation.
Yes, the roads around Church Point are extremely popular for cycling, but narrow and dangerous.
Yes. Speeds limits in the greater Manly should be reduced to 40 kph and 30 kph for commercial traffic. This would enhance pedestrian and cyclist safety and improve quality of life
You have pebbles in concrete covering trenches at the intersections at the east end of south creek rd and the eastern intersection near manly pool. Many cars motorcycles and bicycles have slipped on the smooth round pebbles in the wet. I have Wittnessed crashes at both intersections.

You must fix the huge cracks between the middle and bus lanes along Pittwater road. There have already been a number of accidents, and I fear someone will die if the cracks are not fixed. Collaroy is particularly bad, but Dee Why and Mona Vale too. Do not say this is RMS responsibility - take ownership and get it fixed as its DANGEROUS

Your plan does not make the roads safer for cycling. If you are serious about doubling the amount of riding in the Northern Beaches you do actually have to make safe direct routes a priority. That is your responsibility as a Council, to ensure safety for your residents and road users. Painted onroad bikelanes need to be given protection from faster heavier vehicles, either by making them kerbside to the parked cars, or converting the parking lane to a protected bikeway. People will not ride where it is unsafe, particularly women, as you can already observe by the blindingly obvious lack of riders on our current onroad painted lanes (most of which are in the dooring zone, thanks very much). This current approach discriminates against people who want to ride to work, school, public transport connections etc by the most direct route, which is usually where the current roads happen to run. People want directness, convenience, safety, and comfort. And Respect.

Further comments/suggestions on end-of-trip facilities.
* More Bicycle racks and electric pumps in Manly, and along Pittwater road all the way to Mona Val, and then Palm Beach. Every 1km.
*Electric bicycle pump stations, not manual pump stations. The manual pumps are not efficient enough. They need to be located every 500m in hotspots.
* 6 monthly portable bicycle mechanic services provided by the council free for residents or at a cheap price. Example: (\$15 fixed price). 3 main hotspots on the Northern Beaches on the same date. September and April
...but could come after safe paths are put in place. Not a priority at this time, I feel.
A bike rack adjacent to the main Myoora road bus stop
A change room area around hubs (e.g. manly wharf) might be helpful?
A few more places for securing bikes would be good
A locker room with showers and bike hooks would be nice
A network of publicly accessible bike pumps would be great :)
Ability to take bicycles on bus
Again, good idea but current public facilities are not too bad and priority needs to be the safe bike paths all the way to where you are going.
Air
All buses must have bicycle racks on the back of them like in other countries. Then I can travel further and more often on my bike knowing that if the weather changes or my bike battery runs out that I can get home.
All good stuff. There is another opportunity here for Council. You could offer your staff's expertise on what constitutes quality bike parking and your own relatively cheap sources of product to private companies who are interested in providing end of trip facilities for their customers. You could charge a nominal fee and leverage off your in-house expertise to significantly speed up the provision of facilities for riders.
All we need is more secure parking in key locations. On the weekend it's almost impossible to find an empty bike rack in Manly or at any of the beaches. It's time council took this seriously and swapped 10 car spaces in Whistler Street car park for bike parking.
always a good idea to have places for commuters to park their cycles/vehicles safely.
Amazing lack of facilities (eg maintenance, parking) at Terrey Hills, Church Point etc for cycling community. Also cyclists not made to feel welcome. So different from anywhere in northern Europe.
And for them to be well sign posted
Apart from parking facilities, I also think here of eradicating the current situation of ending a bike path mid-journey. This means making sure that all bike paths allow for a defined safe solution where cyclists should go next after reaching the end of a physical bike path.
In other words: "end of trip" should be decided by the cyclist, not by the physical end of a bike path.
areas to secure electric bikes undercover. expensive items and need to be secure
As a cyclist I would like to thank the council on the locating of the many Bicycle repair stations and water filling stations I've noticed throughout the Council area.
as above
As I work in the city I would not make use of such facilities. However the Northern Beaches has many small businesses that couldn't economically provide such facilities so provision of showers etc. would be useful. May also be useful for people undertaking other forms of exercise.
At a high level, I note that Council has put the "cart before the horse" with respect to Direction 3, by predetermining the best solution for bike storage and Manly Wharf, installing this without doing any pilot or user consultation, and effectively making the product a fait accompli. This is a problem because it is a rubbish product, installed poorly and with no communication/instructions provided. I strongly encourage Council to adopt best practice project management in relation to Direction 3, Actions A24, A27, A29 and A31. This should include, as a minimum:
1. Consultation with user groups – provision of surveys, collection of usage data, understanding of the requirements. This is likely to vary from location to location. For example, at Manly Wharf you get a wide

<p>range of bike types (racers for long distance commuters, and cruisers for locals, but not many off-road bikes). At the B-Line locations, you may get more racer types. Council needs to “Understand the Problem” and not just install something that fits as many bikes as possible as quickly as possible, so the relevant manager can say they have fixed the problem.</p> <p>2. Pilot different solutions. Just because something works well in Holland (where people tend not to have “bike security” as a priority, due to the prevalence and affordability of bikes) doesn’t mean it will work well in Sydney.</p> <p>a. Get feedback on the effectiveness of different piloted bike storage solutions – what works well? Why? Might it work somewhere else better? Intention is to get a feel for “fit-for-purpose” solutions.</p> <p>3. Once a solution has been chosen, conventional Project Management should be enough, though I’m constantly amazed at how poorly this is done by Council (eg Graham Reserve: who lays turf on building spoil and expects it to graft, or installs a plastic assembled fence around a football field and expects it to last?).</p> <p>a. Consider “training” especially if the bike storage solution has moving parts like the ones at Manly. I had to help someone who was trying to lift their bike into the top rack.</p> <p>b. Consider “human factors” – the new storage racks at Manly are placed up against garden beds (or other racks) making it impossible to access the front of the bikes to affix security chains. Unless you duck down and squeeze between the bikes, which is guaranteed to result in head injuries.</p> <p>c. Continue to monitor post execution to observe unexpected behaviours or unforeseen consequences (all the ones described above were both foreseeable and avoidable if the project had been properly executed).</p> <p>Execution is just as important as strategy and this is the area that has plagued council. The ideas and strategies are excellent but the education is typically sub-standard.</p>
At critical points meeting long distance travel infrastructure its would be handy to lock up bikes safely.
Better and more facilities for people to lock up bikes
Better lock up facilities.
<p>Bicycle parking = important.</p> <p>A self-promoting initiative.</p> <p>Keep it simple and cost effective.</p>
Bicycle storage paid or unpaid depending upon reason for use - work, shopping, leisure
Bicycle tool stations are great. Also secure places to lock up multiple bikes, if only outside with own lock.
Bicycles need to be securely and tidily parked, especially at public transport facilities such as the ferry terminal in Manly. They should have a dedicated area and racks or other storage facilities. Hired bikes should not be left discarded on the pavement as has happened in some cities.
Bike cages at transport hubs with a minimal charge for access.
Bike commuters may appreciate it but recreational riders don't need them. Secure bike storage is important for all. The level of bike theft in places like Manly are unacceptable.
Bike lock up areas at South Curl Curl headland
Bike lockers at bus stops.
Bike lockers at Church Point please. There is high demand because of the offshore population.
Bike Paths need to be wider to accommodate bike riding and pedestrians
Bike racks in local villages to lock up bikes whilst shopping. It would also be great to see more of your repair stations around..these are an awesome initiative! Maybe also some more council run basic mechanics courses...how to change a tyre etc
Bike racks is really important. I'm not so convinced about the maintenance stops.
Bike racks, repair and water stations
Bike security lockers and lockers for associated equipment would be particularly handy at transport hubs to encourage commuters. In private development such as shopping centres there are bike racks but not really any safeway to access the racks via the carpark. Perhaps more thought in thoroughways for cycling that don't interfere with shoppers moving to their vehicles and parking. The rafferty's rules of most carparks aren't safe for cyclists.
Bike sharing installations like Brisbane. Where bikes are returned to lockup.
Bike storage that is secure and sufficient will help with connecting with other transport options.
Bike tool / pump stand.

Bikes don't contribute in any way financially Again above comment 75% pay for at best 25% Charge as you do for car parking
Bus shelters and stops should always have cycle parking.
Casual lock up facility around shopping areas help with short trips to shop to buy goods
Church Point is a Mecca for cyclists. If they are going to be there, better facilities would make them less of an irritant for the locals.
Closed circuit TV may be of some deterrent on popular bike parking racks.
Commuter cycling is difficult for Northern Beaches residents due to the steep hills at Roseville Bridge and the Spit, but lockable bike at bus stops will encourage mixed-mode commuting.
Council does not have the willingness or the means to enforce any laws on cyclists. Even if you put up the best end-of-trip facilities, some cyclists will lock their bikes to trees, lamp posts, fences, or anything that secures their own property. The non-existence of the 'or else' option simply encourages selfish behaviour. If all tax payers will pay for the facilities, please ensure cyclists who do NOT use them when available are held accountable.
Create more maintenance stations and make their locations visible in an app.
Currently as Queenscliff headland is unsafe the bike parking is also poor
desirable but not essential. new commercial buildings are creating these facilities. i dont think it is government issue to provide end of trip facilities.
Do you mean like public bathrooms? Maybe, but primarily interested in me, my family and co-workers getting safely from A to B.
Drink stations, an area to lock your bike to and somewhere to sit is good, but you have already thought of that. Perhaps some bike self servicing stations along the way. We lived in America in a town built around cycling everywhere and they had these and they were well used.
Encouraging people to be able to leave cars at home and cycle to bus stops, ferry terminals and work is hugely important.
End of trip facilities really improve the mindset of the bike rider. Knowing the destination is a safe place for your bike and refreshing for the rider.
End of trip facilities should not be special. They should be constructed for the enjoyment of all.
End of trip Facilities would be nice but creating cycle paths is way more important.
End-of-trip facilities must be appropriate for the type of trips expected. For example, caged secure bike parking with showers, etc. are appropriate for employees, maybe not for short-term visitors.
esp also for e-bikes
Especially around Manly. There is already been happening which is great. The more facilities the more I believe it will encourage bike riding
Even basic end of trip facilities such as more bike racks would be useful. I wonder how cycling can be linked with existing activities people do beyond just commuting to work. eg. bike racks near cafes, promoting riding to other activities such as beach trips etc.
On bike racks, there is a limited number of racks on northern beaches and most are standard u shaped racks. there are ways these can be done more appealing. eg. https://www.streetscapes.biz/products-bike-racks-artistic-c-13084_13028.html
Expanded cycle stand/locking posts near Avalon Beach.
Finding safe parking is essential yo encourage people to use their bikes
Generally not an issue for me as I ride an old bike that can be left on a simple hoop on the street and I rarely go far or fast enough to need special clothing or a shower. But anything to make cycling more attractive is a must!
Great idea
Great idea on the new bike racks at manly, more of these, but also removing old bikes regularly.
Handy, secure storage at shops to encourage bike travel rather than car travel.
Secure storage as some bikes are very expensive. Eg my man bike is \$6000, being my only bike it is also the one I would commute or drop to the shops.
Secure bike storage to connect commuting on public transport.
Happy with facilities

Have more bicycle racks in major destinations. Whenever I cycle to Manly from Balgowlah for Nippers we have to tie our bikes to traffic poles. I don't mind this but if we had racks at the MSLC this would be neater.
Have these near public transport access points.
How are you going to cater to an increase in e-bike usage that may require charging facilities at end of trip? How can bikes be securely left over night if there is a change in weather and they need to be left? How will end of trip keep bikes dry during wet weather?
I have noticed over time (from the Manly Daily) that the bike lock up facilities at Manly Wharf is a smorgasbord for thieves. In fact they tend to target more expensive bikes, knowing that the owners are hopping on a ferry and the bike will be attended for a long period of time. The council needs to provide camera surveillance in all areas where honest people leave their expensive bikes. Mine in an eBike, and would cost approx \$4000 to replace. All major "lock up and leave" facilities should have camera protection so at least identifying culprits and appropriately dealing with them may just have a chance.
I agree that facilities to support riding is important, eg somewhere to store a bike so you can switch to a bus or ferry (no trains in the northern beaches sadly.) Facilities to assist such as tyre pumps and tools, somewhere to get a drink. Maps and/or directions at main intersections.
I am a cyclist but end up taking the car as my bike is worth thousands of dollars and of important value to me. I need to feel And know my bike is secure. I would also use those share bike systems if it is convenient to home and the other places.
I am beyond cycling at my age but I am sure such facilities would be greatly appreciated by keen cyclists and encourage many to cycle to work.
I can't think of any end of trip facilities supplied by the council on the Northern Beaches or in the whole of Sydney for that matter. Secure bike lock up stations that are under cctv would be a minimum. I personally would never leave my bike anywhere in Sydney unattended, which is unacceptable. Water stations would be nice too.
I do not understand the question.
I don't use but think local businesses should encourage to get less people driving to work esp main centres such as Manly, Brookvale, Dee Why, Frenchs Forest.
I drive to Seaforth and park on the side of the road and commute to Surry Hills 3 days per week. There appear to be a number of others who do similar. Feel bad always about parking there but have done for 12 years. Good end of trip facilities at Manly that were reasonable and accessible (eg. I could leave my bike safely) might keep another car off the road. (that and a fast but safer commute to Manly from Avalon)
I have end of trip facilities through my employer, however facilities for all are a good thing.
I have seen used the set up at the Manly bus stop (Gilbert park), and the Manly Wharf, and they are no ideal. Choosing wider set ups, more simple set ups, is always best. Those bike parking rows are way too narrow and bikes are on top of each other even though I can see how they are made to "maximise" the use of space, In the end they are not ideal. Same for the ones at the Manly wharf. Not ideal. Also council may have to find a way to monitor "abandoned bikes" especially in places such as the Manly wharf where some bikes are using up space and clearly look abandoned. These are using up valuable bike parking spaces.
I often don't cycle for local transport as I don't feel there is convenient and secure storage for my bike at my destinations. A strong investment in secure storage facilities would definitely make me more inclined to cycle locally.
I personally don't have a large need for these facilities. I'm sure they will be appreciated by others though
I prefer money spent on bike paths for now.
I really like the repair facilities and bike parks, but I think that the facilities that people really need are a shower at the workplace, which I don't think is within council's control. Perhaps councils could work with gyms and other sites that have showers in order to persuade them to share them with local cycle commuters? If my office didn't have a shower, there's no way I could commute 20km one-way in summer...

I recently discovered the bike maintenance facilities at Terrey Hills and this is a fantastic initiative by the council - there should be more of these around especially in key recreational cycling spots, for example, Manly Dam MTB track and others similar to this. Having defined areas for bikes to be locked up when parked reduces random lampposts being used for the storage of bikes.
I ride expensive bikes, including e-bikes. When I ride to Manly Ferry, I have a very limited choice of storage. Cages - which are scarce and difficult. Then there are the cycle loops - which fill up quickly and are not secure at all. So when I ride to Manly Ferry, i ride a cheap bike. And because it is cheap, I don't look forward to riding it, and often just catch a bus. There is too large a gap between the amenity provided by cages and loops in terms of security. Surely there is a better way to increase volume of spaces available yet upgrade security. Why not use video surveillance over these stored facilities? I am happy to pay a modest amount each day to store my bike securely. I am happy to register my bike each day into a stored parking bay. Why not consider awarding a commercial contract to a small business located adjacent to the Manly Ferry forecourt to store bikes and offer bike support services (repair etc)? Council should always look to better use public space so as to foster commerce and put conditions in place so that consumers and service providers can come together.
I ride for exercise and recreation not for transport
I ride for fitness and I don't normally stop other than for a coffee
I think they are pretty good to be honest - but my only experience is with Manly Wharf, so love the little pump station etc (albiet more bike racks are needed!)
I think this could be good for some riders, however I've usually had workplaces cater for this when commuting.
I would like to see Manly Wharf and Warringah mall end of journey facilities improved.
I would like to see secure bike parking cages compulsory in all new unit block developments underground carparks. Cars are always catered for and most storage cages (if they have them) are not big enough to include bikes. A lot of residents have at least one bike and they are kept outside the cages and at risk of being stolen or hit by reversing cars.
I wouldnt personally use these but think they are a great idea if the interest is there.
Ideally the end-of-trip facilities need to go beyond bike storage and include personal lockers, showers and change rooms at traffic interchanges. Many cyclists cycle to the Manly Ferry for their daily commute and it would be great if at that interchange cycle commuters could change into their work attire. This could of course come at a cost - for example it could be a swipe card and a monthly 20 \$ fee.
If that gets more people travelling by bike, then YES.
I'm less passionate on this one but sure, that'd be great.
I'm not sure what end of trip facilities are with respect to most forms of cycling on the peninsular. Recreational? It's the car. Commuting? It's home or the office? MTB? The car or home again.
I'm not to fussed on this section
Improved bike racks at schools, theatre and shopping centres etc
Improvements are always welcome however in general the existing facilities (bike racks in practical locations etc) are already quite good. Perhaps improve CCTV if gaps in coverage near bike storage facilities such as in vicinity of commuter carparks/bus stops.
Improvements to bike storage and lock up facilities as well as change facilities.
In particular at transport hubs. Manly Ferry Wharf and B-Line stops. Current minimal parking loops are useless, particularly if your bike is worth any money at all. Security is paramount or people will not leave their bikes for extended periods. The only bikes left there are wrecks used for that purchase, or the remains of bikes damaged while there. In particular, with the closure of local bus connections by TfNSW when the B-Line was opened, connectivity to the B-Line and Ferry was dramatically reduced, making a realistic and secure cycling option even more necessary. Bike lockers and security cameras, potentially replacing several car spaces in the car parks with up to 20 bike slots per car space would be a good use of space and provide weather proof available storage in cages or similar, potentially operated with swipe of unique Opal card, like the car spaces are.
increase bike racks in and around Manly - library, beach access points
Increase facilities to secure bikes near public transport links

It would be great if buses could take bike back. Overseas , I have seen bushes with bike racks
It would be great to be able to lock up and leave bicycles near to B-line stops. This would be useful during the day and at night. It would be wonderful if there could be some cover from rain where people lock up their bikes at key commuter locations. It would be handy to have bicycle parking where there are food markets, such as the Mona Vale Farmers Market at Pittwater RSL club. It would be really good if workplaces with more than a certain number of employees provided showers and storage facilities for bicycles.
It's not necessary...
Its all well and good being able to cycle somewhere, but not much use if nowhere to leave the bike safely, ideally under cover.
I've seen some of these "end of trip facilities" in pristine condition before the people come out to ride and walk...the end result is a pig sty to say the least...maybe some sort of Policing would deter the grubs when they have been caught for being just that...grubs!
Leave this to corporations as they do this at place of work best.
Invest the limited money you have in segregated cycle lanes.
Like this idea, hadn't really thought of it. Use them at work in city, but v sensible for beaches/parks
A small locker for keys/valuables, protected by a code which can be set would be handy. Useful for motorcyclists as well is they want to go for a swim but not risk leaving their bag with keys on the beach
Local strata in the apartment blocks need to provide safe and secure lock ups for residents. If I am going to purchase a bike for myself and wife I won't have anywhere to store it at night. Which means I would need to park my outside further congesting the already overflowing street parking.
Lockers, lockable bike racks with CCTV, bubblers / water refills, shaded areas and bathroom facilities would all be welcome.
lots more bike racks for parking and locking at queenscliff
Maintenance stations are definitely positive.
Manly wharf
Many more bike racks need to be supplied as demand grows. There are not enough as it is.
Many of the reasons for not cycling include storage of bikes out of the rain. There are many cities around the world that have successful bike plans such as Amsterdam and Cambridge (UK) and we can learn from them.
Maybe some rest room facilities at key spots
Money could be spent on safety rather than facilities
More bars on which to lock bikes at beaches
More bike lock up places would be useful.
More bike lock ups needed, the curved bars are not that great for small bikes, not everyone is 6ft tall with a large bike frame!
More bike parking areas at the beaches.
More bike parking near transport hotspots. Copy what works from European cities in the Netherlands and Denmark
More bike racks at Manly Wharf. Bike racks outside every public building operated by council.
More bike racks at popular destinations, eg Manly swim centre, the wharf and shopping centres. Some bikes take up a lot of space eg those with trailers behind. Perhaps there can be a separate spot for these.
more bike racks to secure bikes adjacent to bus stops
More bike stations with tools to make basic repairs and pump up tyres and secure bike parking would be fantastic!
More places to lock your bike safely at entrances to the beach, shops, cafes and next to public toilets. More fill your water bottle stations.

More safe places and options to leave your bike are important. Increase spaces in a sensible way at Manly Wharf, and B-Line carparks and major shopping areas. Charging stations for Electric bikes increased. Toilets would be ideal, shower facilities as an option. AGree.
More safe storage options for bikes and removal of dumped bikes from racks.
More secure facilities that are free. Bike racks should be installed inside all the Council carparks. There is currently free reserved space for motorbikes but not bicycles. This is critical in Manly where it is congested with bikes, where bikes often get stolen. Encouraging bike parking in the carparks makes sense as they are undercover and more secure.
More secure, under-cover bike storage facilities please!
More segregation. More policing of all parties, not focusing on easy targets.
more spaces given over to secure locked bike parking in carparking stations at shopping centres and council carparks. Also have more CCTV cameras at popular bike parking areas for bike security and theft issues.
More water stations would be great !
My only end of trip in the council area is at home.
Need plenty of stands at shopping centers.
Need secure lockers for bikes.
Need to have some good trips first. I would like to see more defined trips from one place to another. Often possible trips are broken by there not being a complete path. E.g. both ends of Warriewood Road in Warriewood. If proper cycle paths are put in for trips from one suburb to another then yes, put in end of trip facilities.
Nice to have but should only be included if they pay for themselves including capital and operating costs.
No overdevelopment please, just some decent safe paths
No thought regarding the "tsunami" of cycling. That is, what facilities are there for electric bikes and scooters? Are there charge points in any of the bays/cages? You are building out dated facilities before construction.
Northern Beaches council needs to stop with the constant Bike Plan -> Ignore Bike Plan -> New Bike Plan -> Ignore New Bike plan cycle that it has been going through with Warringah Council before it. It's time to actually act and follow through with all the plans.
Northern Beaches Council needs to urgently put some of these plans into action and apply for grants under the new NSW Government fund. Not wait another year before actually doing something. The time is now! There is a great opportunity during this crisis to do this!
"Under a new \$15 million fund, NSW councils can apply for grants of up to \$100,000 for immediate pilot projects, such as widening footpaths and creating cycle lanes, and up to \$1 million for longer term projects such as extra crossing points and trialling lower speed limits."
https://www.smh.com.au/national/nsw/more-cycleways-streets-to-shut-footpaths-widened-under-nsw-s-covid-19-plan-20200507-p54qwc.html
Not a priority if undertaken at the expense of something more urgent like tackling safety during the trip
Not applicable see previous comment
Not as essential as the actual safe bike paths
Not as high a priority as safer cycling but families and cyclists in general love doing destination rides. A lovely park with a bubbler at rides end is wonderful.
Not as urgent as bike paths and lanes but gratefully used when provided.
Not if it comes at the expense of public places / parks being taken over to house it and cost to residents via rates with no payback by the users (cyclists).
Not just for cyclists...for all. Clean available safe toilets.
Not sure what this means. Encouraging companies to have showers and bike parking would be good though.
Not sure what you mean the traffic is horrendous.
Not the priority

not urgently needed at this stage
Often you have to travel a long way if you commute to work and can only do so as a viable alternative if you have these facilities.
One of the two biggest reasons I am unable to ride to work, or to an event/activity, is that I cannot shower at the end. This sort of facility is essential. I can bring my own supplies, but I need to be able to access the shower/bathroom and a locker along with the ability to secure my bike.
Only if it helps with take up.
Palm Beach sand dune parking lots for bikes
Parking bays
Parking hoops should be right outside destinations that are already popular and destinations where, with convenient routes and cycle parking, more people are likely to cycle. For example there are parking hoops outside the library at Avalon - that's convenient for library users. There are none across the road outside Woolworths. Claim a car space there and there will be room for at least 8 bikes to park. Install a secure cage for bike parking behind the main Avalon bus stop on Barrenjoey Rd so people can ride to the bus and catch it from there. Informal bike parking at beaches is OK for locals with reliable old bangers. But trial secure cages at a couple of beaches to encourage people with expensive road bikes and e-bikes to ride to beaches.
Particularly places to securely park your bike. I like to use my bike for short trips to the shops or beach, but am always concerned if there will be any racks or other places available where I can lock my bike. There is no way I would leave my bike near the Manly ferry terminal - just too much theft.
Personal responsibility
Places to leave your bike and showers in or around the CBD to encourage cycling to work
Places to lock bikes.
Proper lock up facilities
Provide more safe secure bike parking options reserve more space for bikes and less for cars
Public showers & facilities are provided at the beach I would encourage similar facilities at sporting grounds that include somewhere safe to store a bike whilst freshening up.
Public Transportation is key - ideally the Northern Beaches needs a city-connected train-line as the buses are slow and unfortunately can be quite ineffective outside of peak-hours. Certain bus routes simply stop at 6pm and it is no longer possible for city commuters to return to their homes. A part-solution is building convenient cycle transport so rather than 'end-of-trip' facilities, the secure bike storage are 'mid-trip' options that enable commuters to conveniently travel.
Within town-centers, increase bicycle parking and removing through-fare of cars (for malls and pedestrian / rider priority streets) improves the attractiveness and community of the towns.
Queenscliff beach is always overrun with bikes and could use some extra bike parking facilities.
Require the Warringah and Warriewood square to supply and encourage use of secure, covered bike parking.
Rest areas with seats, toilets and drinking water. More racks to park bicycles at shopping centres. Even better with locking facility to prevent theft.
Safe areas to park and lock up bicycle while quickly popping to the local shop will make it more attractive to use your bicycle instead of car.
Safe locking posts to leave bikes such as when visiting a beach or just checking out the surf there. Ideally adjacent to toilet facilities and bubblers or water re-fillers.
Safer bicycle parking facilities, such as Manly's Cycle Central need to be provided for more cyclists. I would not leave my bike in any of the current outdoor bike racks. They do not protect the bikes from the weather, vandalism or determined thieves. Showers and changing rooms are available at numerous gyms, swimming pools and other clubs throughout the peninsula. Can council work with these establishments to provide access to cyclists for a reasonable fee?
Schools, Bus, Ferry and Beach access, would be the main points of consideration.
Linking areas between Narrabeen lake, and surrounding areas
Secure bike parking and change room facilities for cycle commuters should be encouraged by businesses.

Secure bike parking would be excellent.
Secure bike racks, that also look pleasing are a must.
Secure parking at trip-ends. Camera-monitored if possible. Security login ?
Secure practical parking areas for bicycles
Secure storage, cameras, patrols. Minimise insecurity and bike theft.
Security for bikes is an important factor if you want to encourage more people to ride to destinations instead of driving
See self clamping facilities, allowing your to use the cafe, facilities etc at your destination
Seems sad that we regularly see reports of locked bikes being stolen from eg Manly Wharf
Sensible to provide adequate parking facilities for bikes.
Showers and hair dryers.
Showers and lockers and safe places to secure bikes
Showers and lockers at transport interchange at Manly Ferry! Could be charged on a monthly basis with bike lockers, shower facilities (monitored and with access cards) and clothes locker that can be accessed on a daily or weekly basis.
Showers would be good.
Similar to the Narrabeen Trail. Plenty of seating in shaded ares for rest & relaxation. BBQ areas for a nice family BBQ in superb facilities.
MAKE SURE THERE IS ENOUGH PARKING FOR VEHICLES WITH BIKES.
Some end of trip facilities tend to be out of sight, this leads to greater opportunity for theft. Any improvement should include enhanced security.
Somewhere to leave a bike at Terrey Hills
Somewhere to secure a bike is useful if you want to avoid bikes being tied to the nearest post. Personally not likely to use a bike storage facility. There are some I go past at North Ryde and they appear largely unused. Eg. Opposite Macquarie Park train station.
Sounds like a good idea.
Spend your limited money on segregated cycle paths.
Support A28, but in many highly dense communities, e.g. Dee Why, bikes would get left on racks for months. If this could be included in current ranger checks concerning abandoned bikes, this would be great. Fully support A26. A30 - bike maintenance facilities have been really useful for us meaning we don't need to buy our own floor pump to maintain bikes.
Sure the council to date has down a great job in increasing water stations and bike repair stations along the beaches. I think these would be an excellent addition. The population here is a pretty active bunch and want to be more active so whatever the council can do to promote and encourage people to make positive active changes you should do it
The ability of Council to influence this outcome is debateable
The new all in one setup at Terry hills and church point.
The new double-decker bike racks near Manly Wharf are cumbersome to use and potentially dangerous. Please use tried and tested bike racks in future.
The TRIP needs to be safer!
Theft seems to be an issue (based on reading the Manly Daily) that recurs. There are some good ideas here for secure locking. Has strategic CCTV been considered to capture professional 'bike traffickers'?
There are never enough bike racks - go to Queenscliff beach - the bikes are locked to sign posts, chairs all over the place - all the bike racks along manly beach need doubling or tripling.
There are still not enough places to park our bikes. I cannot lift my bike high up which means some of the ferries and double story bike racks in manly are not practical.
These are loaded questions!
Depends on cost, priorities and whether it can be done without creating a concrete monster that destroys vegetation

These end of trip facilities are very important for some people
This also needs to be a coordinated effort especially for bicycle commuters that are going beyond the NB boundaries (St Leonards, North Sydney, CBD, Macquarie Park, North Ryde)
This does not have to necessarily be Council funded. But could well have to be Council 'facilitated'. e.g approval of a usage that does not fit the standard for that particular lot of land.
This is a great idea!
This is not an issue for me but I am sure that cyclists who are commuting would appreciate such facilities.
This is not what prevents cycling.
This suggestion relates to people who have a more expensive bike - ie one that they would not normally leave tied up in public.
Whenever I need to shop at Warriewood Square, I think what a shame it is that while I enjoy the ride there and back (along Narrabeen Lagoon) so much I have to drive because I don't want to leave my bike tied up at the metal hoop bike rack, where it is accessible to thieves and vandals.
I have so far had a policy of using my bike only for leisure rides and riding to work (where I can leave it tied up) so unfortunately this cancels out shopping trips, However I would consider leaving it tied up in public in a secure bike cage - if the cage was very secure and also had a roof so that it prevents vandalism as well as theft. I think secure bike cages in shopping centres would make all the difference for some cyclists.
Toilet facilities and water bottle fill up stations would be great. Not sure if more types of facilities are needed eg cafes...could spoil the beautiful environment / surroundings...which is what getting on your bike is all about. Fresh air, exercise, being among the trees, forests etc Maybe picnic tables and a bit of shelter ?
Toilets, water station, seats for resting.
Undercover end of trip facilities at the Wharf would be good.
Unsure what is meant by "end of trip" facilities, but I'm sure that would be accepted by the cyclists.
Use the limited resources to built separated cycle lanes. End of trip is a nice to have and can be serviced by private companies.
Variety required. For casual cyclists, simple constructions that one can chain bike to is sufficient. For people leaving bikes all day (e.g. commuting or going to work, more secure structures required.
Vertical racks.
Very important end of trip lock up. Bikes should be able to be put on buses
Warringah Mall needs more cycle facilities. The Grand needs more. Coles between Howard Ave and Dee Why Pde need more. etc
We are not competent to make suggestions, but any improvements would be welcome by cyclists
Weather proof, secure shelters are essential to encourage cycling, especially at bus stops. All commercial, industrial and multi unit housing developments need to provide weatherproof, safe, secure end of trip facilities, with hot showers, change rooms etc for commuters.
Well done, looking forward to improved facilities.
What does that mean? More coffee shops or restaurants? Is that a loaded question to try to put in more medium density shop top developments ? My family and I are regular bike riders and all we need at our 'end of trip' is a drink of water that we carry ourselves! Stop pushing for further growth and development.
Whilst this would be a great help The priority should be on safe access by path and/or roads
why not.
Why should rate payers have to pay for these types of facilities, is council proposing to also provide similar facilities for car drivers ?
Why. This is an unnecessary expense.
with consultation from actual users
With the introduction of more and more B-line facilities, I cant believe that these stops provide only a handful of bike stands. Think, if 3 of those car spots in each new carpark was an opal-accessed bike locking

<p>room, which was monitored by security cameras, many people would feel comfortable parking bikes such as e-bikes and literally anything worth any money there. The biggest issue most avid cyclists have is that end-of-trip facilities are just not safe for bikes. Manly Wharf is no exception, with many, many people having lost bikes there. If there was a purpose-built opal-card accessed bike parking garage, so many people would be happy to take their pride and joy down and be able to feel it is safe when they catch the ferry or go to the beach.</p> <p>I have worked in a bike shop locally for a few years, and most bikes we sell to people for leisure and commuting are over \$600. That is a lot of money to leave out in the rain and susceptible to crime. The council should really look into the viability of such a facility, and consider investing in it.</p>
<p>Would an end-of-trip facility simply be a lockable place to park your bike?</p>
<p>Would be great to have bike lockers that enclose the entire bike so it's not vulnerable to vandalism while parked at the ferry or bus. Lockers should be activated via an app and auto-unlock after a given time period to prevent excessive use.</p>
<p>Yes definitely need more bike parking options. AND, I do think you also need to find a way that people can take their bikes onto the bus. That way they can ride to bus stop, catch bus and then ride again to final destination is required. In Hawaii they have bike racks on the front of the buses, when the bus pulls up the person pops the bike on the rack at the front, it stays there during the trip and then when the person gets off the bus they grab their bike off the rack again. It's an AMAZING system!!</p>
<p>Yes yes yes! Every developer should be required to provide end of trip services in their buildings. Easy enough for new buildings, but hard to retro-fit in older ones.</p>
<p>Yes, however it is not the end facility which stops people from cycling but the unsafe cycling situation on roads. Priority must be the cycleways</p>
<p>Yes, provided again they relate to riding anywhere but on-road.</p>
<p>Yes, secure bike parking and/ or changeroom facilities will encourage cycling as a means of transport rather than just a recreational activity.</p>

Further comments/suggestions on end-of-trip facilities.
*Electric bicycle rebates
*Bike to Work Schemes (INcentives)
...but promotion needs to come after the infrastructure has been put in place. I feel it would be a waste of money to promote a second rate product.
A challenge with cycling / commuting is the fact that sydney buses do not allow bikes onboard - "for safety". Many other bus operators have option such as racks on the front of the bus or limit the number inside.
Unfortunately this means as riders we can not link our rides easily. Ie switch between ride -public transport - ride. Etc
A cycling app could be useful. I had trouble on the Dee Why to Narrabeen route in a couple of places where there was inadequate signage as to which way to go. More signs would be beneficial.
A lot of people don't want to share the road with cars for safety.
Absolutely key if we plan to ease congestion, encourage people to lead a healthier life and reduce environmental damage.
Absolutely! Would particularly love to see more driver education.
advertising on TV, newspapers, billboards, in shopping centres, on buses
Again an unnecessary expense.
Surely the mayor can promote the facilities without the need for expensive advertising.
All good stuff, but please be aware that if you don't grasp the nettle and make on-road riding safer, you will not get the conversion of drivers into riders that your strategic objective describes.
Along with re-education of vehicle drivers and pedestrians on shared paths. They can be as abusive and arrogant as vehicle drivers and not all bike riders are in the wrong nor potential Tour De France wannabes.
Sign posting even current pathways is totally inadequate for both pedestrians and bike riders. e.g. I walked from Palm Beach to Dee Why and not once saw any signage for the pathway. Consequently I never found it! Best kept secret on the Northern Beaches.
Also it is great to be able to Take the bike on the ferry so make ferries as part of the commute. Would be good for Buses and trains to carry cycles too for this reason.
And better convenience eg great that bikes can be taken on the ferries. Area on Buses and dedicated train carriages would be great for bike commuting
Another silly question in a consultation. This is a given and is not open for people's opinions. You might as well ask what colour the sky is.
Anything that encourages more people to use bikes will help increase the overall awareness of, and visibility of, all cyclists, and also reduce the numbers of cars.
Anything to get more respect from other road users would be beneficial.
Anything to reduce the amount of unwarranted, unprovoked abuse that cyclist get for some reason.
as above
As above I would prefer mainly separated bike paths, but in the main yes I would like to see cycling promoted as a form of commuting.
In Europe cycling is the preferred form of transport in many cities and cars are restricted from city centres. We are a long way from seeing that culture take off here, but we need to invest more on educating drivers that bikes are a necessary part of modern cities and also that cars don't own the roads.
As noted above
As per the above.
Could we please take this opportunity to educate the car drivers?
As we have seen in the current Covid-19 crisis, the dependence on existing options is troubling. We have seen that many people can work from home, further when they will be returning to work, we cannot simply all drive a car to avoid public transport.
Bike commuting, including ebikes, should be promoted and encouraged. The UK has support funding schemes when a bike is purchased to ride to work. There should be tax offsets, or other benefits considered.
There are so many benefits to increase people riding to work or shops, better health, less traffic, wider community acceptance, and the elimination of pollution.

Australia has a very strange attitude towards cyclists which is often encouraged by talk back radio. Not quite sure why when nearly every kid rides a bike. Better education, better rules around respecting cyclists plus enforcement would make riding safer.
best is better, safe access to all so that the transport system moves for the benefit of everyone.
Better promotion requires safer solutions and driver patient.
Better signage asking motorists to be aware of cyclists. Signage reinforcing the 1 metre passing rule. Separation of cars from cyclists. Proper maintenance of road shoulders for safe cycling. Exemption from the helmet rules for suburban cyclists. Discount in rates for families cycling to school or work at least 3 days a week.
Bicycle transport should be promoted widely. Council should look at ways that it can add bicycle use to its own transport mix. Instead of adding an extra car to the fleet, use the money to buy a dozen good quality electrics. Provide the same \$ per km on council business compensation drivers receive to those who use a bike. In fact, why not offer a higher amount to encourage good behaviour and to 'normalise' bike riding as a form of transport for staff.
Bike racks on the busses, and more kid friendly routes would go a long way to help. I would also be interested in volunteering to do some cycling clinics for kids and adults like they do at Sydney Park in St. Peters. Need to teach the children and adults cycling etiquette.
Bike riding is great for physical exercise and there are no emissions
Bikes should be banned on major roads For examle if it is a clear way NO Bikes
Both for good health of users, reduces demand on public transport, removes vehicles from roads - especially for short trips - which is great for the environment, amenity of local area and safety.
build better / more connected facilities along arterial roads as a priority to make cycling a viable option
Build it (and let them know you have) and they will come. Cycling needs to be safe and convenient.
Build it and they will come.
Bus transport would be useful too
But first improve infrastructure
But not overkill. I think most people are aware and a lot willing but are put of by lack of bike paths and traffic dangers. Both adults and kids. I think your energy and resources should go to those areas and the rest will follow pretty naturally.
But only if it is safe
But people won't see it as an alternative until it is safe and cyclists are protected from drivers.
But will rely on safe bike park routes that join up the commercial precincts in the northern beaches eg Monavale to Narrabeen to Dee Why to Brookvale to Manly etc without breaks in these paths/ tracks then many more local workers will be more inclined to cycle than is the situation now where a section of busy road will stop them attempting the trip despite it only being a short section of the total route. The paths will also need to successfully negotiate the route through shops along this route which also causes people to not chose cycling to work currently
Carbon neutral, health benefits and puts people in an upbeat frame of mind. I think electric bikes should be promoted as a means of commuting for those concerned about not having shower facilities at work. Also promote e bikes for those in poor physical condition as a way of getting involved in cycling and possibly even those for who driving is no longer an option it gives the possibility of personal mobility
Cars are not the way forward if we want to address car fumes, pollution and a greener future. Many cycle paths need to be better maintained to make them safer to encourage more people to cycle
Closure of non-arterial roads for through traffic
CO2e emissions from transport need to be significantly reduced and the shift to active transport options will be critical.
Council rates discounts for Frequent bike parking users at public transport hubs, like an etag. Bike crossings at all Pittwater road traffic lights.
Create more signage and when repainting roads create more bike lanes over parking.
cycling and running and walking in this plan seemingly are expected to share the same infrastructure . That is an incorrect emphasis , cycling as transport must be promoted against other "transport" , cars and buses .

Recreational and task specific (shops , school , visits)cycling should be identified and encouraged as a safe and easy option and not confused with lycra .
Cycling for transport also requires access to safe on-road routes or dedicated lanes connecting main centres, not piecemeal disconnected sections of path.
Cycling for transport is not practical, not safe and should be discouraged
Cycling for transport reduces traffic and parking congestion and pollution levels. It is also an excellent way to improve health amongst the community. As a cyclist and a town planner, I have observed that there is some cultural opposition to accommodating cyclists on Northern Beaches roads, and believe that improved signage and 'safe' cycling lanes (or shared bus lanes) are required to encourage more commuting.
Cycling is a no brainer, for exercise, health, reducing the obesity epidemic, pollution, traffic jams, car accidents, road upgrades every few years to accomodate more traffic. What is more expensive, a 2 or 3 lane road which becomes a carpark, or a cycleway ? Sydney and Central Coast with it's scenic harbour, waterways, beaches, national parks, has the potential to draw even more tourism than it does at present and this could be true for the rest of Australia. In a post covid-19 Australia this has the potential to put Australia back on the tourist map hugely in the future if promoted properly and to provide large employment opportunities building the infrastructure. Cycling is becoming a huge tourist drawcard world wide, Australia, Sydney has the Scenery and climate to exploit cycling but needs more extensive safe paths and lanes. Obesity is a ' huge ' health problem costing the health system billions. Anything that helps to reduce this has to be of benefit. Sitting in cars for hours in traffic jams creating pollution does not. So building cycle paths/lanes could be cost neutral in terms of health and pollution reduction. Which is preferable ? Australia will need to provide employment opportunities for many people post covid and this could be one that would have lasting benefits.
Cycling is an extremely hazardous pursuit. Until we can separate cycle and car traffic, is it the correct thing to promote cycling?
Cycling is not for everyone.
Cycling is primarily a sport A great form of exercise. Priority needs to be given to better public transport.
Cycling is safe during COVID crisis. safe cycle path will help move people to chose this option. Wakehurst Parkway and cut through from Dee Why to Oxford Falls would be great.
Cycling to public transport hub in Myoora road is not possible for children or adults living in Duffys Forest because of the dangers and Council.
cycling to the CBD is not an option (sadly) needs a dedicated lane all the way both ways. Cycling for pleasure is the best option around Manly - do not introduce road racing,
Cycling to the city, via the road network should be promoted, however the other council precincts need to align with Northern Beaches promotion suggestions. As linking the plans is the best way to effectively achieve this.
Cyclists should be made more safety conscious when riding on roads.. Helmets!!! A lot of cyclists have a cavalier attitude, they are arrogant and aggressive, and I AM a cyclist and a motorist
Dedicated Bus and Bike lanes to the city and back.
Dedicated pathways not on the side of the road , too dangerous.
Definitely not until safety issues are in place
Definitely! It is the most brilliant way of getting around and everyone needs to know that! More education about the routes that exist already would be good. For example, very few people know that you can cycle off-road all the way from Manly to Narrabeen Lakes. The other day, my husband was about to jump in the car to drive for Fairlight to Seaforth for a meeting - he didn't fancy cycling along the main road. So I showed him how to get there along the Burnt Creek path and he went by bike. And in the city you can have a brilliant commuter or recreation trip on segregated tracks - Circular Quay to centennial Park, Circular Quay to Chippendale, fun for the family, great for work, completely car-free. The network could obviously be better but there is plenty for cyclists to work with! Google is getting better at suggesting bike lanes but NBC posters and leaflets would be good. I have also seen websites where locals provide advice about the best routes.
Definitely. If we want to reduce our carbon emissions and improve the health of our nation on a larger scale this will help
Detailed route info. for cycling with locations of racks for securing the bike.

Driver awareness needs to be at the top of the list. Wouldn't it be great if the Northern Beaches became known as the bike friendly LGA. Perhaps some high profile prosecutions of drivers by police (e.g. in enforcing the distance rules when passing cyclists) would help in changing driver attitudes towards cyclists
Driver awareness of cyclists
Ebikes make it even more viable for cycle to be used as transport so consider this in the promotion
Education - no body knows who has right of way on the pathways - bikes or pedestrians..... And bike riders ride too fast on shared bike paths, making it dangerous for pedestrians.
Enable bike to be carried on racks in buses and ferries allowing total end to end trips. Promote car free days in local communities to show how much better it is on a bike to school and the shops and the cafe!
encourage it too with safe parks (eg freee lockers etc) at end points.
Encourage parents to ride to school with their kids instead of driving. Promote the speed, convenience and enjoyment of commuting to work by bike. It really is so much more rewarding.
Encourage the lack of need for a car or bus (we don't have trains). Keep promoting health benefits and the fun of regular exercise.
Ensure the faster riders are taken care of too. If they are forced onto lanes or paths with kids in scooters etc, they'll just Take themselves back onto the roads with the cars.
Especially at local level. So many local trips are able to be done on bicycles. Often quicker than driving / parking and much more pleasant. Electric bicycles should be promoted to ease people in.
Especially in schools
Especially school students. They either don't or are a hindrance to older members and cars. Great way to learn road rules and responsibility before they drive a car
Evolution of e-bikes is going to catch us unaware.
Facilities are the best promotion of cycling for transport. Picture-esque separated cycle ways such as along Warringah Golf Club, along Wakehurst Parkway, or along Forest Way and Mona Vale Road are huge ways to promote cycling. If people see these from their car while in traffic and can see how easy to follow they are, they are far more inclined to just make the switch and ride. The biggest issues I have had, even as an experienced cyclist, is worrying about where paths stop and start, and where I have to jump back into bus lanes and risk my life. This is the biggest thing for non-cyclists.
No amount of advertising is going to help get people out of cars - building the right infrastructure properly and with riders in mind is the best promotion.
Fantastic way to start and end your day. Great for mindfulness, exercise and joy.
Fed and state govt should promote pro cycling strategies. Weird how silenced they are by the petrol head lobby. Requirement to wear helmets deters many young from cycling. But despite only Oz having that req't globally, unlikely to be removed. Schools should promote cycling - eg in London, one school recently banned any of its pupils from being driven in - if only that could happen here.
Fix up public transport and have s minimum of 15 minutes for eg next bus Use harbour
Follow London's approach
Free cycling map in letterboxes on NB. Also on-line. Perhaps a painted notice board at at main centres showing cycle & walking tracks for tourists & locals.
funds would be better spent on implementation of the plan
Get them off the road only certain times that they can use.
Good facilities and comfortable and convenient will spread the word more effectively than big promotion. But use ususal Council comms chanel to announce you've fixed missing links and new bike parking facilities
Good idea would be promote some of the excellent apps that can be used to help people work out a safe cycling route, like Komoot and bbybike
Great idea
Greater focus on getting kids to ride to school, and parents being discouraged from driving needs to happen. Parking around schools needs to be significantly reduced, as parking encourages driving, and kids get run over by parking cars

Group instructional rides for newbies might help
Have continuous bike paths. Less people will want to be on busy public transport after covid. Have ads on tv..billboards. in .uk there was salary sacrificing so people could get a tax free bike. There really could be bike paths from Dee why to balgowlah. The sidewalk is wide enough for it to be split for walking and cycling. To cycle on road on this route is hazardous. I have two kids and wish it was safer.
Have a look at what Colombia does. On certain weekends (Sundays) they close entire roads and only allow bikes. They have food and drinks stalls as well as entrepreneurs offering bike inspections etc.
Have better locked up spaces for bike with security cameras.
Have more bike signs are road markings to make drivers aware.
Having safer, accessible and interconnected bike routes that make bike riding more comfortable and easier would promote cycling for transport. See the example of San Francisco.
Healthier Citizens and less cars on the road!
However the plan will only be successful if there's a message to promote. Safety is the key objection for new riders and 'stencils' on the road doesn't address this concern. Until we have more segregated cycle lanes and secure parking I'd save your efforts on promotion as the 'its' healthy' message just doesn't cut it.
I am getting sick of dodging inconsiderate cyclists on the footpaths.
I am not sure that cycling will become a preferred option of transportation.
I am retired now but commuted by bike 30 years. Bondi to Burwood, Cronulla to Burwood, Cronulla to North Sydney and finally Narrabeen to North Sydney. Mostly on public roads. Safe commuting refers back to safer roads. Eg. Pittwater, McCarrs Creek and Mona Vale Rds
I commute from Terrey Hills to the CBD several times a week, it has taken me several years to create a route that balances safety and speed, it would be helpful to have a resource for commuters allowing routes to be shared or discussed. Perhaps a website to direct potential commuters to.
I don't consider it safe enough for promotion. Build a safe network and then promote it. I know people who have broken an ankle riding the ridiculously unsafe Roseville Bridge underpass.
I found travelling to work either by bus or car , cyclists in the bus lanes caused problems. Poor buses needing to pull out into general traffic to pass. Dangerous and slows public transport. Could timing be placed on cyclists on main roads in peak hour or permits if travelling to and from work. Obvious so many cyclists in peak hour are not travelling to work - no bags of clothing etc- unless they work in sweaty lycra all day!
I guess, the answer should be 'yes' - but I think if you build it, they will come....so dollars would be better spent just building the safe infrastructure (See how busy the shared pedestrian/cycleway along Narrabeen is as an example!) - People don't need to be told they can ride - they know it, but there needs to be safe riding for everyone, not just the lycra-cladded speedier cyclists. Everyone needs and has the right to travel safely along their local networks.
(Design has been way too motor vehicle-centric for too long!)
I regularly commute between Mona Vale and Terrey Hills. The options are few and dangerous. With the works on Mona Vale Road continuing for years, I cannot see the council doing much of anything with either road.
I ride an electric bike from Manly to the City every day. With the improvement of electric bikes anyone could. Most people I ask who don't say is as a result of fear of traffic. It would not take much to create a safe bus/bike lane along major routes to the city. Once the rides are safe people will use them.
I say no, but I guess so long as the first 3 directions are executed, then yes. As mentioned, current cycle ways are already quite crowded, as are bike racks at manly wharf. If more people were cycling, these issues would just get worse - you definitely can't have one without the other!
I see the above question politically weighted to get the answer the author wants, very political. I am answering under protest
My interest is Avalon Beach shopping center. Before I can make a meaningful submission I need answers to questions I put on my previous submission. How the use of the cycle ways will be enforced particular children going to school. Cross section drawings showing impact on existing infrastructure Cost breakdown.

I think actions speak louder than words. The nOrthern BEaches already has one of the healthiest and most active populations. It is fear of being hit by cars which is limiting greater use of micromobility for local and commuter journeys.
I think as the network evolves, word of mouth will do a lot to promote it for minimal formal promotion.
I think cycling is dangerous no matter what in Australia, we have the wrong culture and too long a distance to the main CBD's
I think electric bikes should be promoted because I'm sure once people try them then they will cycle up and down our hills easily and see how convenient it is. Electric tricycles should be promoted to senior citizens as they are stable and have a big area for shopping. But the best promotion is word of mouth and seeing others and this will happen once we have more segregated bike lanes so people feel safer cycling. That's the main reason why my local friends don't cycle, they don't feel safe on the road,
I think if the cycle routes are there word of mouth will largely do the job.
I think it would be great to include the bicycle carriers on the B-Line like they do in Canberra and the United States, it would encourage more people to partially cycle to the City as some of the distances from the City to the northern beaches are too far to cycle all the way.
I think more could be done to educate local drivers on how to be tolerant and share the road with cyclists. I think safety around cycling on the road network with drivers who don't know how to share the infrastructure in the northern beaches is the biggest deterrent for more people adopting it as a regular form of transport.
I think segregated bicycle-only lanes would be a loss maker, if properly assessed, in terms of overall benefit when compared to per kilometre construction cost. I doubt whether the necessary, serious cost/benefit analysis has been allowed to occur, partly because it has fallen prey to the vocal political agitation of the bike lobby. One of the reasons it does not work in the NBC local govt area is the many quite steep uphill grades due to its hills and vales topography, which makes any serious increase in numbers commuting cyclists as distinct from casual recreational cyclists as would justify and sufficiently offset prime capital cost of construction. Commuting cyclists in numbers to justify outlays works well only in flatter grade areas than are the main transport routes in NBC area.
I think the tracks and facilities need to be improved first, before pushing people to cycle more. A better, safer cycle route from Manly to the Sydney CBD would be a great start.
I think there can be low cost social media options to promote an active lifestyle. We need to feel safe riding to work. At the moment it feels to dangerous to ride on the road.
I understand there is such a thing as an "Electric Bike Conversion Kit". I haven't looked into these myself but assuming they are generally a great addition to most bikes, perhaps Council could help create more awareness about bicycle e-kits - maybe even run an article in the Manly Daily with a couple of case studies on community members who have a really nice ride to work but can only really do it because they've got an e-bike that allows them to get up that one wretched hill. Perhaps Council could even do a promotion where they offer a rebate of \$X on the purchase of all bicycle e-conversion kits for the month of May? Or Maybe October/November when it gets a bit warmer? (I know money doesn't grow on trees though)
I would encourage the use of cycles, but not at the expense of walkers, especially the elderly. See comments below.
I would love to see a focus on everyday trips for shopping, errands etc. for everyone, similar to what you see in the Netherlands
I would ride more if there was better segregation of bikes and motor vehicles. It is too dangerous to ride on roads with current aggressive driver behaviour towards cyclists.
I would ride more if there were more safe bike paths.
I'm all in favour of cycling for transport providing it does not interfere with other people's use of the roads...
I'd like to see better communication to other road users about why they should appreciate cyclists more (ie. reduction in car traffic which benefits them), and a way to educate people who have never ridden on roads the reason why cyclists seem to behave irrationally and dangerously on the roads sometimes (eg. Avoiding potholes at the side of the road - don't tell them about glass as I can imagine that would give ideas to angry drivers such that they go and deliberately break glass at side of road)
I'd like to see less cyclists on the road so less promotion is better.
If cycling is made pleasant, people will take it up. Some countries have lifts for bicycles to get up hills, which could be attractive for some hills on our Northern Beaches. However first we need safe pleasant cycleways.
If it can be achieved safely. Some of our local roads are narrow and only one car width per lane so cycling would be unwise and possibly conducive of accidents if increased use was encouraged. Wish I

could comment otherwise but my opinion is that such roads are not fit for purpose as they currently operate so that increased cycling proposals seem only a pipe dream.
If it was 100% safe for both cyclists and cars then it would be good to promote cycling for transport.
If the network improved then so many more people would cycle if it was genuinely safe.
I love to cycle but there are only certain routes that I would use and even then I have to be light up like a Christmas tree and cycle very carefully otherwise you just become another sad statistic.
If you build something decent you are unlikely to need to greatly promote it as there are plenty of cycling focused social networks and tourism bodies that would be able to promote.
If you hate cyclists as a car driver, become a cyclist and experience that most cyclists are car drivers too - giving you the insights that sharing the road is actually possible, and that the old hate feelings and thoughts were your own mental state issue only.
Ignorance is a big part and the media loves to jump on the sensationalism band wagon Its a carousel we need to stop and change
In the hilly terrain north of Newport cycling is not appropriate for transport
Include other mobility options such as scooters. QLD VIC WA ACT all have programs in place. I would like to commute via scooter to work vs car. Not everyone wants to bike and other forms of micro transport should be included
Include promotion of electric bikes as well. Northern Beaches is hilly and electric bikes work well in this area.
Including shared path etiquette campaign for cyclists (using bell etc) and for pedestrians (moving into single file on left when needed etc), and etiquette for cycling on roads (two cyclists riding abreast should move into single file to let a car pass safely etc).
Increase in cycling participation makes it safer for all. Encouraging cycling for trips to the beach and/or weekend sport would've good. Many people may think a work commute is too far but for some shorter trips, cycling is a great option. Bike racks at sports fields may be useful as well.
Increase promotion of electric bikes. Could Council have access to Electric Bikes for between Council offices on NB?
Infrastructure and education go hand-in-hand. While the council does not have the role of policing, awareness of bicycle infrastructure and facilities also plays a roll in making the community aware of bike riding so that they are safer but also to encourage people towards the alternative transport options.
I recommend establishing a North Beaches cycling event, similar to the Bobbin Head Cycle Classic or Sydney to the Gong event which stretches from Palm Beach to North Head - includes optional routes with Akuna Bay and WestHead and allows mass-participation. This annual event requires road-closures (and arguably the reason why it would be hard to attract support) but would be a massive tourist magnet. The beauty of the Northern Beaches gives the area the potential to also host world-class competitive road cycling and MTB events - cycling competition have the benefit of demonstrating that a region welcomes cycle transport.
Invest the limited money you have in segregated cycle lanes.
If you build it they will come.
It a great suggestion but residents of Duffys Forest do not have the opportunity to do so as a result of poor road condition with unsealed shoulders
It elevates the pressure on busses, trains etc and gets people to work with endorphins.... happier people in our community
It would be good to have council advocating for buses to be able to carry bikes. This is common in European countries and would encourage more people to ride longer distances if they could catch a bus part of the way.
It would be really helpful for all road users to have cycling for transport being promoted. Trips to local stores or short commute can be done on bicycle but require some facilities to be made easy. For example, there is very limited infrastructure to suit bicycles and cargo bikes for local shopping and Warringah Mall is out of bounds for most bike users that are not from Brookvale/Manly
It's an no brainer. Spend \$ on making it safer
It's a nice idea, but the reality is that the area north of Newport is a narrow peninsula, we do not want any more concrete or bitumen - and along with taking out trees and bushland, that sadly, is what is required to make a cycleway.

It's good for everyone.
Local and national advertising, looking at health and the environment.
look at the Netherlands
Look into providing a similar program to the City of Sydney. Rusty Riders course, safe cycling in the city course, basic bike maintenance. (all are provided free of charge by CoS) Also, chaperoned rides to help people understand how they can get around their area. It's one thing to have a map available online, another to show newer/inexperienced riders around the city.
Lower speed limits
Make a big deal of significant additions and improvements to the infrastructure as they happen. Consider lowering speedlimits to 20-30 kph during specific times for key locations (eg Dee Why shopping district to the beach during daylight hours on weekends), Identify and improve bike safety for main approaches to schools. Create bike and pedestrian only zones in and around significant public events.
Make bike sales tax free
Make it look accessible to all people. There is a perception that cycling is just for the Lycra clad on expensive bikes.
Make it the primary mode of transport
Make on road bike paths safer by having more No Stopping signs at dangerous sections of a road or when the road narrows.
Manly has a number of issues 1.cyclists using Pittwater Road without helmets (needs to be policed and fines increased) 2.cyclists using footpaths on Pittwater Road which are narrowed by tree planting (needs to be banned and fines applied)
Many drivers still treat cyclist on the road as pest and try to intimidate them off the road, this ideally needs to be reduced.
Many people are scared to cycle as a means to commute given the speed that drivers drive on the roads and their aggressive nature towards cyclists.
Many people are simply too scared to ride a bike on Sydney's roads. This city is known for car drivers being particularly aggressive towards cyclists. During COVID-19 many more people have been cycling, whether it be for recreation or transport, due to fewer vehicles on the road. This shows that people would choose to ride bikes more, if it were safe. Additionally, penalties for drivers of vehicles who hit cyclists need to be more serious and actually enforced. Currently, drivers know that at worst they'll get a fine if they knock a person off their bike, even if it results in that person's death. I know this is not a Council issue but whatever Council can do to advocate for cycling as a legitimate mode of transport and a right to use the roads would be appreciated.
Many people want to cycle, however may feel worried that cars will not take care and not respect that cyclists may be on the road ahead around the corner going up a hill a lot slower than the speed limit. Educating everyone about cycling and prompting cycling will make it safer for cyclists because people will have awareness that cyclists are on the road and more people will take up cycling.
More bike paths separate from walking paths
More cycling = less cars.
More cyclists on road. Ebike promotions for commuting to business centres. Key corridors for commuting. Promote ebikes corridors as significant car reduction measure.
More education and school education around cycling and there rights on the road and footpaths.
More end of trip facilities near working and shopping hotspots. This will increase the visibility of the option to cycle even to those who currently do not.
More information regarding where the tracks are.
More on street directional marking Creation of workshops on road safety, cycling confidence, cycling courtesy, and balance bike clinics for early riders
More publicity needed. The roads/routes are as much as a problem as drivers' attitudes - both need to be worked on
More safety advertising . Traffic calming to allow cyclists a safe trip

More signage of passing rules, promotion of rules of what groups of riders are allowed to do, "take the lane", cycle two abreast etc. This is a key area that frustrates drivers so better education would help reduce some of the tension.
More suggested rides on web page. Detailed bike map. Ensure that every council project whether road or path upgrades considers the opportunity to improve cycling, by way of green lanes, bike lanes, off road bike paths or upgrading footpaths to shared path width.
Most people don't realise how convenient, easy, affordable and fun electric bikes are. They are a game changer and many more will cycle if there's awareness about them.
Need bike racks at more places near shops so there is a choice to take a bike or car to local shops..
Need to make it possible to take bike on buses. It works great on ferries and trains but some areas bus is the only option.
Nice idea. But again creating cycle parts should be first priority.
No as there are no registration or rules for these prove.
No need for this at all. Cycling is taught to kids & they grow up & respect the healthy lifestyle.
Promotion only brings "out of town" people who simply do not respect the facilities.
We are Northern Beaches ratepayers, Please let us enjoy our healthy lifestyle WE PAY FOR.
No promotion for recreational use only because roads are not safe.
No, despite the health benefits of cycling, I do not favor bicycles on the roads of this municipality. Cycling as an alternative means of transport is suited to country towns or areas with wide, well-maintained roads such as in the ACT. Cyclists are a danger to themselves and other road users on main thoroughfares such as Pittwater, Warringah, Spit and Military Roads.
Northern Beaches council needs to stop with the constant Bike Plan -> Ignore Bike Plan -> New Bike Plan -> Ignore New Bike plan cycle that it has been going through with Warringah Council before it. It's time to actually act and follow through with all the plans.
Northern Beaches Council needs to urgently put some of these plans into action and apply for grants under the new NSW Government fund. Not wait another year before actually doing something. The time is now! There is a great opportunity during this crisis to do this!
"Under a new \$15 million fund, NSW councils can apply for grants of up to \$100,000 for immediate pilot projects, such as widening footpaths and creating cycle lanes, and up to \$1 million for longer term projects such as extra crossing points and trialling lower speed limits."
https://www.smh.com.au/national/nsw/more-cycleways-streets-to-shut-footpaths-widened-under-nsw-s-covid-19-plan-20200507-p54qwc.html
Not if it comes at the expense of pedestrians having to share more footpaths and be more exposed to injury and harassment from cyclists who seem to think on a shared path you should move aside for them and have eyes in the back of your head to seeing them coming.
Not in Pittwater because of the reasons I stated above.
Not necessary to spend public funds on promotion. if people are attracted by cycling, they will do so.
Not sure how this can be achieved but the lack of space for "cycle paths" which the families will not use means that the promotion will not work.
Not until cyclist start obeying road rules and start using current cycle routers.
Not until the safety and comfort of walkers is taken into consideration and acted upon by having rangers or similar patrol the tracks.
Not until there are safe routes for commuters.
Not until we have separate safe cycling paths and better education and regulation for cyclists. We are not Europe when cycling has been a common mode of transport for hundreds of years. They are totally catered for in the cities and everyone knows and follows the road and traffic rules. We don't have this built into our roads and transport infrastructure. We still don't have the right transport to help our motor vehicle traffic issues - we need to fix that first before we starting introducing more cyclists.

Now is the time to make people aware that cycling is a very sensible and healthy alternative to driving a car. The Council should be following trends overseas such as London where they are reducing the number of lanes available for cars and other vehicles while increasing the number of lanes for bicycles.
People are not likely to catch public transport due to Covid. We do not want our streets clogged with cars. Cars significantly increase air pollution, are noisy, are a danger to bike riders and have led to the covering of much of the northern beaches with roads.
The hilly nature of the northern beaches makes it quite difficult in places to cycle e.g. to the top of Bilgola Plateau or Elanora Heights. This problem can be overcome by the use of electric bikes and selected routes being made bike safe.
Of course... it's an amazing way to get to work and start your day!
On the northern beaches, buses are the only public transport, so they need to take bikes if the weather turns bad or e- bike battery runs flat It would be helpful to have public plug in points to recharge electric bikes
Once a safe path is available
One cannot blindly say cycling is good for you. It depends on one's level of health and the inherent dangers of where you are cycling, having an incident with a car would be bad enough but then with a truck potentially so much worse. Of course if cycling along a busy road sucking in diesel or petrol fumes cannot be considered good for your health.
One huge drawback of cycling for transport in the northern beaches (and Sydney overall) is how limited the options are for taking bikes on public transport. Implementing bike racks on the front of buses would facilitate so many more connections for cyclists!
One thing that you haven't got right and has not been right for years is this . The simple repainting of shared pedestrian/ cycleways . Example the circuit of Narrabeen lagoon. Such a busy area where the message (or lack of because it cant be seen) cant get through peoples heads about keeping to the left. I cycle the area very frequently, I have a bell and use it , I have lights . Yet most people don' t get it to stay off the track when feeding little Johnny etc. there are so many incidents over this . If there was better signage re the etiquette of shared paths . Bring it to the attention that the pedestrians have a responsibility. Take a look at the signs that were painted on the path on the Pittwater Road side at Narrabeen . They are now just white dots on the path . This should have been fixed years ago.
Only if bikes are separated from motorists otherwise there will obviously be more cycle injuries n deaths on the road. Because of unsafe regulations I have almost given up bike riding!
Only if more bike lanes and safer bike riding paths are provided.
only if they have dedicated cycle ways...and pedestrians come first. This seems a bit one-sided. If we are going to have so many cyclists then we need a book of rules for them.....located on cycle ways.
Only if you tell cyclists that it is a requirement that they have a bell on their bike and they must ring it to give pedestrians warning that they are approaching, or they will be fined.
Optionally sacrificing one of the 2 Northern Beaches all areas parking permits per annum for a 50% locals only discount on any paid bike facilities.
Other than the infrastructure itself, I see no need for marketing or promotion. Efficiency wins!
particularly with e-bikes becoming so much better and cheaper. Its healthier than using public transport - you don't get as many colds and flus. E-bikes remove one of the main complaints that people have about cycling in Sydney - that's its too hilly and you get too sweaty.
Penalizing drivers..charge more to park and drive in city. Good continuous bike paths to encourage cycling.
Please add good manners and respect, encompassing all road users, to your promotions. If we have more cyclists on the roads, with current disregard to laws and other users of the road, then the current situation will get worse not better.
Please join up these networks all the way upto ferry and bus services to make cycling so that the cyclist is protected more.
Please see comments above.
I'd also add, making paths/routes safe is one aspect. Making them pleasant to ride (ie. not just about getting from a to b but enjoying the scenery and experience for example) is another important aspect to consider in promotion and design of paths.

Possibly have bike racks on front/back of buses similar to those around the world.
Posters, advertising ... far more. Promote the anywhere, anytime aspects of a hobby that's not expensive, highly accessible and family orientated and good fun
Preferably so it takes the rider of the road at times to free up the smooth transition and flow of traffic.
Promote the use of e-bikes.
Promoting cycling as an alternative to driving provides a range of community benefits not the least being replacing motor vehicles on the road with bicycles resulting in reduced wear and tear maintenance costs, reduced accident related costs, improved traffic flow/drive time productivity. a healthier community, reduced carbon emissions etc
Promoting unsafe Cycling seems a risky business for the Council.
Promotion means nothing if you can't answer the question about danger on the roads. Again use the limited resources to build separated cycle lanes. Build it and they will come.
Promotion of a specialised mountain bike track (similar to the track at Thredbo!) at the NSW Sports and Recreation Centre at Narrabeen
Promotion of cycle paths and recommended cycle journeys including where to stop for viewpoints, coffee and food would encourage people, including me, to go cycling more often - a bit like the Bondi to Manly walk but for cyclists from Manly to Palm Beach. There could be shorter return trips or a day long trip with an overnight stay. This would also boost tourism. Bike clubs south of Sydney would participate in these types of rides too.
Promotion of cycling as transport would need to have dedicated cycling paths in place first and advertising campaign so motorists understood new conditions
Promotion of cycling for transport is essential from both Council and the State Government. Riding to the shops, school, cinema, beach, transport nodes, hospitals and work needs to be encouraged with advertising of available facilities. Maybe warnings that Police will carry out a blitz against drivers who endanger cyclists, rather than the more frequent Police blitzes against cyclists.
Promotion of safety for pedestrians and advising cyclists not to ride through shopping strips and weave in and out of shoppers. I have already had a few too many near misses.
Provide better access
Providing great facilities like separated cycle paths will make cycling much safer and more enjoyable. This will naturally promote cycling for transport.
Providing the paths and facilities for cyclists are safe and not penalising non cyclists esp seniors who need safe well maintained paths
Public transport will be unviable for the next year or so, and cycling is a better alternative to more cars on the road.
Rather than promoting cycling, I would rather the investment go to educating motorists and ensuring that vulnerable road users are better protected under legislation, i.e. motorists must yield to non motorised vehicles (as in NSW waterways) and always deemed at fault in the event of collision.
Real action. Not marketing starting with education of your staff
Realistic promotion that recognises limitations (part of the LGA has steep hills unsuitable for cycling, also average commutes are often impractical due to distance)
REASON...this Council forgets the basic principal of all of this...SECURITY of keeping the cycleways in good condition...but forget the pedestrians also walking and using these facilities as well! I would like to find out how many injuries of said pedestrians are caused by SOME of the "Cockroaches on 2 wheels?"
Remove compulsory helmets law.
Roll-on Bike carriers for small & standard bikes on front of Buses on regional & district routes in addition to end-of-route facilities increased. An E-tag setting for a small fee to cover cost of set-up & maintenance in addition to tagging on as a passenger. This could enable some users to connect commuting zones.
Safe cycling for children and adults is the key issue
Safe cycling for transport is good for everyone. Would be good to see expansion of safe bike parking adjacent to Manly Wharf, I have had one bike and several bike parts and accessories stolen when commuting via ferry. This is a bit off-putting to commuting by bike this way. Even if just more lighting/cameras and plenty of bike racks at the wharf? More accessible bike parking adjacent to Warringah Mall would also be good, e.g. a bike path into the carpark/bike lock up areas.

Safer roads and cycleways are the best way of promoting cycling in the community.
Safer roads are the answer, as per above recommendation. Once you have safe roads, you can then promote cycling as a safe form of transport.
Safety is priority. Culture change of road use is needed. 1 more cyclist in the road is 1 less car in traffic.
see detailed notes above
Some maps for families (digital theory Strava and hard) distributed through schools. More kids bike training and excursions at school.
Some tax incentives if you use your bike, such as a tax rebate
Spend your limited money on segregated cycle paths and the word will get out.
Stop making helmets mandatory, it's an individuals responsibility to choose.
Stress health aspects. Its better to ride than drive and people will do so if they think its safe. There is much work required to improve motorists acceptance of bicycles using the road. Verbal abuse of cyclists in the Northern Beaches is common and occasionally cars drive in a deliberate threatening manner to scare cyclists off the road. Unfortunately our police force are not always sympathetic to cyclists so we have to work on them to. After an incident on Forestway where a bus encroached within the 1.5m (it came into the cycle lane about 250mm away), I got no support or interest from Frenchs Forest Police. However Dee why Police were fantastic and promised to contact the bus company/ driver to ask for more care around cyclists.
Sure, however there is no point in promoting it if the infrastructure isn't in place, isn't safe and doesn't make cycling an appealing option for your average rider. Some people will ride regardless, however to appeal to the masses you need world class infrastructure where cycling is prioritised, not just some additional painted bikes on roads here and there.
The best promotion is if people see non-recreational cyclists on the road. There also needs to be active campaign to break down the "war" between cyclists and many motorists. There was a recent letter in the Manly Daily actively promoting this war saying that motorists are the mercy of cyclists and were worse than motoring "hoons".
The hilly terrain (e.g. Warringah Road Narrabeena and Roseville Bridge) make long distance commuting difficult. Need to encourage mixed mode transport through bike lockers at bus stops.
the Manly to Palm Beach section in particular
The more people cycling the safer it is, the less the congestion for those who do need to take a car, the better for the environment and the healthier everyone is. We need to start viewing it not just as a minority activity for some but as an important and desirable transport option for most people as it is in Europe or Japan. We are way behind the rest of the world on this. So, yes some promotion might help change the image but, once again, it would be wasted unless you provide the safe dedicated bike routes.
The more prevalent cycling becomes "normal" the more it will influence Sydney traffic culture for the better.
The Northern Beaches is a very active area. I believe more people would ride to work etc if it could be made safer by separating bikes from cars
The numbers of cyclists on our main roads , causing havoc for our bus drivers , weaving in and out to avoid them so they can do there exercise Imagine being a bus driver !
The paths have to be improved first. Cycleways shared with cars should be abandoned as they are far too dangerous and should not be promoted as they cause too many deaths on the roads. It is very disappointing that there are no unshared cycleways at all that I know of on the Northern Beaches. In many overseas countries cycleways are just cycleways and walkers and cars do not travel on them. I would like to see unshared cycle ways from one place to another e.g Warringah to Manly and on to Mosman; Mona Vale to Dee Why and on to Manly. When there are proper cycleways which can be used at speed by cyclists then it would be appropriate to promote more cycling
The road cycling plan referred to the last "journey to work survey" which indicated that some 3000 residents chose to commute to work by bike. I commute regularly by bike from Frenchs Forest to the City/Chatswood. I welcome this opportunity to provide comments on what I think would improve the commuting experience for all cyclists.
From my experience, there is little to no bicycle infrastructure in the Frenchs Forest, Davidson, Belrose, Forestville and Killarney Heights suburbs. Some of the 50 zone streets have bicycle symbols on the roads which provide a degree of motorist awareness however there are very few separated bike lanes or shared paths.

The major problem however, is Roseville Bridge. As highlighted in the road cycling plan, Roseville Bridge poses a big problem for commuters and cyclists who travel from the Northern Beaches to the City, North Sydney and Chatswood.

From Crown of the Hill at Forestville (First Choice Liquor), there is a shared footpath that links the Northern Beaches with Roseville Bridge. This is inadequate. Pedestrians and cyclists are not shielded from reversing cars from driveways and cars exiting adjoining roads/petrol station as they descend the steep lead up towards Roseville Bridge.

At Roseville Bridge, there is a shared path which is very bumpy with aging concrete slabs laid across the various sections.

Another big problem is the switch-back (Roseville Bridge Walkway) at the other side of Roseville Bridge. It is very steep and impossible to ride up (or down) for the average commuter. Even an experienced road cyclist would find the path difficult, particularly if wet and strewn with leaf litter. This would apply on both City (southbound) and on the return trip (northbound).

In a perfect world, it would be great to extend the Roseville Bridge Walkway all the way up and parallel to Warringah Road towards Roseville Bridge Chase shops. However, I understand this was considered by Council in early 2000s and was rejected due to cost/benefit.

From Babbage Rd, there is a lack of safe connecting roads for commuters to access High St and Penshurst St. For example, exiting Babbage Rd onto Warringah Rd is dangerous for bike riders.

I have been commuting by bike to and from work in the City for almost 3 years. Unfortunately, I see very few other cyclists because of perceived danger from motorists and lack of cycling infrastructure. I can deal with it but seeing the amount of congestion in and around the Warringah Road / Northern Beaches area, it would be great to see more bikes in the daily commute to Chatswood, North Sydney and City areas.

I understand that some of these areas cross over to other Council regions such as Ku-ring-gai and Willoughby, however perhaps some degree of collaboration is required at an intercouncil level.

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There's safety in numbers, and the more who try it, the better tolerance for cyclists.

This is individually driven so waste of money promoting it.
This needs to go hand in hand with better motorist education and enforcement of the minimum passing distance rule. Don't fine cyclist who are cruising along the beach front for not wearing a helmet. In the interest of public health, cycling should be encouraged and not punished.
This not "little Holland". the terrain is generally hilly and not suitable for extensive cycling.
This starts with a bike-friendly traffic policy.
To make cars more aware and accepted
Too many alpha male drivers on Northern Beaches not showing courtesy (and respect for human life) in their attitudes to cyclists.
Transport super important. Seperate bike path all the way along pittwater road and warringah rd. So people can cycle to the city and work safely. All of my neighbours did it for a while but all were knocked off their bikes by cars and now too scared to do it.
TV campaigns that encourage respect between all road users lead to safe roads!
Unfortunately there are still a significant amount of drivers who see cyclists as an annoyance. I have had many instances of being swerved at, or drivers entering roundabouts when I've had right of way. I should say that I have seen cyclists get v angry when drivers have got too close or not seen them. People need to be more aware. 30 sec delay getting somewhere is better than a serious injury or death.
We are so lucky to live in a country blessed with good whether. It is beyond me why anyone drives!!! Post Covid-19, we need to get people off crowded transport and onto bikes.
We need instructional tv ads for drivers on how to share the road safely. We also need to explain to drivers that the constant conversation about cyclists not paying Rego therefore road taxes is stupid and unhelpful. Most cyclist have a car as well.
We should encourage advertising the physical, mental and environmental benefits for the community
Well done, the draft looks fantastic.
When you have provided the supporting infrastructure, end of trip facilities and parking, and ensured the safe condition of roads used for cycle ways, yes. Creating overcrowding and frustration with lack of parking or unsafe roads could be counterproductive to the support of a growing cycling culture
while not everyone can immediately become a long distance commuter, almost nothing gets worse with more commuting, and many things get better.
finding entry pathways to the activity will be really helpful, as will the other steps in the plan.
Why has Duffys Forest been excluded.
Council must engage in an education program to encourage riders to use bike lanes where available
Will only happen if cyclists feel safe to ride on that particular stretch. You cannot combine road cyclists with cycle paths as either too dangerous with children/walkers/uneducated riders or surface not suitable for road tyres
with A44, we have to be very careful of not reliving the experience of the bike share disaster a couple of years ago where bikes were strewn everywhere. A47 - suggestions on where to buy safety gear. e.g. bells - or Council buy in bulk and sell to consumers at wholesale price (similar to what you did with worm farms/compost bins in the past)
With improved cycle ways, this will assist. Just need to complete tracks for example to the city, Chatswood and other outer area points.
Women appear to be underrepresented as bike commuters, and I think safety is a big concern.
Working in the transport industry, I understand and appreciate the benefit of multi modal transport. Australia and in particular Sydney is well behind the developed world in this area.
Would also like to see all forms of personal last mile transport supported. There is a lot of developments with Electric Skate + Scooter. Totally carbon neutral with ranges up 50km on a single charge.
Would love to see option of some roads closed to cars or given over to bikes / pedestrians on Sundays to promote family cycling. The more people get out on the road on a bike the more appreciation they have for the vulnerability of cyclists / awareness of cars & the need to share the road responsibly.
Yes but above needs to be addressed first.
Yes but cannot be done without change in infrastructure. The clear barrier is safety. If people are encouraged to ride but don't feel safe they will be put off. Check Ciclovía in South America where roads are

regularly closed so people can ride safely. This is an excellent way to promote cycling. People will complain but clearly it is doable. The council has to show leadership and sometimes that means drawing criticism, but the beaches will choke if we do not change the car culture.
Yes but hand in hand with real infrastructure improvements. Bikes are a good long term transport solution
Sydney or AUSTRALIA will sell itself better with a bike friendly attitude and infrastructure.
Yes but not before there is safe infrastructure otherwise it will fail. Consult with experts and bike user groups for real world, evidence based approaches.
Yes but only if there is a registration fee so the money can be put to good use in making seperate bike paths to roads Cars pay hefty fees to be able to use the roads and keep them in good order .That way everyone can feel safe .Also there is some sort of responsabilty put on the bike rider to obey road rules and held accountable with recognition if they pose a threat or break rules .
Yes I think it would have a postive flow an effect. Today when out riding the number of faimlies and kids riding bikes has just taken off this can only be good.
Yes, but see comments above related to the right infrastructure, safety, education etc.
Yes, for anywhere but on-road.
yes, including education of drivers
Yes, promotion of car free routes, or perhaps do what Centennial park does once per quarter & have a car free day on a specific route if it is feasible -
You r forcing people away from cycling due to regulation eg no insurance no knowledge test. Forcing cyclists into road traffic is a recepe for disaster. Painting cycle lanes next to parked cars is deadly because cars have to open their doors to knock cyclists over.

<p>Any further comments/suggestions on the draft Bike Plan.</p> <p>1 Dual use (walking and cycling) paths and routes should be restricted to non-powered machines; ie. motorised (electric or otherwise) excluded.</p> <p>2 Skate-board use on or near footpaths and cycle-paths prohibited.</p> <p>3 Cyclists required to carry and use warning bell, when overtaking.</p>
<p>1. Warringah Council is to be commended for the wonderful walk around Narrabeen Lakes. However, for walkers, it is far from relaxing. We are constantly being overtaken by cyclists, who rarely let us know they are coming. It is very stressful for walkers, especially elderly. We are encouraged to exercise, and the lake walk is amazing, but we don't feel safe. Please widen it and divide it so that walkers and cyclists can enjoy this facility separately.</p> <p>2. A lovely wide footpath has been constructed on the western side of Pittwater Road in Collaroy, with plenty of room for walkers and cyclists. However, cyclists still use the path on the eastern side, which is narrow and uncared for, with the same problems we encounter on the lake walk. I request that either the path on the east side, which needs upgrading anyway, be widened or cyclists banned from the east side. At present, from where we live we have a long walk on the east side to get to the lights to cross the road, or we have to cross Pittwater Road where there are no lights to get to the good footpath, and this is very dangerous.</p>
<p>1. We are extremely disappointed that Booralie Rd from Terrey Hills to the end in Duffys Forest, plus Thuddungra Rd/Wyong Rd, are not mentioned at all in any of the text of the Bike Plan. This route is presented on two of the maps. Yet there is no 'plan' for widening of any of this 5km stretch of highly used shared car/cycle way of only one lane, to make it safer for cyclists. The road is just soooooo dangerous and intimidating for recreational/occasional cyclists. Yet it is a beautiful part of the world remote from typical suburbia and a release for the senses. It has a gentle descent/ascent, and is well suited to cycling - except for the safety aspect.</p> <p>Terrey Hills is a very popular 'middle-of-trip' destination (many cyclists come from St Ives and beyond or Frenchs Forest) and the coffee shops are very well patronised by cyclists.</p> <p>Notably, more cycle lock-hoops across the road on the edge of the park or near the community hall would do well so cyclists can go to the coffee shop without worrying about their bike.</p> <p>2. The Bike Plan is very remiss in not having legends for the maps explaining the colourisation of the types of cycleways being portrayed. Also, explanation of the meaning of some acronyms (eg GIS) would be helpful.</p> <p>3. The colours used to differentiate types of cycleway should take into consideration the 8% of men and 0.5% of women who have colour vision impairment. Your maps are poor in this respect, even a colour normal has trouble differentiation some cycleway types. Colour vision simulators exist where you can see your own graphic as does a colour vision-impaired person (e.g. search Coblis, ColorOracle or Colorado) although none are 100% in portraying your graphic the way a red-impaired or green-impaired person sees their world. However, red/green impairments are by far the most common and the best addressed in professionally presented documents.</p> <p>A bike cycleway between Frenchs Forest and Seaforth should take advantage of the disused old WW2 roadway, which joins Bantry Bay Road at the Frenchs Forest end and runs close by the western side of the Parkway nearly all the way to Seaforth Oval.</p> <p>Using the old disused roadway would save a lot of money, which saving could be used on other cycling projects.</p> <p>It would also be safer than having it right on the Parkway road.</p> <p>A connection between the to be opened Belrose bikepark and the coast should be a priority.</p> <p>A lot of parents in the area (especially in Manly) who drop kids off to childcare centres before work. Would be great to be able to safely cycle your child to day care.</p> <p>A National Media campaign is needed to ensure general knowledge of priority of pedestrians & cyclists on off-road paths at cross street junctions. I am generally happy riding on the road to achieve my goal of getting somewhere. A grievance I have to adjacent bike or shared paths is that motorists or users of the road do not understand they should give way to those continuing straight-on using the path. Repeated slowing, checking and stopping at every cross street on the path makes this use untenable. to avoid this cyclist often weave onto & off the road near junctions. Legal and practical priority must be given to the path</p>

user. All public need education in all aspects of etiquette and safety. Adding to street signage is insufficient and overloaded.
A very good start. However it would be better to improve the existing paths of the hazards.
All cyclists be compelled to fix use a bell when passing pedestrians on shared paths.
All the best with the planning. Will be a win win solution.
Also more education to the drivers that the road is for cyclists also and they can live harmoniously.
An excellent blueprint
Any expansion of cycling opportunities on the Northern Beaches is greatly appreciated. As you know Kur-ring-ai National Park from Terrey Hills to Mona Vale is the Mecca for cyclists.
If there was one area that needs a dedicated cycleway it would be within the National Park. Perhaps a fire trail could be paved from between McCarrs Creek Road to West head. This would give cyclists a great opportunity to have an uninterrupted ride and not hinder the traffic.
Personally I love bike riding, it is a fabulous way to get fit, but I don't ride as often as I would like to because there is not enough infrastructure and I no longer feel safe on regular roads.
Around the Northern Beaches there is a great Bus Service, no need for more bikes who do not have safety rules or responsibilities.
As above, for road cyclists, it is about improving the actual roads. The majority of cyclists in the area are road cyclists and thus don't use the shared path networks.
As an aside, I think consideration should be given to bikes having some form of third part insurance, similar to what is required by motor vehicles. If a pedestrian is injured in a collision with a bike on a footpath or shared path they have no recourse to claim medical costs. I appreciate this is beyond the remit of council but perhaps it could be raised with state government.
as an older pedestrian I am continually endangered by reckless cyclists on paths and in the cross
As I do a lot of walking I have noticed an increase of cyclists since Covid 19 started. Shared paths have always been a problem and it is only the minority who have a bell and use it. I suggest that signs need to be put up (like there used to be on the lagoon path at Narrabeen). If you want a good example of cyclists harassing pedestrians have a look at the pathway between Fisher Rd. Nth. and Campbell Pde. late in the afternoon . The same goes for the ride around Narrabeen lakes. My Dr. is in her 50's and she was bowled over at the Wakehurst Parkway end of the walkway and she suffered a no. of injuries, one of which is permanent. Sadley she did not report it to the Police or the Council.
As I walk on footpath a lot with my dog I have been nearly run over by bike riders on the footpaths one bike rider told me to fxxx off he nearly hit me I arsk him if he has insurance He left
As mentioned please ensure that buses have bicycle racks on the back of them like in other countries. This will facilitate the uptake of cycling and give people a back up plan if they travel far and get tired, run out of battery or the weather changes.
As previously stated above!
As stated please do not sacrifice our bushland for lighted cycleways and instead look to cities like Copenhagen and Amsterdam and Canberra for ideas. There is much scope on the Northern Beaches to start discouraging car travel in favour of cycling.
Ask cyclists to be more considerate and register their bikes so when we get run over by them we have their details
Avoid shared paths it is dangerous for pedestrians, kids, dogs, skaters, joggers, etc
Awesome initiative and please hurry in widening our footpaths and making them shared paths. Do it everywhere. Please don't build anymore exclusive 'footpaths', make them always wider and inclusive for cyclists too. Make a rule that whenever you need to dig up, replace or build footpaths, only shared paths can be put in.
Awesome stuff! I'd like to ride a bike safely all around the city, but currently the infrastructure is limiting. We're doing a great job, keep up the good work!
Ban bikes on our roads & shared paths.
Better bike routes are great but please do not create more visual pollution than is necessary by installing signs every 100m. For example, the Narrabeen lagoon is so good now as it is a mix of path and dirt surrounded by beautiful trees and nature but there is a bright orange/yellow garish sign every 100m or so. It

is totally unnecessary because some sections there is nowhere else to go. Ruins the natural setting. So please use signs sparingly and only when directions are needed. Thanks.
Booralie road must be included in the safe cycling network
Build more, build quickly.
Building bike paths is the most important thing you can do to help get people cycling and out of their cars.
Built a network separated cycle lanes that joins up with other councils such as Mosman and Chatswood.
Can we make sure this plan actually gets implemented, as I've been involved in at least two previous plans over the past decade and very little seems to come of them. The findings are always pretty much the same, (a network of segregated cycleways is needed) but budget never gets allocated.
Why isn't council doing more to ensure The Beaches Link Tunnel project has an active transport component? Currently any cyclelanes down the tunnel route from Balgowlah to North Sydney are 'out of scope'. To develop key transport infrastructure for our region without any cyclelanes and dedicated to only mode of transport seems ridiculous, particularly with an \$8 billion price tag. I realise most of this commuter route falls in Mosman Council, but surely NBC should be lobbying for this as its the main commuting route in the area.
Cancel leave it all up to people cyclists n please get a real job where U help people.
Change the laws. Cyclists don't need helmets.
Charging stations for e-bikes
Circular routes are more attractive than out and return
Comment regarding bike path that is signed in Mona Vale, up Frankson Place
<p>I could not read the maps clearly. However, I live in Mount Pleasant Ave, Mona Vale, which comes off Frankson Place and leads to Belvedere. I have noticed that there is a signed bike path up Frankson Place and then along Belvedere (though this bit isn't clearly indicated).</p> <p>I strongly recommend a review of this route. It is unsafe.</p> <p>During the week, due to Frankson being used by many in the industrial area for parking on both sides of the road, cars have to be very careful -and if cars are coming in both directions, one needs to stop as there is only room for 1 car on the road.</p> <p>The road is VERY steep. We have noticed that there seems to be some people using the route with bags on their bikes. We have stopped our car to help a dismounted cyclist push their bike up Frankson.</p> <p>The road is narrow and windy when entering Belvedere from Mount Pleasant. There are sometimes cars parked there. Again, even in a car (without parked cars) extreme care needs to be taken as people often don't stay totally on their side of the road (I think because of the bend and slope).</p> <p>Turning onto Frankson from Bassett (and vice versa) can be really tricky! (Again, have seen cyclists with bags on their bikes...different ones...struggling coming on from Bassett to Frankson). Visibility and speed of cars sometimes makes it a challenge as a driver to turn out of Frankson.</p> <p>I don't know where the route sends them after this section. An alternative would be to stay on Barrenjoey and turn down Waterview....Though if you are then sending touring cyclists up and down the Crescent at Newport, can only imagine a horrible ride.</p> <p>I welcome really safe bike paths / roads (have kids!)</p>
Community (pedestrian and driver) education is essential to reduce rage and abuse towards cyclists.
Cycling classes for adults (as well as kids) on road rules and safety is also required. (similar to the City of Sydney courses).
Improved cycling route signage is required.

Concerning the proposed NBC cycle way following South Creek. I feel this project should be made highest priority as it would invite bush regeneration to restore riparian areas on top of becoming a lovely off street connecting pathway.
Congratulations on your efforts, it is a challenge. Our transport culture still focuses on cars and motorways and it will require advocates to present their cases in a convincing and truthful manner. Powerful vested interests are not really interested.
Connecting Palm Beach to Manly with continuous shared bike/pedestrian path/route should remain a goal. As a beaches council, travel along and between the beaches connects communities and represents accessibility for residents and visitors.
Connectivity with surrounding councils is needed. Eg Mosman
Could there please be a track built for children to ride in Forestville (perhaps around Melwood Oval area) as most people can only ride on the netball courts at the moment.
Following my previous suggestion to connect Forestville to Frenchs Forest, it would be good to link Arthur St, Starkey St, Brown St to the end proposal.
Thank you for taking our suggestions.
Could you please consider setting up bike parking facilities in the Little Manly Point parking lot?
Council is to be encouraged for this plan. Well done! I'd like to see a few more ambitious direct actions though: Eg by 2022 have one continuous path to Palm Beach, by 2023 have a safe path along Wakehurst parkway, safe path from FF across Roseville Bridge. AND: WHAT ABOUT MOUNTAIN BIKING! NEEDS AT LEAST SOME MENTION. Safe connection, access to some tracks, plus it NEEDS TO BE PART OF THE PLAN. Let's make it happen, pls don't just produce nice documents and motherhood statements. We need clear directions against which Council can be held accountable.
Council's Plan for developing The Safe Cycling Network suggests it will be largely based around shared paths where safety of pedestrians and cyclists needs equal consideration. My husband and I note the submission on Shared Path Conflict in the Plan, in the section entitled Themes Arising from Community Engagement, which reflects our experience. As frequent users of the Narrabeen Lagoon Path (mainly as pedestrians but occasionally as cyclists) we think that the Transport for NSW Centre for Road Safety conclusion "that shared paths represent a relatively low safety risk" underestimates the dangers to pedestrians and to cyclists. We, and other older pedestrian users we know, have had near misses and a few are either reluctantly not using the path anymore, or some, like us, have had their enjoyment of it significantly reduced over recent years. The path is a great amenity and when used sensibly by both cyclists and pedestrians, works well as a shared path. If both cyclists and pedestrians complied with the rules and behaviours for shared paths listed by the NSW Centre for Road Safety, shared occupancy would be safer and more enjoyable for all. In line with the above and the need for education on this, we would suggest the following: 1. Signage to emphasise that pedestrians have priority (at present many cyclists seem to expect to have automatic right of way). 2. Emphasising the need for cyclists to travel at safe (lower) speeds when passing or in high pedestrian areas (radar speed indicators eg Your speed is XX, please slow down). 3. Enforcement of the ringing of bells when approaching pedestrians from behind (our experience on daily walks when we would normally be overtaken from behind by 25 to 30 cyclists, is that only 1 or 2 at most will ring their bells). 4. Encouraging or requiring cyclists passing pedestrians to be in single file (ie not 2 abreast) otherwise it is not possible to provide "pedestrians with a metre of space when passing". 5. Keeping the paths as wide as possible by the trimming of encroaching vegetation. 6. Encouraging all cyclists to "always be in control of your bicycle" ie not riding with both hands off the handle bars (particularly when using a mobile phone!). 7. Encouraging pedestrians to also follow the Centre for Road Safety's pedestrian guidelines to recognise cyclists deserve consideration too. 8. Can the above suggestions be encouraged or enforced by Council through Education, signage and random on-the-spot ranger presence?
Thank you for the opportunity to comment on the Plan.

Create a separate path for around Narrabeen lagoon for bike riders, the amount of cyclists far outweighs the number of people walking and many cyclists fly around it so fast and don't ring their bell, it's not a leisurely ride for them it's like 'tour de Narrabeen' they scare walkers by flying up behind them and almost colliding with them. The path isn't wide enough for people walking and cyclists especially if you are pushing a pram.
Cycle tracks MUST be separate from the pedestrian footpaths.
Cycling tourism is a significant boost to local economies. It would be logical to promote cycle tourism from Manly Wharf to Palm Beach Wharf, linking the NSW Coastal Cycleway, and engage local businesses in promoting themselves to riders. Also emphasise safe driving during holiday seasons (eg Christmas / summer) as my husband had several near misses from drivers passing too close, turning without indication across his path of travel and coming out from side streets.
Cyclists should be licensed same as a motorised motor bike, why creat more space for them when traffic is already tough for motorists - keep cyclists off the footpaths
Cyclists should warn on approach from the rear, from a safety and courteous point of view.,
Dee Why section: Very pleased to see the path will NOT be on the Eastern side of the Wild Life Refuge/Lagoon, but on the western side.
Despite what the plan says, there is a definite conflict with shared pathways. I enjoy walking and riding a bike and experience many instances of conflict, e.g. bike users that treat shared pathways as a race track and walkers engrossed in conversation or with head phones on that don't hear a bell. More awareness on etiquette is needed.
Do not allow bi yokes in rush hour bus lanes As we are required to give a metre berth when driving ban riding 2 abreast else we break the law whenever we pass them
Do NOT allow bikes to take priority over pedestrians. We used to walk the Narrabeen Lagoon pathway until it was taken over by bikes thinking they were in Le Tour de France. Far too dangerous for us thank you.
Do not build a short "shared pathway" from Newport to Palm Beach given that NBC cannot do the whole distance, just less than 15%. So why bother. Either do the total distance or none at all.
do remember walkers. here needs to be a speed limit. children ride past our home at full speed on the footpath seemingly unaware of traffic crossing same.
plant more trees as more are being removed and NOT replaced and it's mighty hot with no shade plus trees give us our oxygen and are homes for many, many non humans.
Don't destroy The Serpentine which is a narrow road unsuited to a wide shred pathway. It looks like this will no longer happen thank you, with preference for stencilling and calming devices
Don't use bollards - great teet breakers for kids Make paths wide enough for trishaws, esp near beaches - Cycling Without Age is a hit with Newcastle oldies - it should be coming to the northern beaches -it gets oldies out to feel the wind in their hair. Just do it!
Downhill mountain bikes(in clubs and in their thousands! - please google the website nobmob.com . Every councillor of NBC should look at this site closely) are destroying the native habitat of many endangered species in many areas of the bushland of the Northern Beaches Council. Council should co-ordinate with NSW Sport and Recreation to create an alternative mountain bike trail at the NSW Sport and Recreation Centre at Narrabeen as soon as possible.
Ebikes allow people who are less fit to use bikes for short journeys. To local shops etc. ease regulations limiting ebikes.
Education of pedestrians using the shared bike paths should be a large part of the bike plan. I have a large "otter" on my bike mainly because a bell doesn't get the attention of people wearing headphones / earpod. Two problems exist, 1) Pedestrians think that honking your horn is telling them to "get out of the way". Which its not, its a fair warning that a cyclist is coming up from behind. I ride around the Manly bike paths and regularly get told off by pedestrians who think I am abusing them via my "bell". 2) Pedestrians should be educated that if they hear a warning "bell/horn" that if they are going to move

aside it should only be only to the left. Same as being overtaken by a car on the road. All to often after using my "bell/horn people take 3 steps , one each in any direction. It's pretty simple, if we intend to get more cyclist on shared bike/pedestrian there should be a iron clad set of rules.
Enforce cycle number plates; it will make every road user happier.
Fantastic idea
Fix the typos and map quality issues. Looks cheap being published with those kind of errors. But like so many of Council's strategies, really good. The devil is in the detail, and the precedent is that execution will fail to live up to expectation.
Focus on roads for vehicles their primary purpose
For ideas on how to make cycling safe & effective across the Northern Beaches, the Council should look to leading cities and areas in Europe where the examples & research exists.
Forests Way is in need of urgent attention in both direction from Mona Vale road to Warringah Road. In many areas the sidewalks are unacceptable for my kids to ride on and should have separation from the vehicle lane with minimum a grass strip of 1 meter or more. The southbound safety lane from Mona Val Road to Morgan road is unacceptable in it's condition with bitumen seems in the middle of the bike lane and inadequate width of the bike lane as it is a primary transport route for heavy and large vehicles. Please urgently address forest way in both direction before lives are lost and prioritise some of the prioritise work planned near the beaches as the infrastrucutur is already fairly good in these areas.
From a motorist point of view, a n d also a recreational bike rider, I find it particularly annoying to have taken precautions to safely overtake a biker only to have same come up again at an intersection or lights and get ahead of me, requiring yet another ga m e of cat and mouse to get ahead again. It must particularly annoy bus drivers in bus only lanes!
Generally the draft bike plan looks to be heading in the right direction.
Get bikes off roads that are important for human traffic for work!!!!
Get on with it. Focus less on cars and more on bikes.
So simple but so hard to do.
Good mountainbike trails and road paths are a great idea and really would help green up the northern beaches. Congestion is terrible now due to all the development and added road thoroughfare, maybe this will help revitalise the spirit of 'not so long ago even' northern beaches, where horses roamed and life was less fast-paced.
Good progress keep it up
Good work. Cycling is the future. We can't keep adding cars. Manly is great for bikes.
Great - we need more active transport support!
You will need to deal with the hotter up e-bikes and scooters that start to create some significant risks!
Great effort. Patience is a virtue, we'll get there
Great idea! Can't wait! To continue the shared path from Government Road through the bush at Goroka Park, behind the playground as a shortcut to Allambie Road. And along Ethie Road in Beacon Hill. Thank you
Great initiaitve!
Great initiative - but shared paths and cycle lanes that place cyclists in the "door zone" of parked cars are a real problem requiring more thought
Great initiative. The Safe Cycling Network should also consider hills - these routes are for more casual cyclists who may not be fit enough for some hills. So its a balance between hills v quiet streets in some places.
Great initiatives
great that this is getting the attention it deserves!
Great to see a commitment to improving the cycling infrastructure.
Great to see the initiative
Happy to see council addressing this. Keen to see the low priority sections along Pittwater Rd between Dee Hy and Narrabeen made high priority to ensure an adequate and safe link along a pinch point between the

<p>northern and southern areas of the Northern Beaches .</p> <p>Thank you</p> <p>N.B. I have selected occasionally below as accessing directly from my home is fraught with difficulty due to incomplete paths along Pittwater Rd would like to be able to say often</p>
<p>Has there been any consideration given to the growing mountain bike fraternity on the northern beaches?</p> <p>There always has been a huge demand for off-road mountain biking facilities and other options such as pump tracks similar to the one at the Terrey hills bmx track. It would be great if more of these facilities were built in areas more accessible for kids such as foreshore parks etc. it would be fantastic if council could give more acknowledgement to the fact that bikes are now being used a lot more for leisure and not just commuting from place to place.</p>
<p>Have you seen the number of people riding bikes during this crisis?</p> <p>As has been widely reported in the media, people are taking advantage of a lot less motor vehicles on the road and equating that to it being safer so are dusting off their old bikes. Also, people are buying bikes in record numbers.</p> <p>It's clear people want to ride their bikes but they need to feel safe.</p> <p>"Residents across Sydney are taking advantage of the lack of cars on roads and turning to cycling"</p> <p>"The reduced car traffic has had a huge impact on [my confidence riding]..."</p> <p>https://www.smh.com.au/national/nsw/a-ton-of-demand-bike-shops-in-recruitment-mode-as-cyclists-flock-to-the-roads-20200417-p54kv7.html</p>
<p>Hi Michelle, Phil, Phil and teams. I've already shared much by email so please take that as part of my submission. Some fundamentals, especially with the COVID-19 impact, are:</p> <ol style="list-style-type: none"> 1. It should be a micromobility plan - this is the future and progressive. A narrow bike plan will only cause problems later. If you want a definition for micromobility use the Safe Micromobility report from the OECD-ITF in February. For vehicle requirements, rely on the Federal definitions of Personal Mobility Devices from the Department of Infrastructure, Regional Development and Cities. 2. Allow and be a leader in shared-micromobility trials.
<p>I am a pedestrian, cyclist, motorcyclist, and car driver, in that order. I believe that policy should be developed to prioritise modes of transport in that approximate order. I hope that other measures are put in place to calm traffic in general.</p> <p>Many road intersections have very rounded corners between the roads allowing cars to sweep around them without slowing. Squaring off the corners would force cars to slow down to make the turn creating natural traffic calming.</p>
<p>I am all in favour of this. Cycling is healthy and good for the environment. People are keen to cycle but currently it is too dangerous in most instances. This proposal is well timed as the increasing popularity of ebikes mean many could commute by bike if the cyclways were there.</p>
<p>I am concerned the Council is putting so much effort into promoting the interest of one small group of people. Far more people walk in this area than cycle yet no walking tracks have been developed in bushland etc. I do not want to see any more "shared tracks" where walking tracks have been taken and used for cycling and with concrete pathways destroying the ambience of grassy headlands such as near Mona Vale hospital.</p>
<p>I am generally very supportive of this plan, however there are much needed improvements to many roads in my area (especially Barrenjoey, Surf and Bynya Roads) and much needed footpaths on Barrenjoey and Whale Beach Roads. I would like to be assured that these are going to be given as much priority as the bike plan particularly for the safety of pedestrians.</p>
<p>I am loving the work and the plan. The big thing for me is the missing link all the way to the city. With the increased use and uptake of e-bikes there is an amazing opportunity to build a dedicated cycle path from the NB to the city.</p> <p>Who on earth would ever want to cycle along the Military road? I would if there was a dedicated and separated bike line! Not in my lifetime though!</p> <p>If this was in place I think many more people would cycle into the city to escape the cramped bus services, especially if they become privatised.</p> <p>Can the NBC influence this somehow? Come on you know want to?</p>

I applaud the Northern Beaches council for pro-actively looking at ways to make cycling better and safer. All cyclists want it to be so, and we are all willing to help.
I believe that council needs to undertake a program of educating cyclists to be more responsible in the way they ride. Many ride aggressively at excessive speeds, failing to slow down on paths shared with pedestrians. Some ride the wrong way on one-way streets. Many refuse to dismount and walk beside their bikes when there is a clear need to do so. Council should give consideration to a seminar on bicycle safety for adults and also children, as children will be the cyclists of tomorrow.
I cycle 5 times a week. Mixing road and mountain biking. I have never seen as many people riding as there are at present, especially mountain biking. It is great to see council support such a great activity..
I do not support the council proposal in its current form. As per the recent council submissions made by a number of Barrenjoey Rd residents, I am very concerned about the negative impact of proposed cycle path between Avalon shops and Serpentine Rd near Bilgola on the properties in this section and request the design be revisited as per recommendations previously made by the residents to council.
I dont believe that this draft Bike plan has strong enough intentions to build proper links and cycleways. Start, by picking the biggest hubs. Manly, Brookvale, Dee Why, The Spit, Beaches Hospital, Narrabeen. Then, actually look at the map and try plan a route that you could ride with your 12 year old daughter, who loves riding but not in traffic. If you cant plan for her to get there and have enjoyed the whole experience, without being put through lots of awkward footpath and road sections, then the plan is useless. Separated cycleways have got to be the biggest priority, and no amount of 'street markings' or paint on the road is going to protect her more than being off the road and having fun riding through a path surrounded by grass or trees. The Bike Plan is only successful if this kind of consideration is taken, and actually implemented. All people should have the right to get around on bikes, or skateboards and scooters, and safely stay off the roads.
I have been walking the Narrabeen walk/cycle way but unfortunately it has become a cycle race way . if not already there will be a serious accident there. It is used by the elderly as well as young children learning to ride . Unfortunately there are those that think it the Tour de France. I have stopped walking the because it is far to dangerous. I could be a great combine walk way but its out of control with speeding bikes.
I have found the draft plan too confusing to read. Simple colour codes indicating shared pathways, cycle pathway only.
I have over the past 2 years asked for the bike path around the lagoon at North Curl Curl to be completed and have received 2 very different readons for the path not being completed.
I hope it includes an easy link between Dee Why and Warringah mall which is separated from other vehicles. Also from warringah mall connecting to Manly beach. I live in Dee Why and if I want to ride to Manly I have to cross two very steep hills to get there. A person in normal shape will find it challenging so I think ideally we should have an cycle way on the Pittwater road that is separated from bus lane and other vehicles.
I know there is a lot of work to do with what you have planned. I really hope Freshwater gets some action sooner rather than later as it is one of the worst suburbs on the beaches when it comes to existing bike paths
I love it. Thank you
I object the creation of a bike path along the Water Board Easement south of Aquatic Drive. A bike path already exists along Aquatic Drive, so, it does not seem logical to impact this area. The bike path would require hard surfacing and the introduction of night lighting, all of which will impact on the Manly Warringah War Memorial Park. The path to the west of the Aquatic Centre would involve removing Duffys Forest vegetation which is protected. The Eastern Pygmy Possum also protected, and has been recorded in this Water Board Easement. A full environmental assessment would be required before any proposal is considered.
I read the whole bike plan, but was unable to determine actually what is being planned. I wanted to know if the Pittwater Road bridge over Queenscliff lagoon will be addressed in the bike plan, but I could not find that information.

I send this submission on behalf of Northern Beaches Envirolink. We established the Greenlink tracks over a decade ago and focus on linking natural environment areas or retaining and establishing wildlife corridors as well as linking humans to our natural environment.

It is fabulous that council has developed the bike plan - one of the most important infrastructure programs! Cycling, rather than car use, will allow carbon reduction, which not only benefits us humans but also our natural environment. Increasing temperatures from global warming are already affecting our oceans, waterways and lagoons. Bushland is also affected, as we can see from the increasing fire threat and loss of species due to drought and habitat loss.

With the incredible change in behaviour caused by the COVID 19 pandemic, we have seen a resurgence of bicycle riding and we urge Council to use this opportunity to make this plan one of its top priorities in its totality. Every track, including low priority ones, are needed and their installation will help to allow us to continue to move around safely and allow exercising through the pandemic. It also helps us adjust to a low carbon future. Other Councils are fast-tracking cycling infrastructure and overseas whole streets are converted into cycle tracks. An opportunity not to be missed.

Most plans are for upgrading bicycle paths on existing roads. This will especially please dedicated cyclists. The proposal to link the Narrabeen Lagoon Trail with others is welcome, as this will allow people to access it, without using their car and have a safe riding experience.

The one most impressive proposed new bicycle path is the one following the South Creek corridor. The extension of the planned South Creek bicycle track via Wabash Reserve, Tyagarah Reserve, Lidwina Place Reserve, Towrangi Reserve, following then reserves east of Willandra Road, crossing Willandra Rd and entering Egan Reserve to go on street at Ben Love Place is inspiring. However, it is proposed as a low priority track. This amazing off road track could really make people use their bicycle rather than a car and should be implemented with highest priority.

It further allows for restoration of the creek banks, planting of native vegetation and allow for regeneration of native bush, where it still exists. Some amazing Eucalyptus robusta (Swamp Mahogany) and Callicoma serrata (Black Wattle) lines the creek in sections. The corridor is at the moment often misused by private landholders to drop their garden clippings and rubbish and the weeds are about to destroy last remnant bush. Establishing this track will fulfil Council's objective to make cycling a joyful, enriching experience that benefits human health and the natural environment. Further this track would invite bike riders that are scared to ride along a road. It is safe, if the crossings over roads are well managed. It also is pretty much one level, not requiring enormous efforts to get uphill.

We applaud the plan for a cycle path along the Wakehurst Parkway. However, we would like to see this happen without any incursions into the good bushland or destruction of any natural rock formation. We doubt anyone will actually walk along the Parkway track, but with our COVID 19 experience we have seen many new behaviours which were thought impossible.

In regards to the plan to develop a Oxford Falls / Morgan Road cycling route it is important to note that it is already in use without the safety of proper road markings and that it is the only available option to get to the hinterland if one wants to avoid riding the loop around the periphery of the catchment. It should be implemented swiftly.

We believe the SAFE cycling path are by far the most important part of all cycling projects. End facilities are nice but only a safe and connecting network for cyclist will shift peoples behaviour to ride the bicycle rather than use the car.

Our number one wish is to get the cycling path along the south creek corridor.

I support all the initiatives, however I think it's important to call out that when these cycle paths are multipurpose (ie walking and cycle lanes) measures need to be taken to get cyclists to slow down and give priority to walkers.

My toddler has almost been run over a number of times by high speed cyclists using the cycle pathway from Pittwater rd to Dee Why beach who don't slow down or give way to pedestrians and this is a busy area full of prams and small children.

Same goes for Narrabeen lake, these cycle paths should be used for slow speed leisure not high speed cycling.

I support the intention but my experience working on a similar bike plan with another council a decade ago is that simple, cheap changes have a bigger impact than the grand plans that never get built.
I support the pictures in the Northern Beaches Bike Plan (Draft) ie: shared pathways in parks, reserves having a centre line and pavement symbols. Unfortunately on the shared pathway from Narrabeen shops to Jamieson Park, Narrabeen there appears to be an unwillingness of Northern Beaches Council to commit to safety.
<p>I think all bike riders should follow a code of behaviour.</p> <p>Bike should have a bell</p> <p>Rider should have hi viz</p> <p>Behaviour on share routes shared with pedestrians; shared with cars behaviour when swapping from footpath to road and visa versa.</p> <p>Behaviour when operating in pedestrian(only areas)Behaviour of Children in different environs</p> <p>Special mention to riding between lanes at traffic lights and crossing on pedestrian walk zones to cross the intersection</p> <p>Where bike lanes exist riding 4 abreast and taking up other lanes</p> <p>Lights from and back for dawn dusk and dark</p> <p>Code should be understood by bike riders other road users and pedestrians alike</p> <p>PS CoR for Uber bike delivers should have a more onerous code of behaviour</p>
<p>I think anything that takes cars off the road is a great idea but please think of the safety of pedestrians and pedestrian walkways</p> <p>Also peak hour into the city needs to be looked at Many cyclists hinder the traffic flow making the journey for cars a lot longer</p>
I think cycling is growing more as a recreational activity - particularly mountain biking in this area and there are plenty of opportunities for council to increase cycling as recreation sport and continue its plan to upgrade MTB opportunities around the northern beaches.
I think its intent is good. There is existing road infrastructure for traffic control that is not bicycle friendly (chicanes/one lane speed bumps) and I didn't see if these would be retrofitted to be bicycle friendly. You can contact me directly if you want further information on what its like to commute from Forestville to North Ryde on a daily basis. Thx, jon
I think Northern Beaches council is taking some vital steps to improving cycling on the Northern Beaches, I sincerely hope that this momentum continues when it comes to the off-road cycling plan. The Northern Beaches has so much to offer to so many and cycle sports are booming worldwide, it would be a shame to miss out on the benefits.
<p>I think there are easy fixes.</p> <p>Better sealed shoulders on roads, if a cyclist has a decent surface to ride on we will get off the road.</p> <p>More shared cycling paths example Pittwater Rd the buslane provides an excellent spot to ride but the surface is less than ideal.</p>
I think this is a positive initiative, so well done! The feedback in the draft plans I thought was accurate and reflected sentiments expressed by my friends and myself in conversations. One thing we did discuss which wasn't put as an option - in areas where there is high traffic but an inability to solve the bike riding space problem then potentially considering specific times to prioritise bike riding. Eg mccarrs creek between 6-8am on a sunday or around Narrabeen lake - that is hectic between walkers, runners, kids learning to ride and proper cyclists. I've had more than a few close calls.
I thinks shared paths are a nightmare. I no longer walk many paths now because they are shared especially Narrabeen Lagoon, close to which have lived for approximately 40 years. It is dangerous and bikers DO NOT respect walkers or in any way heed their safety. It isn't ' policed' at all so on spots like the bridges cyclists do not dismount and really put walkers in danger!!! The two do not mix. Would not support any shared paths, cyclists should ride on designated cyclist paths or on the road.
I would also like to see monitoring of cyclists and consequences if they do the wrong thing, they ride on the footpath, terrorizing pedestrians. They ride in areas where clear signage says no bicycles (along walkway of Manly beach, when there is a bicycle track a couple of metres away).
I would like it to reach Palm Beach, where I live
I would like programs to be offered for school children and/or preschoolers on bike riding safety and road safety. This would encourage and promote cycling as an alternative form of transportation to the next generation
I would like to see 2 things from this plan:
1. A mountain biking facility like what has been built in Hornsby behind the Hornsby swimming pool. This is

<p>a fantastic facility that encourages all levels of riders. I took my daughter on the track and she is 9 years old and she had a great time.</p>
<p>2. Bike riding through Warriewood wetlands. There is a section that doesn't allow for bike riding and I don't think this is fair. Everywhere else through Warriewood wetlands and around Narrabeen Lakes bike riding is allowed but not through this section in Warriewood wetlands. I believe this unfairly discriminates against bike riders.</p>
<p>I would like to see far more basic maintenance of the bike paths that currently exist. For example the shared path from Pittwater Road to Dee Why Beach is rarely cleared of fallen leaf litter which presents a safety hazard for riders particularly after any amount of rain. A weekly clean with one of those street vacuum cleaners or even a cleaner with a bucket and shovel would be far better than now. Even complaints to council rarely results in any action.</p> <p>There also needs to be consideration of lighting along shared paths and bike routes. The same Pittwater Road to Dee Why Beach path is not lit at all. There have already been attacks on women in the past and no changes have been made. Why not talk to Mosman and North Sydney Councils who managed to put solar lighting along the Harbour foreshore. Surely something like that is not beyond Northern Beaches Council.</p> <p>And in the entire plan there are no start or completion dates. Frankly this is more likely to be a never never project than one that will actually come to fruition. I won't hold my breath.</p>
<p>I would like to see the existing bike path that terminates in the eastern carpark of Nolan reserve continued along the waterfront via manly creek to link up with the pittwater road. Providing an attractive, quiet and safe route to the cycleway that continues into manly via queenscliff lagoon.</p>
<p>I would like to see more education about how cyclists and pedestrians share the footpaths. I was recently in Albury and Melbourne and was impressed by their signs on the footpath reminding cyclist to ring their bells to warn pedestrians they are behind the pedestrian or overtaking them. They also had signs to remind the cyclists to slow down. I think there could also be signs for pedestrians to be aware and listen and look out for cyclists. I walk along the shared path on Commonwealth Parade, Manly, almost every day and find it very disconcerting when a bike rider comes up behind me and overtakes me and I haven't heard them at all. I worry that one day I will be hit by a bike because I might inadvertently step into its path. I have been with someone to whom this happened on Manly Beach front. I think we all need to learn some protocols and courtesies around shared pathways.</p>
<p>I would love to see some dedicated roads for cycling, such as in Europe, where there is legitimate 2 way bike paths completely separated from traffic, in and out of Manly and other northern beaches suburbs. Many citizens who only drive may see this as extreme, however with a growing population I think creating safe and appealing alternatives to connect northern beaches suburbs would pay significant dividends.</p>
<p>I would prefer to ride a bike to school than take a bus but at the moment there is no safe way to do that. If you live in Seaforth/North Balgowlah and go to High School in French's Forest which is the High School much of the suburb is zoned for there is no safe way to do this. Please look at provision of a safe bike route for school aged kids like myself between Seaforth/North Balgowlah and Forest High, it should be a priority as it would improve my fitness, health and mental wellbeing if I could ride to school safely & independently along a bike path.</p>
<p>I would really like a response to my important questions on behalf of The Bus Drivers Union.</p> <p>We work to move our citizens you make it dangerous and difficult.</p>
<p>I would say that perhaps your best return on investment might come from simply advertising:</p> <ul style="list-style-type: none"> - cyclists are people with families, not targets - every bike is one less car in the traffic ahead of you - if you cycle to work (and no-one tries to kill you!) you will feel better for it in mind and body <p>And if you could also make the road bridge at Deep Creek, Wakehurst Parkway, safe for a road commuter doing 40-45kmh (so, not safe for other users on the shared bike path), that would be fantastic. I ride it several times a week and it scares me every time.</p>
<p>I'd like to share my insights having lived in both Newtown and Canberra, both of which have great cycleways.</p> <p>When I live in Newtown and I would cycle through the city. The city area has a great cycling network, but it was greatly undermined by lack of connectivity in the area surrounding Central. Here, the cycle network didn't flow, it wasn't clear how to get through easily, and as such many people DIDN'T ride to work because</p>

they couldn't see how they could easily navigate this junction.

This is important to take into account. Modelling will give you the impression that we ride from A to B, but when deciding whether or not you'll ride, you think about 'what if' scenarios, such as 'what if I wanted to go to CBD for dumplings after work?'. If you can't easily do that on a bike, then you drive or take the bus, even if you rarely ever get dumplings at all. If the cycleways aren't connected, it creates a mental barrier. Eventually, some people stop cycling altogether because it's too annoying to work out your route every single time. It must be assumed that the cycleways interconnect, and that you'll find your way easily no matter where your day/evening takes you.

I have also lived in Canberra, which also has a great cycling network. It connects the outer suburbs to the CBD through off-road paths. This cycle network is fantastic - it flows because each path connects up easily.

The best asset of Canberra's cycle paths is the fact that it's off-road. As such, many cycle paths wind through parks and greenery, which makes it highly enjoyable. As a result, Canberrans has the most bikes per capita in Australia. They cycle a lot, just because it's fun and the cycle paths are beautiful.

In both Newtown and Canberra, there was a certain cultural cachet and good will that came with the improved cycle paths. People had a certain pride that their area was 'cool' because it had cycleways (yes, even Canberra think they're cool), and it created community unity just from people interacting more. For example, there are momentary interactions of waving 'hello', smiling at parents with their kids or dogs, helping someone with their bike, asking where they got that seat/bell/headlight/basket, and just generally having a shared interest and experience that you can discuss with random people you meet (similar to how dog owners chat about dogs, bike riders chat about bikes!).

When approaching the cycleways, I encourage you to apply the frame that you want people to be proud of the cycleways and connect with each other as a result. To achieve this, you need to make the cycleways BEAUTIFUL and ENJOYABLE, and all the bike paths must be 100% CONNECTED. If you put too much emphasis on the practical side of things (eg transport), you risk the cycleways being underused and you miss a great opportunity for the community to be transformed into a proud cycle community.

Best of luck. I can't wait to start riding!

If I have any I'll submit as a separate document.

If reduced road speeds are introduced, they need to be backed up with policing and fines.

If we are serious about reducing our greenhouse gas emissions, then it is a good idea to encourage people to ride most of the time instead of using a car.

As an older, female rider who did not ride very much as a child, I have found having an electric bike liberating.

I think nothing of riding to Mona Vale, up to Pasadena, out through all the bicycle paths to DY, Brookvale or even North Head. Before I had the electric bike many of these rides were quite daunting

The main things that stop me cycling more are safety and the heat of summer or very heavy rain.

I'm interested and keen to see this plan put into action. While this focuses on road and commuting cycling, council should not forget the other types of cycling including MTB.

I'm so glad to see this plan. I know this has been up for discussion since before we all went COVID-crazy but I think it's now more relevant than ever. I believe that people will be quite reluctant to use public transport for quite a while going forward and we have a real opportunity to channel them into bicycle transport rather than cars if we put the infrastructure in place. I know this will take some time so I'm not sure whether there is anything you can do to get some (comparatively) quick wins on the board so as not to miss the moment (more speed limit reductions, turning roads over to bike traffic only)?

I'm VERY disappointed and concerned that there is nothing explicit in the plan that refers to creating safe passing for motor vehicles on Pittwater Road between Mona Vale and Church Point and on McCarrs Creek Road between Church Point and Terry Hills (and to a lesser extent Akuna Bay, West Head and Cottage Point) - especially on uphill sections where cyclists are travelling at a quarter to a sixth of the speed of motor vehicles. There has already been at least one death and many near misses due to cars and trucks overtaking cyclists around blind corners over double lines across this area. The amount of economic and

<p>health benefits brought to that area of the Northern Beaches from cyclists is simply not matched with provision of facilities to keep cyclists safe and alleviate the understandable frustration of motorists stuck behind slow moving cyclist on winding single lane roads with no shoulder. THIS NEEDS TO BE ADDRESSED IMMEDIATELY BY COUNCIL/RMS/STATE GOVERNMENT to get funding and get it done. When McCarrs Creek was resurfaced a few years back I was pretty angry that existing shoulders of road were not surfaced as well and turned into strategic overtaking zones to mitigate these risks at very minimal extra cost compared with the total works conducted.</p>
<p>Imagine if we had zero cars on the road! And went 100% bicycles... no, maybe 80%, 20% animal powered buggies (for the elderly and moving large goods). Great idea but what would we with emergencies? How would we get people to a hospital fast enough? ... getting places fast... could be corrected with having an emergency service in each small town? Could we make that the purpose of the "end of trip" facilities budget? Could we re-open the Mona Vale hospital? Could we test run investing money into small towns again and renewable energy from our history? We have the hindsight to see what the issues were with horse and buggies, and we have the tools and funds to make them better, don't we? Can we open up farms in our local communities again? And allow farm animals? And teach people how to properly care for them? Imagine. I apologise if this seems far-fetched. I just can't help but imagine. No more road-kill from traffic because we'll be able to move slower. Maybe the kangaroos will come back? All the ones that escaped the fires will need somewhere to go. Why not close our roads and have the Northern Beaches be their lucky new haven?</p>
<p>Improve safety & signage of existing tracks. I use track near Roundhouse Balgowlah Rd. It's narrow, gets overgrown with shrubs & has poor vision around corner. It's very heavily used by cyclists, prams & dog walkers. It needs widening as there is a collision risk to cyclists & pedestrians.</p> <p>Signage for cyclists needs to be painted on ground not up high. Eg signs saying cyclists dismount are up on a pole but we don't look up in the air when sitting on a bike.</p> <p>Crossings need to be made safer for cyclists & pedestrians. I see kids struggling to cross Kenneth Rd near Roseberry St. It turns parents off letting kids cycle alone. Also business/shop driveways should have a yellow line across their exits so cars stop before driving out onto footpath. It would help footpath cyclists, kids on scooters & pedestrians. I know Bunnings Balgowlah isn't on an official bike-track but cars shoot in & out quickly & kids cycle/scooter past there.</p> <p>Promote basic cycling rules. It's a worry when a cyclist with a dog on lead tries to pass my bike on a narrow path. Also there is confusion about rules cycling over a painted crossing v pedestrian lights. Motorists are not all aware of rules regarding passing cyclists, what to do at roundabouts etc. Rules should be presented in simple points as people don't read wordy docs. Say use bus shelter advertising as a way to get message across. Good Luck.</p>
<p>In addition I think signage needs to be improved for cycling routes from the Northern Beaches to the CBD. There is no intuitive or clear and easy to read pathway to the city without intimate knowledge of cycling recommended routes.</p>
<p>In consideration of all such paths the needs and interests of all users and property owners must be taken into account</p> <p>Car parking for visitors and tradesmen servicing seniors and their properties adjacent to pedestrian and cycle paths must be secured</p>
<p>In European countries it is law to use left arm to open car door. This forces motorists to look backwards when opening car door and reduce risk to slam into cyclist coming from behind especially motorists parking and cycle lanes are shared</p>
<p>In the Safe Cycling Network Construction Priority map, I couldn't tell which colours were existing and which are proposed. Also it would be good if we could view all the maps in the draft, in a larger view. I couldn't really tell where the paths are, at the current view size.</p>
<p>INSTRUCT BIKE RIDERS TO RING WARNING BELLS WHEN COMING UP BEHIND PEDESTRIANS!!!</p>
<p>It appears as the Queenscliff Headland bike access has been misrepresented on the map (please see below) as the Queenscliff Stairs are marked in black noted as Existing Network.</p> <p>Our petition 'Safe and Better Access for Queenscliff" supporting the construction of a ramp and supported by 1500 signatures would be an improvement to the use and more importantly safe use of bikes in this area.</p>
<p>It is critical that the network has safety as its primary objective and here are many areas and in particular D7 & D8 locations that have severe safety issues in connecting the cycling areas of Freshwater, Queenscliff and Manly due to the problems of crossing the headland safely around Greycliffe street which is a street that is simply not safe to cycle up or down on. I note that council is investigating the idea of ramping between Greycliffe street at the Stuart Sommerville bridge and Bridge road at Queenscliff and i believe that this will solve the big safety issue as well as being the solution for Prams, strollers and wheel chairs in</p>

accessing the most important walking route on the Northern beaches in addition to solving the cycling safety issue
It is great that you are developing a draft bike plan. If you have not already, could you consider how people bike between districts. I am really happy that you are considering how to make it easier for people to get to the Roseville Bridge, but can you work with the Ku-ring-gai Council to make that transition from the western side of the Roseville Bridge to Penshurst Street as easy as possible. I do not bike from Killarney Heights to North Sydney for work because there is no link. If there was a better link, then I would ride to work most days.
It is great to see council looking at these issues. Cycling uptake is on the increase and if the infrastructure keeps up it will lead to a safe and healthy pastime for us all.
It is naive and irresponsible of Councils and civil servants who advise them that cycles are a safe on-road alternative to cars and other motor vehicles. Only this week a car and a cycle collided near the Manly Ferry terminal, with the cyclist being seriously injured. Collisions between motor vehicles and cycles cannot always be avoided by either drivers or cyclists with the risk of injury or death to the cyclists being too great. I have photos taken from a car of hair raising things done by cyclists and scooter riders on one short section of road over just a few minutes. That and daily experiences put me off mixing the two on-road forever. WAKE UP PEOPLE and take some responsibility for the fact that Council decisions, not drivers are killing cyclists. It should not be happening.
It looks great, make it happen, sooner rather than later please!
It looks like a lot of general / overview "plan to make a plan" kind of stuff, with very little specific action planned.
It was a great relief to see the proposed bike path at Dee Why was not on the Eastern side, but on the Western side next to Pittwater Road.
It would be good if you could link up Seaforth with Wakehurst Parkway. There already exists a firetrail but if there could be a better/safer link to get on it, say between Seaforth oval and the start of the trail then that would make it accessible to more families. At present you need to enter it on Wakehurst Parkway if you're coming from Seaforth and it's dangerous with young kids on bikes with fast traffic, safer access would be from Seaforth oval if a path could be done from there. I see it is low priority on the map but I see it as high priority as is a nice flat easy ride and can link up easily to new hospital / overpasses to forest way which are child/family friendly.
It would be great for cycling in general if a cyclist can ride and NOT dismount many times from Narrabeen to Dee Why via Collaroy. Currently cyclists risk being fined for riding on a footpath or not dismounting at crossings that don't display bicycle crossing lanterns.
It would be great if the walk way between manly towards north harbour reserve could be widened and made accessible for cyclist. The shared footpath/bike path along Lauderdale is not safe for cyclists. Too many driveways on the path.
It's been apparent since COVID began there has been many more bike riders about. I would like to see implemented more stringent bike rules for the safety of walkers and other bike riders. Many bike riders don't use a bell ,stop at side streets to check for on coming cars and walkers or give way for walkers who are already on the path. Walkers have the right to feel safe. Our paths weren't built for both speeding bikes and pedestrians. Bikers now feel entitled to use walking paths.
It's great the Council is putting resources into this. In regards to converting foot paths to shared use paths. My experience as a person who cycles (and a pedestrian) on these is poor. They are often narrow and traverse driveway after driveway -- ie. you're driving through multiple intersections with poor visibility. Include bikes on traffic lights, as is the case in the city where there is a light for cars, pedestrians and bikes. Ideally allow cyclists light to go green before cars for safety, it means they get a head start and cars have more space to see them and navigate around where possible. Similar as to what happens for pedestrians, the light goes green so they have time to cross, before the light goes green for cars. Also would suggest to include children riding on signage which indicates people who cycle.
It's so refreshing to see this initiative!

Just be smart about how you implement this - don't be blinded by leftist ideology and ignore potential to lease a small amount of - otherwise derelict - public space to small businesses to store and offer other bike services at modest prices.
Just do it.
Just upgrade as soon as possible - you'll get me riding more often!
keep away from wildlife, waterways and grassed / gravel track areas
Keep going, be brave and always remember the hierarchy when reconfiguring existing streets or planning new ones.
Large display boards on cycle ways to tell them not to ride too fast and that pedestrians have right of way....and not to ride and chat at the same time...save the chat for the patisserie.
Locals should come first but this council couldn't care less. I believe it's rate payers and locals that keep employees in business we pay your wages By paying rates parking etc.
Looking forward to seeing more detailed, specific plans.
Main roads for cyclists should be made safer (use of overpasses should be introduced)
Maintain the bike track is not only about maintenance but also about cleaning. Especially on shared lane with car lane. All the rubbish ends on bike lanes(tree branches, car parts and even nails). This week I had a big nail across my tire and my tube. So please make sure that cleaning those lane is part of the plan. Or prioritise lane separated from cars.
Make manly CBD truly pedestrian and bicycle only and you will see the true potential of the area.
Make wearing bike helmets a warning / recommendation NOT a law - even communist China has more respect for people than the northern beaches re bike helmets - it is the second most ridiculous law in Australia.
Also inform pedestrians to share bike paths better - some have picnics on shared bike paths.
Manly to Palm Beach SEPERATE well maintained bike path .
Many locals in the Dee Why/Long Reef area have long desired a shared path connecting Dee Why with Long Reef. A preferred option would be to create a shared path hugging the east side of Pittwater Road (between Lismore Avenue and the Long Reef Surf Club access road). The existing Dee Why lagoon habitat boundary fence adjacent to Pittwater Rd may need slight adjustment, and the path may need to bend around certain trees. However, there are several advantages to this option: a) it connects with the existing shared path near Lismore Ave, which is a safe signalised crossing location. b) it would allow walkers/cyclists between Long Reef and Dee Why a convenient route that does not require getting shoes wet/sandy. c) it allows dog walkers from Dee Why a convenient and legal route to the Long Reef dog park (dog walkers cannot legally traverse the beach route). d) it does not impact on the existing Dee Why lagoon wildlife habitat trail near the dunes and does not require a large bridge across the lagoon mouth directly over the Black Swan habitat. e) it hugs Pittwater Road on the east side, which is less steep than the west side, and so easier for cyclists and pedestrians. f) cyclists and pedestrians from Dee Why following Pittwater Road would not need to go all the way to the signalised crossing at Anzac Avenue to cross safely toward Long Reef. g) it provides connectivity to two southbound bus stops which are currently in "no-man's land" and not safe to access. h) it is not uncommon to see pedestrians unsafely traversing the existing verge on the east side of Pittwater Road between Lismore Ave and Long Reef - this stretch is decades overdue for a proper path. i) there are many driveways on the west side of Pittwater road at this location. A shared path on the east side of the road would have no driveways and would be much safer for cyclists/pedestrians. j) a shared path on the east side crosses some creeks, the boardwalks over which could be designed to discreetly catch plastic waste/debris and provide easy access for Council workers/volunteers k) there are huge amounts of lantana and other weeds adjacent to Pittwater Road on the east side. A shared path at this location would allow bushland volunteers safe and easy access to fully restore this area. l) a shared path on the east of Pittwater Road would not impact severely on the lagoon habitat because the road traffic is already there - adding cyclists and walkers immediately beside the road would not be a dramatic increase in environmental impact.
Money could be spent on safety rather than facilities
More bike paths so we can get around safely please.

More cycle paths on northern beaches is vital.
More cycleways and more mountain bike trails, facilities and funding!!!
More females would cycle however they feel it is unsafe to do so. I would cycle more if it was a smooter, safer ride that did not end up on on the roads (as they currently do, bike lanes just end in random places, Booralie Road is a good example).
More mountain bike trail maintenance, expansion, and support
More needs to be done by enforcing laws on cyclists running red lights and not being two abreast. But also we need to enforce a meter matters rule. To many red P players on the beaches have no idea on coming so close to a fellow road user.
More safe cycling North of Newport- particularly round Bilgola bends
Mountain biking is awesome too. Please allow discrete single track trails in our national parks.
My comment concerns manly dam. Recently in north Balgowlah behind Warringah st a series of small jumps have been built for kids to use and practice on. I walk past this area and have witnessed an explosion of kids using this small course of jumps encouraged by parents and onlookers alike. I've been told that rangers are responsible for its eradication recently! I'm shocked that this has happened, I would like to know why? It is ironic that these kids are allowed to ride manly dam which holds far larger risk for them Than these practice jumps but you choose to remove them. This taken to the next step would require you to remove all sandstone rock that anyone can ride over or down? The northern beaches has become an epicentre of mountain biking not only in Sydney but the country, this is a fact. Please encourage, embrace and more importantly invest in track building, the potential is massive. Thanks for listening, look forward to more information on mtn biking and I support your road initiatives, well done.
My suggestion would be IMPROVED SIGNAGE to educate people on how to share a path. I have attached a picture from Port Stephens which very prominently and clearly sets out how to do this. My experience with shared paths comes riding every weekend on the Narrabeen Lagoon trail. I try to go early to avoid walkers and runners as often the trail is crowded and doesn't always support those riding, running and walking (with/without dogs) at the same time. I ensure to stick to the left side of the path and ring my bell each time I have to pass someone. However, the signage is poor on this trail, and people are uneducated on how to share a path. Although I ring my bell when trying to pass, many people these days are wearing earpods/headphones and cannot hear the bell. They need visual signage. Other people just choose to ignore the bell and often walk 2-3 abreast which stops bikes going past. There are also jogging groups that run 2-3 abreast and 4 deep. These people all need visual signage to ensure they understand how to share a path. I have attached image which I feel would be beneficial on many Northern Beaches bike paths (Manly beachfront included). Thank you.
Need a better way for cyclists to get through DY shopping centre. If the old Woolworths site is redeveloped should take the opportunity to get walking cycling access between Oaks and Pacific.
Need a cycle lane on barrenjoey road at the Bilgola bends
No obvious references to bush tracks, their extensive and ever growing nature and the damage they are doing to bushland habitat. Will this be addressed please?
no.
North Head, is an opportunity. While I expect not part of the councils responsibility. The area could have more extensive mountain bike tracks. This would be a great use of the area, and attract people to the café at North Head
Northern Beaches council needs to stop with the constant Bike Plan -> Ignore Bike Plan -> New Bike Plan -> Ignore New Bike plan cycle that it has been going through with Warringah Council before it. It's time to actually act and follow through with all the plans. Northern Beaches Council needs to urgently put some of these plans into action and apply for grants under the new NSW Government fund. Not wait another year before actually doing something. The time is now! There is a great opportunity during this crisis to do this! "Under a new \$15 million fund, NSW councils can apply for grants of up to \$100,000 for immediate pilot projects, such as widening footpaths and creating cycle lanes, and up to \$1 million for longer term projects such as extra crossing points and trialling lower speed limits."

https://www.smh.com.au/national/nsw/more-cycleways-streets-to-shut-footpaths-widened-under-nsw-s-covid-19-plan-20200507-p54qwc.html
Northern Beaches has the surroundings to be a leader in bikeability but car reliance stands in the way. The advent of evokes opens up accessibility to many more people but the of connected, safe efficient routes will stifle that potential. Don't half do it - show leadership and commit to doing it properly.
Older residents deserve a safe place to walk for exercise. Surely you can't expect frail 70 to 90 year olds to hop on a bike & cycle!? Leave Pittwater Road between Mona Vale & Church Point pedestrian only & have some respect & regard for the elderly!
On p24, which line type correspond to what. Can you give expected dates of road work to implement the plan. Thanks. This will help me going every day to work by bike. (from DeeWhy to Belrose Narrabang way).
One of our biggest traffic bottle necks is Pittwater Rd, DEE WHY. If we could have a safer and more efficient bike paths to where people work and shop such as Brookvale and Manly, this could significantly reduce cars. Imagine if the incentive if the bike trip was promoted as safe quicker than cars !!
Over the 10 years or more that I have been cycling here, I have seen no significant changes other than some pictures of bikes painted on the road and a few cryptic signs put up which seem to legitimise the bad behaviour of car drives and tradies rather than improving the lot of cyclists.
I honestly think that the council would prefer it bicycles went somewhere else. For example, I can cycle from central Sydney to Paramatta or Cronulla and barely touch a road. I can't cycle for more than a few hundred metres locally without being dangerously close to unrestricted road transport.
Overall a very positive initiative
Page 21 has a low res map of The Safe Cycling Network mapping Route Hierarchy layer illustrates Regional and District Routes and Local Connections. But on page 23 they only mention the regional and district routes. What about the local routes? Where are they discussed? Obviously I'm interested in the Oxford Falls shared footpath/cycleway. Apparently half the school lives up near Warringah road and can't walk the last 15mins, so have to wait for a bus to take them the last 1km!
Painted white lines marking cycle lanes adjacent to parked cars are dangerous. The door zone is hazardous for cycling and the lane often obstructed. Don't add more of these lines.
Please do not create any further 'shared' pathways for use by cyclists and pedestrians. These arrangements are not safe for the pedestrians and are unsatisfactory for cyclists.
Please do something about Booralie Rd from Terrey Hills to Duffys Forest. There is plenty of room for a cycleway to be built. This narrow road with only one lane, is favoured by so many cyclists, it needs attention (that is, a cycleway or a much wider road).
Please do something to improve cycling in Frenchs Forest and neighbouring areas. We are very much left out on cycle pathways in this area.
Please explain how you will police them to ensure that they have bells and are not endangering pedestrians
Please GENUINELY consider bike/walking combinations which work safely so that we can all enjoy our lovely area - pedestrians and cyclists alike. This recent lockdown has shown how much we all benefit when we can get out and exercise.
Please implement the plan asap
Please introduce speed limits for cyclists using shared paths so the elderly and those with young children feel safer.
Please monitor the impact with ecounters and regular observational counts. This will help future business case. Partner with universities and bike groups to investigate how you cAn amplify effects and what may be happening where new infrastructure is under-utilised. If there could ever be a bike super highway along the harbour to the city, you would solve the northern beaches peak hour (peak four hours) problem without an expensive road tunnel.
Please remove the dangerous so called bike 1meter lanes painted next to parked cars to save lives n injuries.
Please see attached submission
Please stop the endless consultation and execute a plan. It's obvious a network of segregated cycle paths is required.
Please, please consider a footpath/cycle path on the road called Prince Alfred Parade. This road is windy and hilly and needs space on the water side of the road to safely cycle/walk/run. There is no bus to this

<p>road, hence we must use the side of the road if we do not own a car. It is a beautiful view for a walk along the side of Pittwater. People could walk safely from their home to Newport Arms, the yacht clubs and into Newport shops.</p> <p>Many people run and walk along Prince Alfred Parade. Some cycle along this road. More would cycle if it was safe. I cycle on this road numerous times a week worried that a car is going to hit me from behind.</p>
<p>please see submission</p>
<p>Priorities should be</p> <ol style="list-style-type: none"> 1. Separate Dedicated cycle paths. No people. Def no cars 2. Separate paths on road. Physically separated from both cars and pedestrians.
<p>Thanks</p>
<p>Priority should be given to make cycling safe to all schools. Encouraging cycling to schools is a good first step to encouraging people to ride to work.</p>
<p>Provide a safe separate fenced bike track around Pittwater</p>
<p>Provide proper cycling infrastructure from Palm Beach to Mona Vale and Dee Why!</p>
<p>Put up bike paths signs so we know what direction we are going or what/ where the path connects to.</p>
<p>Really like the Councils thinking on this, lets get those participation rates up & share the joy of riding a bike with the community.</p>
<p>Reduce over development of Pittwater</p>
<p>Reevaluate the schedule of work for the Safe Cycling Network to prioritise connecting Manly to Dee Why and Warriewood to Mona Vale as this opens up a true alternative transport path for work, recreation and TOURISM. Realise this involves difficult intersections and traverses beach suburbs whose residents have not always been big on sharing, but this is a huge community opportunity and with covid everyone has come to appreciate how important such linkages can be for health and well being.</p>
<p>Remember - mountain bikes can double as transportation and recreation.</p>
<p>Road cycling map is missing a big bit in the middle. Why?</p> <p>I ride my bike up here. Is it not allowed? RMS have not got any cycling prohibited signs.</p> <p>See file attached.</p>
<p>Safe and fun places for kids to learn to love bikes could sow the seeds for cycling's future. A mini dirt track with a couple of little berms and jumps in a safe place like Jacka Park could be an awesome place for the local young kids to play and learn bike handling skills.</p>
<p>Safe cycle paths, off road, should be priority.</p> <p>No1: cycle way from Narrabeen Lagoon to Ben Love Place! It should get highest priority.</p> <p>With COVID experience cycling can and should climb up in priority to highest level.</p>
<p>Seal the Booralie road shoulder give bike riders some space to move to allow cars to pass</p>
<p>Secure bike storage at transport interchanges. I've seen bike boxes that can be installed at bus or train stations to allow people to bike to the station and then take a train, collecting the bike on the return.</p>
<p>See above!</p>
<p>See attached</p>
<p>See attached document - NBC Bike Startagy 2020- AC</p> <p>This is also on behalf of Save Manly Dam Catchment Committee.</p> <p>We are particularly concerned about the trails in the Manly Dam Catchment, particularly near Aquatic Reserve. We support the original proposed shared path along Aquatic Drive.</p> <p>Off-road (shared) cycle path along Aquatic Drive is a better alternative for travel purposes than the pipeline route.</p> <p>Important objectives within the Manly Warringah War Memorial Park are to protect the bush and catchment. Concerns that the trail is unsuitable as a general purpose (off-road) bike path.</p> <p>Reasons:</p> <ul style="list-style-type: none"> • The trail is between bush and vegetated areas with the Park. • The trail passes over upper tributaries of Curl Curl Creek.

<ul style="list-style-type: none"> • Hard surface areas would change hydrology and affect bushland. • Erosion and siltation would affect waterways and aquatic habitat. • Increased unauthorised bike use in Park would damage the environment. • Lights at night would disturb wildlife. <p>The high priority for N-S link is a concern: This would facilitate bike access in the Park without the necessary protection for the environment. A prior assessment is required of potential environmental impacts within the Park.</p>
See attached file
See item 1 above - need a plan that respects pedestrians see my submission
<p>Do not support rider privilege over pedestrian safety. Try walking around Narrabeen lake!!!!Riders are a minority and I think council forgets that.</p> <p>council needs to run safety campaign on the ground. Accompanied by police blitzes...fines for not wearing a helmet for starters, I would like to see some warning campaigns (ie not fines just a friendly warning "wear your helmet " give way to pedestrians dont speed etc etc etc Sie Isaac said : force equals mass times acceleration...i.e. collisions cause real injuries school visits etc we have local buses ..some signage in our local buses...its not hard!</p>
Some cyclists are bullies. I understand why cyclists are on footpaths because the roads aren't safe for them, but I've stopped walking around Narrabeen Lake now as cyclists treat it like a race track and bully you out of their way. I've been verbally abused near the Limani Restaurant at Narrabeen by a cyclist who thought he had right of way on the footpath even though he could easily have gone around me on the grass. I had my 85 yo mother with me at the time. Provide cycle spaces for cyclists away from pedestrians! If this promotion reduces pedestrian zones or means pedestrians have to share more spaces with cyclists, then I don't want it.
Stop being half-arsed.
Stop cutting down our trees!
Stop wasting public money on cycling. Stop encouraging Tour de France wannabes to cycle up and down Allambie Road.
Sweep bike lanes more regularly and remove fallen trees as quickly as possible.
Thank you for providing this opportunity to have a say.
Thank you for taking this seriously. We're so blessed on the NB to be surrounded with wonderful terrain, beaches, national parks and other sights all worthy of seeing by bike. I fear that the usual self-interest of motorists will be highly objectionable to some or all of this plan and we'll end up with a watered down version.
Thank you for working in this plan. Hopefully it leads to productive implementation.
thanks for your great work.
Thanks so much for having a Bike Plan in the first place. Wish you all the very best of luck!
Thanks to everyone who has worked so hard to get the plan to this stage and to all the Council workers who build and maintain cycling infrastructure!
Thankyou for putting this together. Please don't put it on the shelf and please work it harder.
The bicycle route should be directed down Barrenjoey and Ocean Rds to Florida Rd Palm Beach we're there are great coffee and parking and then return the same way. The Bicycle route should not include the narrow Whale Beach and Florida Rds Those roads have been designated for a great coastal walk That walk's safety would be significantly compromised if it were to include fast moving cyclists Council initially promised that those roads would not be part of any cycling route
The biggest problem I encounter while riding on the Beaches is the Narrabeen Bridge. No one reads the Dismount from your bike signs. The bridge isn't wide enough for pedestrians and bike riders, an extra bridge either side needs to be built for pedestrians or riders.
The bike path following the South Creek corridor to Ben Love Reserve should be a high priority bike path. It has the opportunity to provide a green link, and Bike pathway separate from the road. A bike path /

walkway separate from the road is a safe and important space for our community to meet and exercise. It also provides a space for locals to enjoy nature and a connection to Narrabeen lagoon and beach.
The bike plan along barrenjoey road is dangerous as per today's proposal and has been put together without considering the reality of traffic and entries to houses along the road. I have submitted feedback numerous times but feedback and actual discussion has not taken place, looking forward to the meetings announced.
The current plan does not fulfil the purpose for the target group. It creates a lot of risks and issues for cyclists and the environment and destroys more nature which we should not promote,
<p>The current plan is well thought out and should provide major improvements for the Northern Beaches. I have some concerns relating to the timeliness of some of the options, the plan needs to have deadlines and not simply be a wish list grand plan. For example, where some routes are considered part of TfNSW and RMS major projects, these will tend to be the more important "Regional Routes" and hence should be considered critical to the network. It can't be a network if they are not connected.</p> <p>These routes should be established now and ensured that they are maintained during the works, not simply sidelined during works. The danger to vulnerable road users will only be magnified by the trucks etc, people can't just not use a route because the project hasn't included it.</p> <p>Furthermore waiting for a major project to be completed does nothing for the riders of today. Especially when these major projects could be eight to ten years away as is the case of the Tunnel to the Northern beaches: the Regional Route R3. This will tend to galvanise the negative feelings and fear associated with riding, by demonstrating that it is too hard for council and RMS to provide safe options.</p> <p>Regarding Route R3 – the current road makes little or no allowance for riders, an 80 km/h road with a narrow strip of bitumen that is often blocked by debris is dangerous for riders, but also drivers as they must navigate a safe pass – many choosing to place the burden on the rider and not provide the required 1.5m. There is room to extend the bitumen a further few metres, install concrete dividers, and provide a separated cycleway. This forms a major spoke of the network and should receive commensurate priority.</p> <p>Route R8 – this is a poor execution of a bike path, it is uneven, narrow and largely unmarked. It does not make any significant attempt to notify pedestrians or drivers that riders may be using it. Causing confusion, frustration and ultimately significant risk.</p> <p>Route R13 – Again considered as part of the RMS upgrade. What is the time frame? Is this considered acceptable?</p> <p>Finally driver education must be part of this plan. The current antagonistic behaviour experienced by all road users often is a result of poor understanding of rules and responsibilities. Drivers should be aware of the danger presented by close passes, riders understanding of their comparative speeds etc. Get the publications like Manly Daily on side and don't give willfully ignorant parties a platform to espouse hatred. This plan and its eventual formation will be judged by the people of the Northern Beaches, it is too important for our future to be simply green washing. Literally lives are at stake.</p>
The draft map for the Safe Cycling Plan contains some low priority routes that are not feasible. These should be deleted from the map as their sole purpose appears to be vague promises that look good but can't possibly be fulfilled. Local example is the low priority path indicated from Macintosh road northbound through the South Creek reserve up to Little Willandra Road, along the creek line. A short visit to the proposed route would reveal that a bike path here is totally impossible, given that it would require descent through a stormwater storage basin, several rock cascade waterfalls and vertical creek banks. The route indicated is only possible by fit hikers who are willing to get wet and covered in ticks. Even through this is indicated as low priority, it should be removed as it is totally impractical. Instead consideration should be given to a separated bike path along Willandra Road that could link up with others. In general, the Cromer/Narrabeena area is very poorly served by any type of bike path.
The Kuringah park area and Bobbin head area has the best maintained roads and safest for bikers but getting there either via McCarrs or Mona Vale Road is dangerous. This needs to be addressed.
The maps provided are only moderately useful in determining what is actually planned. the detail is not refined enough
The on-line GIS was useful but could be made even more useful by better controls and filtering.
<p>The path suggested for Lake Park Road goes across everyone's driveway and Darius St. This is not a 'safe' way to do it. You have previously done this in Oak St. As a cyclist I use the road there as I am afraid I'll get hit by a car coming out of those driveways,</p> <p>There is a park opposite that the path could go parallel with the road with no driveways.</p> <p>This is also lit by street lighting and so safe at night (for walkers and cyclists).</p> <p>Please seriously consider what you're doing here. It is supposed to be a "Safe Cycling Network".</p>

<p>The plan is not clear when enlarged. Is the Long Reef to Dee Why section on Pittwater Road, or in the Nature Reserve. If it's not in the Reserve, why not? Warriewood Wetlands and Narrabeen Lagoon have excellent walking/cycling paths yet Dee Why Lagoon does not.</p> <p>Cycling or walking that section would be much safer and scenic with a combination of pathways and boardwalks. Is such a project in the pipeline or on the backburner or shelved?</p>
<p>The plan looks excellent. I hope it will be funded and we will see improved cycling facilities in the Northern Beaches. Funding is also required for ongoing maintenance of existing bike paths and an education program to educate people on how to share recreational bike paths. Some existing bike paths go along the footpath through bus stops etc and these need to be made safer for both cyclists and pedestrians.</p>
<p>The plan seems to rely very heavily on applying for NSW Government funding. Is timely and adequate funding realistic, or is the plan in fact aspirational, with the likelihood that the excuse of inadequate state funding becoming the excuse for a lack of progress and impact? I think there should be clear pledges to delivery of infrastructure locally with a proposal for alternative funding sources, including Council debt as a commitment even at a last resource.</p>
<p>The plan should include making shared paths safer for pedestrians and policing safety.</p> <p>Where bicycle or shared paths intersect major pedestrian crossings, eg adjacent the intersection of North Steyne & Denison Street Manly, the plan should provide for good signage and preferably a marked pedestrian crossing over the path to ensure that cyclists give way to pedestrians.</p> <p>Council did install "Give Way to Pedestrians" signs at the above crossing but cyclists frequently ignore the give way direction presenting not just a risk of injury but frightening many elderly pedestrians and discouraging them from walking. Cyclists have even sabotaged these signs- on one occasion council had to reposition the sign.</p>
<p>The proposed shared pathway between Surfside Avenue and The Serpentine on Barrenjoey Road at Avalon is unsafe, both for pedestrians, cyclists and local residents. Cyclists should use Barrenjoey Road and the path should be for pedestrians only. It's encouraging to see that Council has abandoned its earlier plans for a shared pathway on The Serpentine. It would also have been dangerous for pedestrians, cyclists and local residents. It was also a massive waste of public funds.</p>
<p>The Roseville bridge is marked as having an existing cycle path. I would strongly encourage revisiting that decision. A safe cycle path across Roseville bridge (which doesn't exist today, evident by the tiny number of cyclists that cross the bridge) would encourage cycling from the beaches to work locations in Chatswood, north Sydney, CBD etc</p>
<p>There are 1000's of children (including my own) who would love to ride to school, however due to the road dangers and limited safe riding paths to school, I forbid them from cycling to school.</p>
<p>There are sections of road where you have no choice but to cycle in a bus lane, especially during peak hour, I've done this regularly but it's now at the point where I find it too scary. Can you please look at improvement to bus lanes to factor in cyclists sharing this lane.</p>
<p>There is a real dichotomy between commuter versus recreational cycle usage that should be fully addressed before undertaking significant increase in expenditure. And I would add there is an even greater conflict between scenic path pedestrians and cyclists (one third of whom do not observe safety protocols when passing pedestrians ---NSW Govt Shared Pathways booklet survey). Typically on the Narrabeen Lagoon Track exercise cyclists at speed are a distinct hazard to each other and particularly to pedestrians attempting to enjoy the peace and serenity, only to be continually endangered and distracted. It is an unfair balance weighted heavily in favour of the cyclists. And it is a safety hazard that NBC has so far failed to adequately address. Placing signage about slow down to 10 kph when passing and to give way to pedestrians is continually</p>

floutedyet Council has failed to adequately act..and will I feel be responsible for any serious cyclist/pedestrian collisions, not only at Narrabeen Lagoon but on many other shared path networks. This safety issue must be addressed.

There is little to no mention of the upgrade / creation of dirt tracks suitable for mountain biking. The plan is overly focused on bicycling on the road and insufficient detail on offroad mountain biking.

At Terry Hills in the area behind the Japanese International School there is an opportunity to further improve the existing fire trails from what they currently are to something more substantial. New Zealand has developed what was National Park into an internationally renowned area for mountain biking called Woodhill (see attached link below):

<https://www.bikeparks.co.nz>

We could easily do the same in an around Terry Hills and Duffys Forest.

Regards

Glenn

These are my thoughts

1. Bike lane needs to be installed on Booralie road as on a Saturday and Sunday there are groups of bike riders every weekend in groups of 5-15 people this was before the corona virus.
2. Perhaps council needs to do a bike count from 5.30am Saturday and Sunday once we are free of the virus, and normality returns.
3. In summer Booralie road is congested of individual and group bike riders.
4. I predict very soon once normality does return there will be the normal influx of bike riders and there will be a terrible accident waiting to happen.!
5. Unfortunately people do not know how to pass an individual or a group of cyclists on Booralie road.
6. Booralie road is not wide enough for cars horses and cyclists.
7. There is plenty of verge space to create a cycle lane on both sides
8. We have more bikes cycling on Booralie road at one time than Manly or Deewhy.

Regards Deborah

Think about pedestrians of all ages and how shared pathways can be dangerous for them. While walking on the footpath on Pittwater Rd near Oliver Steet, cyclists have ridden past me at a fast speed with no helmet and no warning they were behind me. Their speed is ridiculous and they could be easily hit by a car reversing out of a driveway.

Think outside the square.

Think the path planned for around the bends (Bilgola Beach) should coincide with walking path and more direct connection between Avalon and Newport.

This e-bikes and start again as they will be the most important mode of transport in the 21st century.

Your bike plan is very poorly prepared with no engagement for stakeholders.

This is another plan that comes across as all motherhood statements with no clear execution. What was wrong with the last plan?

Let's hope this isn't just an exercise in an election year to make it look like you're doing something after years of inaction.

Why aren't council pushing for Beaches Link to have a cycling component along the tunnel corridor - without that what we do here will be useless for most riders to the city?

This is my second submission. The first focussed on a particular recreational ride. This is more general
This is so important
<p>This is the way of the future.</p> <p>Please make sure the cycle way is safe and useable, not just a tick in the right direction.</p> <p>Some cycle ways are dangerous (White St); just because there is a paint mark on the road does not make it safe.</p> <p>Thx!!! Looking forward to is as someone who cycles to the city for work a couple of times a week and cycles for fun, usually at North Head :-)</p>
Throw it away
Trim trees and bushes on key paths like Kenneth Rd Manly Vale.
Upgrade Booralie Road shoulders or at the very least provide some passing lanes
<p>Urgent consideration must be given to McCarrs Creek Rd. I doubt many other roads listed on your priority sheet would cater for the numbers, and consistency, of cyclists that this road does.</p> <p>There also needs to be a strongly enforced code for cyclists when using residential streets, for example no shouting at each other before 8am (we are often woken up before dawn by groups shouting), fines for not using bike lanes, not riding in single file, or large groups.</p> <p>Also, cyclists should not be allowed to use bus lanes in peak hour. The point of those lanes is to speed up public transport, but cyclists do exactly the opposite because the bus has to pull out into the other lanes to avoid them.</p>
Very messy maps. Not easy to follow.
Water stations to allow easy refilling of water bottles would be fantastic.
<p>We as a community NEED these walk and cycleways not only for exercise but also to get out from our homes to "just get a life"...smell the roses!</p> <p>Nothing worse than a biker or bikers creeping up behind you about 20-30 kph with no bell (or a bell that does not work) ringing or warning except "OIE" some with helmets on but a lot have not...not slowing down just full speed ahead BUT they think it's THEIR right to have the "shared walk way" all to them...it's too dangerous especially the Narrabeen walk/Bike Rte....take a look on the weekends and see how many idiots "fly around that 'course" and other in the same manner!</p> <p>These SAFE BIKE and walkway paths are in "NEED of some sort of POLICING" if only for a week or day per month...the "word of mouth would soon get out there not to speed, have your safety gear on and make sure your bloody bike bell works!</p> <p>I suppose "I'm peeing into the wind here"...just like the 40 kph signage around the Dee Why district...I think was a huge waste of money and resources owing to the fact that it has made one iota bit of difference....I complained and I was assured by some council employee in a tired voice that they will get the Police to do it...that was about 6-10 weeks ago....nothing has changed at all!!</p>
<p>We as a family greatly appreciated that the ridiculous idea of having a bike path across Dee Why dune and a bridge across the Dee Why lagoon opening has finally been dropped and disappeared.</p> <p>We are cyclists but would NOT want to see our cycling lead to a negative impact and ingress into an environmental refuge like the Dee Why lagoon area. It is great to see that common sense has prevailed and that the Dee Why lagoon area has now been removed as an option from the bike plan</p>
We need more cycle paths for kids to cycle to schools and for safer ways for people to cycle to the City and North Sydney from the northern beaches as well as more recreational cycle tracks
Where is Harold Scrubby and the pedestrian council of ONE
With an aging demography, shared pathways are not strategically sound.
As people get older, proprioception declines and risk aversion grows. Old people who need pathways, as they can't drive, will actively avoid shared pathways as they sense danger from

speeding bicycles.

For example, Griffith Street and Kenneth Roads:

I know several elderly people who actively avoid walking to desirable areas (such as Andrew Boy Charlton Pool) to avoid shared pathways. They forgo swimming as a result.

Sure there is an exclusive pedestrian path on one side of Griffith Road, but this is riddled with busy intersections, another difficulty for seniors to negotiate.

I realise there's no easy solution, but shared pathways are hybrids that disadvantage the elderly.

With more people cycling during covid isolation, it is obvious that more people want to cycle and do so safely. It can be only be done by limiting the interactions between pedestrians, cars and bicycles when possible.

Consequently proper bike/pedestrian infrastructure should be considered on par with car infrastructure. A splash of paint on the road to indicate bike traffic is not infrastructure.

The NB Hospital precinct shows how successful bike infrastructure can be, I'm hoping that this bike plan is the missing piece in getting all those various bike paths connected so that cycling is no longer a sport but a way to go to school, work, shopping, meet friends etc ...

Would like to see a bike path going all the way up to palm beach a d wakehurst parkway to seaforth

Would like to see more Council support for the development of mountain biking trails throughout the beaches, especially beginner/ intermediate trails that will be suitable for less experienced riders. Our local MTB trail network is excellent and very enjoyable for experienced riders, but does require a high skill and/ or fitness level to participate in most tracks.

Would love to ride again if roads were safer. Shared tracks are not safe as bike riders usually do not sound a warning of approach and near misses or accidents are a real problem

Wow! amazing plan. Love it. Thank you for all your hard work bringing this together. If Council is serious about promoting bike transport, then car transport has to be less attractive (e.g. removing car parking along one side of a street)

YES,

Please send as much information as possible to my email at [REDACTED]

Also please send plans of tracks/ facilities/ maps/ideas etc to my home address :-

[REDACTED]

You have made no effort to include any improvements for Bilgola Plateau although many children and adults would travel from here to Bilgola Beach, Avalon and Palm beach either by bicycle, skateboard or walking. The streets in this suburb is narrow, winding and steep making it especially dangerous. Why is Bilgola Plateau, brother to Avalon always overlooked when it has geographically so many more safety concerns??

You might want to consider adding more signage for pedestrians on shared paths. With the number of times I've almost had an accident, had an accident or seen one because pedestrians can't keep left, ignore bells (or don't know what to do, i.e. stopping and turning around, or moving to the right) or let their children run around unsupervised on the paths. "Keep left" obviously doesn't work, neither does "Ring bell". With the lack of clear guidelines and directions for the use of shared paths, it's only a matter of time before an accident ends up in court.

Where possible, separate bike and pedestrian paths with clear signage (like with bus lanes) would be a great improvement.

Shared car/bike lanes (like those on Ocean St.) are almost more dangerous than having none at all. Many times myself or my partner have almost hit (and have on one occasion) someone opening their car door without looking. If only you could do something about the parking situation

in the area, you could then dedicate one side of the road for a cycling lane.

There is a real gap in the lake trail between Waterloo St. at Pittwater Rd. and Ocean St. at Malcolm St. that forces you to either ride on the footpath, or road, both of which are dangerous. A continuation and widening of the path from Woolworths around the lake parallel to Lagoon Street and improved crossing at Pittwater Rd. and Waterloo St. (i.e. the addition of a crossing on the northern end of the intersection) would really help. An alternative option might be a path along the beach between Narrabeen St. and Malcolm St.

Your doing a great job. Keep it going

Appendix 3 - Your Say Submission form attachments

Re: Northern Beaches Bike Plan (Draft)

Thank you for the opportunity to comment on the Draft Northern Beaches Bike Plan.

[REDACTED] is committed to ensuring that the built environment has a net-positive impact on the health and well-being of individuals and the wider community. In this context, we commend Northern Beaches Council's commitment to increase cycling for transport and as an alternative option to using a car. These strategies are supported by evidence-based guidelines as important contributors to the health of the population¹.

We further support Council's approach to link the Bicycle Plan to the broader 'Move – Northern Beaches Transport Strategy 2038' and Council's aspirations to double the amount of 'active travel' trips like cycling and walking and reduce car trips by 30%.

Below are some detailed recommendations on the Plan's directions. However, some general recommendations relating to the overall plan include:

- Consider changing the title to 'Northern Beaches Cycling Plan'. This aligns with the title of other metropolitan Sydney Council plans where the focus is on 'cycling' rather than 'bikes'.
- Consider adding some case studies and infographics to the Plan which add meaning, perspective and clear messages.

Direction 1: Expand, improve and maintain the safe cycling network

[REDACTED] commends Council's intent to provide a 'safe and connected cycling environment'. As detailed in the City of Sydney Cycling Strategy and Action Plan 2018, riding numbers have increased where they have built separated cycle ways. For example, there are now five times as many bike trips on Bourke Street than before the cycle way was built, with around 1,700 bike trips each weekday. Some of those trips are by children, riding to Bourke Street and Crown Street public schools.

[REDACTED] recommends that the Northern Beaches Council:

- Build the local and regional routes as separated cycle ways where feasible.
- To increase cycling numbers at any time of day particularly at night, we suggest that Council introduces energy-saving lighting triggered by movement along popular bike paths.
- Investigates opportunities to more children's learning opportunities and learn-to-ride tracks

¹ Kent, J., Thompson, S.M., and Jalaludin, B., Healthy Built Environments: A review of the literature, Sydney: Healthy Built Environments Program, City Futures Research Centre, UNSW

Direction 2: Improve and maintain the road cycling network

As part of its commitment to improving the road cycling network, we support Council's commitment to implement 'best practice design methodology' in mixed land use areas such as Brookvale and Frenchs Forest. These areas now attract a larger workforce as a result of new health infrastructure including the Northern Beaches Hospital. Living and/or working in a location that incorporates mixed land use, has highly connected and well maintained streets/pathways and bike paths and provides access to good quality and safe open space is associated with higher levels of physical activity^{1,2}.

██████████ recommends that the Northern Beaches Council:

- Partner with businesses and local organisations in areas of mixed land use including NSLHD Health Promotion to encourage healthier and more focused workplaces.
- Develop a 'car dooring campaign' which targets drivers in mixed land use areas such as Brookvale.

Direction 3: Provide and maintain end-of-trip facilities

As highlighted in the Draft Northern Beaches Bike Plan, end-of-trip facilities are a key consideration for people who choose to cycle vs drive.

██████████ recommends that additional actions are considered for Direction 3 including the following:

- Support children and school communities to ride to school
- Plan for cycling as a travel mode when coordinating Council events

We appreciate the opportunity to provide comment on the Draft Northern Beaches Bike Plan. Should you have any queries about this submission please contact ██████████. We look forward to continuing our work with the Northern Beaches Council to support projects that benefit the health, wellbeing and safety of the community.

Yours sincerely,

SAFE CYCLING NETWORK – GENERAL COMMENTS

- Ideally, shared paths should allow cyclists and pedestrians to use and enjoy the paths equally.
- From my observations as a frequent pedestrian using both shared paths and footpaths through the Dee Why and surrounding areas for over 30 years I conclude that there is no equal sharing in real life – cyclists rule and pedestrians have to get out of the way or suffer the consequences of being run over by a cyclist often speeding in excess of 20km/hr.
- Neither party is blameless.
 - Pedestrians – not keeping to the left, walking side by side on narrow paths which blocks all other users, walking dogs on self extending leads which allow the dogs to wander all over the place and trip other users.
 - Cyclists – not giving way to pedestrians where the pedestrian is on a narrow path, not keeping to the left, riding towards pedestrians in an attempt to intimidate them to give way to the cyclist, not ringing their bell when approaching a pedestrian from behind (from observation this failure to ring applies to 90% of cyclists passing me. Also, from observation, the vast majority of cyclists which pass me do not have bells fitted), cyclists passing so close to pedestrians as to startle them and cause them to veer off course.
- I support the encouragement of more activity amongst the population, including cycling. I also acknowledge that safe cycling along shared paths is a practical method of doing this.
- However, every time a shared path is created from an existing footpath the option for a pedestrian to use a path without encountering cyclists is removed (notwithstanding those cyclists permitted to use footpaths). This increase the risk to the pedestrian and can lead to discouragement of the pedestrian to walk because their risk is increased and sense of safety decreased.
- The extent of the proposed increases in shared paths in the Dee Why area means there will be several instances where the pedestrian will have no option other than to brave a shared path. For example, if I wish to walk to the Dee Why CBD or Dee Why Beach from my home in Palara Place, Dee Why I will have no other practical option than to use a shared path once the proposed shared path plan is implemented. Both sides of Fisher Road and Pittwater Road will be shared paths so the only way I can avoid them will be to drive !!
- I consider the proposal to convert so many footpaths to shared paths significantly favors cyclists over pedestrians and is grossly unfair in the way it takes away the options for pedestrians to use footpaths in safety, relatively unaffected by the presence of cyclists.

Recommendation

There should be a limitation that where a shared path is created on one side of the street that the other side should be a footpath for pedestrians and legally allowed cyclists only, subject to practical limitations.

SAFE CYCLING NETWORK PROPOSAL – DEE WHY CBD

- I consider the proposal for shared paths on both sides of Pittwater Road, Dee Why an accident waiting to happen and not adequately thought out.
- In addition to the dangers and issues from the behaviour of pedestrians and cyclists referred to above, there are additional concerns from people entering and exiting shops in this area.
- From most shops you exit straight onto the footpath, frequently with no visibility of any activity in either direction. As most shoppers will be thinking about their completed purchase, next proposed purchase or returning to their vehicle it is unrealistic to expect them to be watching out for cyclists. Accordingly, the chances of an accident with a cyclist are high. After all, the person is in a shopping area, not a velodrome!
- *In the block between Dee Why Parade and Howard Avenue (east side)* is located the Hanly Moir Pathology Collection Centre. This very busy site is used by many elderly and often sick persons who can hardly be expected to watch out for wayward (and often speeding) cyclists (this is happening now – have you seen how the vastly increased number of food delivery cyclists behave on the Dee Why footpaths ?)
- *In the block between Howard Avenue and Oaks Avenue (east side)* are located two bus stops, including for the B Line. Particularly during the morning peak there are large numbers of people queuing up and milling around waiting for the bus. When the bus arrives the focus of these people is to board and not look out for approaching cyclists. How are you going to keep these people and cyclists separated so that the bus can be boarded without passengers becoming entangled in wayward cyclists?
- *In the block between Fisher Road and St Davids Avenue (west side of Pittwater Road)* there is the main Dee Why bus stop adjacent to St Davids Avenue. Due to the location of the bus shelter and the adjacent landscaping there is little room to move when passengers are boarding and leaving the bus. If you add in the persons waiting to cross Pittwater Road at the traffic lights you often can't even walk past this bus stop, particularly in the pm peak, let alone cycle. How are you going to address this issue to keep the cyclists separate from the passengers?
- *From Walter Gors Park to Pittwater Road* – the proposal is for cyclists to cross Howard Avenue at the pedestrian crossing near Coles Arcade and proceed to Pittwater Road on the south side of Howard Avenue. There are two dangers here – mixing shoppers exiting Coles Arcade with cyclists and cyclists ignoring the requirement to cross to the south side and continuing through shoppers and along the narrowed north side of Howard Avenue to Pittwater Road (I have seen this already).

Recommendation

Just as the shared path in Brookvale shows it being diverted around the Pittwater Road shops (east side) via Mitchell Road and Orchard Street so should it be diverted for the Pittwater Road (east side) shops via Dee Why Parade, past Walter Gors Park and Triangle Park and up Oaks Avenue (north side).

Alternatively, considering how busy the Dee Why CBD gets from a pedestrian point of view I believe there needs to be more thought given on where cyclists should be allowed, how to protect shoppers and commuters from cyclists eg, barriers and signage requiring cyclists to slow down and possibly dismount in certain choke points eg main bus stops and whether the risk is too great to allow shoppers and cyclists to share paths in busy areas in the first place.

SAFE CYCLING NETWORK PROPOSAL – Parts of DEE WHY and COLLAROY

Campbell Avenue and South Creek Road, Dee Why

- I agree that High Priority should be given to construction of a shared path on the west side of Campbell Avenue from Lynwood Avenue to South Creek Road.
- I also agree with High Priority being given to construction of a shared path on the south side of South Creek Road from Pittwater Road to Campbell Avenue.
- I do not understand why the link shared path between where these two proposed shared paths meet has been given a Low Priority. By link path I mean along the south side of South Creek Road from Campbell Avenue to the current shared path which terminates outside Cromer Park.

As the plan currently stands cyclists will reach the end of the new Campbell Avenue and South Creek Road shared paths and if they want to proceed west on South Creek Road they will either have to ride on the existing narrow footpath or along the road. This is not satisfactory.

Recommendation

Considering many of these cyclists will be heading to Cromer High School and Cromer Park this link path section should be given the same High Priority as the other two new paths referred to above and completed at the same time as the Campbell Avenue path.

In addition, consideration should be given to installing a refuge island in Campbell Avenue near the South Creek Road intersection (roundabout) to provide a safer way for cyclists and pedestrians to cross from the South Creek Road south side to the Campbell Avenue west side shared path.

Missing Link – Lismore Avenue, Dee Why to Ocean Grove, Collaroy

- The only existing Safe Cycling Route from Lismore Avenue to Ocean Grove is via Cromer and Narrabeen – hardly the most direct route !
- The more direct route is to cycle along the west side footpath of Pittwater Road which is largely a narrow footpath with many parts in poor condition.
- Alternately there is the Road Cycling Network Path from Tara Crescent, Dee Why to Ocean Grove, Collaroy. Although well sign posted it cannot be considered a Safe Cycling option as it has no footpaths in several areas and the existing footpaths are narrow and steep in parts. This includes recently completed footpaths in Cumberland Avenue, near Hay Street.
- There is also the issue of where do the cyclists go once they have proceeded east along the new South Creek Road path and reached Pittwater Road. Their safest and most logical option is to use the footpaths – north or south bound. Currently these have been given a Low Priority.
- The current plan has assigned a Low Priority to the west side of Pittwater Road from Lismore Avenue to Ocean Grove.
- There is also the current shambles for north bound cyclists once they cross Lismore Avenue (west side) to consider. At present cyclists are expected to cross at the Lismore Avenue/Pittwater Road traffic lights, veer left onto the shared path through Dee Why

Park, head north for around 100 metres, veer right onto a shared path adjacent to Pittwater Road, travel north for another 100 metres, then head west along a laneway which leads them into Billarong Avenue to use the Road Cycling Network – what a dog's breakfast !

- So, instead, cyclists travel north from Lismore Avenue along the existing Pittwater Road west footpath and run into conflict with bus shelter which obscures most of the footpath, with persons waiting at the bus stop and pedestrians.

Recommendation

Construction of a shared path on the west side of Pittwater Road between Lismore Avenue and South Creek Road, Dee Why should be given a High Priority (including moving bus shelters further west and off the path) AND the section between South Creek Road and Ocean Grove, Collaroy be given at least a Medium Priority.

ROAD CYCLING NETWORK – DEE WHY

The map provided is missing, in the Dee Why area, Billarong Avenue, Kalora Avenue and Palara Place. All these streets have either road markings or street signs indicating they are cycle routes and none have footpaths.

Northern Beaches Bike Plan

The draft Bike Plan is an excellent effort in collating a vast amount of data and opinions that represent the current status of Council's bike infrastructure, state government's interaction and influence upon the bike riding public of the Northern Beaches and the strong opinions of the bike riding public.

Such a focused document can become a manifesto of the sector to which it is related and it requires strong discipline on the part of the authors to ensure that a balanced perspective is presented. To this end I make the following recommendations:

- Separated pathways should be the preferred option whenever pathways are being constructed or upgraded, as pedestrians often feel intimidated and scared by speeding cyclists. Some pathways, such as Marine Pde Manly, should be for pedestrian traffic only as the parade is too narrow to accommodate pedestrians and speeding cyclists at any time.
- As the majority of motor vehicle / bicycle accidents occur at intersections, barriers should be erected at those intersections not controlled by traffic lights that will force the bike rider to dismount before crossing. A good example of such a need is adjacent to the Manly Swim Centre on the corner of Balgowlah and Kenneth Rds Manly.
- A 'user pay' principle needs to be adopted by Council in regards to the cost of infrastructure, particularly in respect to end-of-trip facilities. Such a policy would be in accord with Council's existing policies regarding car parking and boat/kayak storage. I suggest that Council petition the state government to introduce bike registration for all adult riders and that Council be the collecting authority in a similar manner to the registration of dogs. I also propose that coin and credit card facilities be attached to the bike storage infrastructure.
- I do not agree with the statement that "Successful bicycle parking facilities are located in convenient proximity to the destination, highly visible and in line with Australian Standards." My objection is not with the need for them to be located in convenient proximity to the destination, but rather that they have to be highly visible. The attached photos are of the bike racks at Manly Wharf on the western esplanade immediately adjacent to the Harbour. They are nothing but an eyesore and should be located on the eastern side of the Wharf integrated with the buildings.
- Council does an excellent job in communicating with the community and I recommend that Council expand this communication to focus on educating cyclists on the road rules and riding etiquette.

Thank you for the opportunity to contribute to this important discussion.

Yours faithfully

[Redacted Signature]

Manly NSW 2095

Re- Northern Beaches Bike Plan (Draft)

Thank you for the opportunity to provide comments on this draft plan. [REDACTED]
[REDACTED] commend the Council on their vision to expand and improve cycling networks but are of the view that Duffys Forest has been completely excluded from proposed action plans.

There are a number of unique features of Duffys Forest which need to be considered before developing the final bike plan.

- Booralie Roads is the only roads to ingress and egress Duffys Forest.
- Equestrian activities are an important commercial and recreational feature of the area.
- The historic bridle path along Booralie Rd is essential to support this industry and could not be shared with bike riders.
- The road edges of Booralie Rd and other roads in non-residential Terrey Hills and Duffys Forest used by bike-riders are jagged and the shoulders unsealed and rough, which poses a major safety hazard with the potential for falls into the path of passing traffic.
- Duffys Forest has 3 schools, including the Northern Beaches Christian and Sydney Japanese School which we understand have discouraged students from riding bikes to school due to safety concerns.
- School buses add to the heavy vehicle transport along this route.
- There is also very limited public transport linking Terrey Hills to Duffys Forest.
- Generations of children have been denied the opportunity to ride bikes to school because of the dangers.
- The safety concerns are compounded by the fact that there are no passing lanes along Booralie Road.

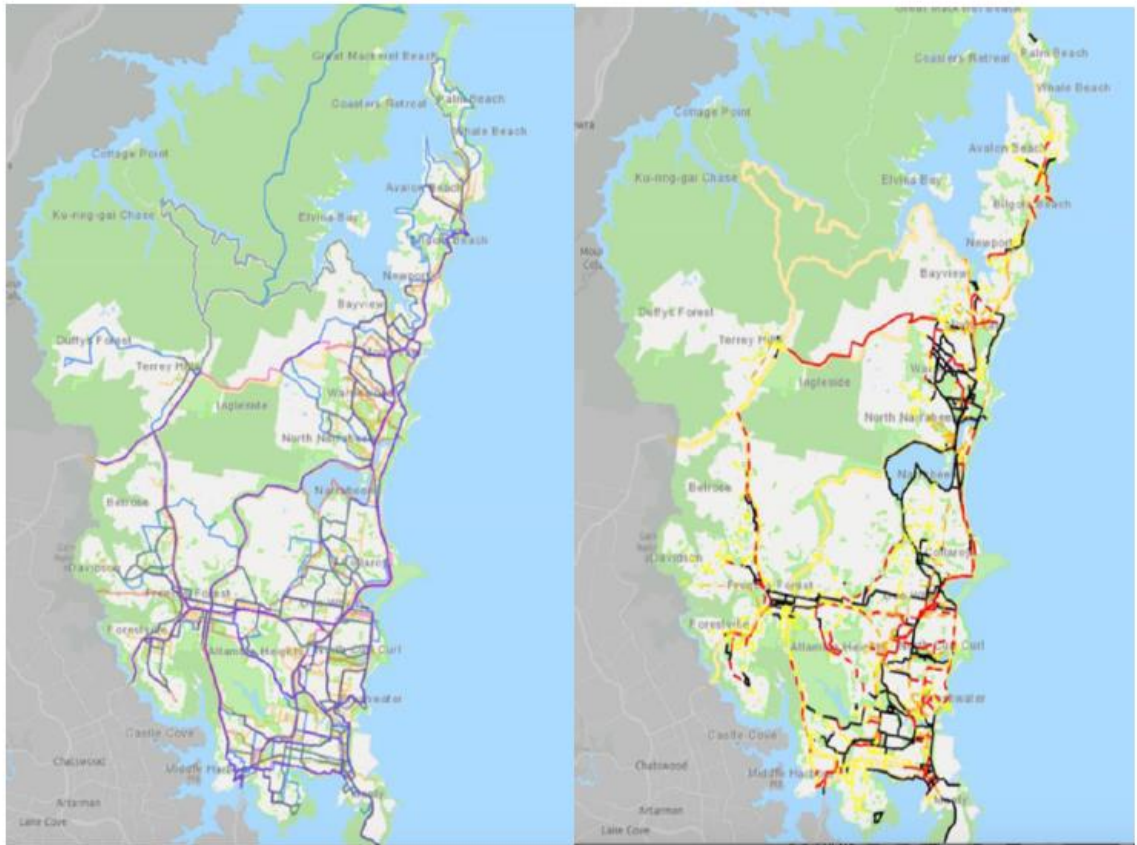


CONCERNS

Duffys Forest has been highlighted in Council's Cycling Snapshot above as a "**popular road cycle training area**". These findings require more consideration as this "training" involves pelotons which take up the entire road and as a result of unsealed verges, these riders have no opportunity to move over to assist in cars passing.]

finds it remarkable that Booralie/Thuddungra Roads have been excluded from the Safe Cycling Network, despite being one of the 17 locations identified on the Cycling Snapshot, which states that Duffys Forest is a "**popular road cycle training area. Cycling activities are highest on weekend and weekday mornings.**"

As a consequence of exclusion from the Safe Cycling Network, this popular cycling route has not been earmarked for ANY improvements under ANY priority rating.



The Bike plan indicates Duffys Forest will be managed under the Road Cycling Network (Direction 2).

Direction 2: TO IMPROVE & MAINTAIN THE ROAD CYCLING NETWORK.

“The Road Cycling Network identifies the most popular roads that people are currently using. It is intended that cyclists consider travelling on these roads and to ensure the road is safe for all users.

The plan outlines typical treatments that form part of the Road Cycling Network, including

Marked bicycle lanes

Stencilling

Awareness signage

Traffic calming that is cycle safe

Wide kerbside lane and road shoulder improvements

The typical treatments outlined above are completely absent from Booralie Road.

Council has stated in the draft that ***“Roads identified under the Road Cycling Network will be considered for cycling safety improvements during upgrades and maintenance activities.”***

thus, it is disappointing to read this visionary plan and realise once again that there is nothing proposed to improve the safety for cyclists & drivers in Duffys Forest.

██████ requests that Council

- include Booralie /Thuddungra Roads in the **“Safe Cycling Network”**
- prioritise the urgent sealing of the road shoulder in Councils operational and capital works budget.
- extend the typical treatment outlined in Direction 2 to Booralie & Thuddungra Roads,
- DFRA requests that upgrade of road shoulders be included in ACTION TABLE DIRECTION 2,

██████ has lobbied Council for over three decades to address the road shoulders and safety issues. The standard response has been that it is not in this year’s budget. It is now a priority that these safety concerns are addressed, namely, to prioritize upgrades to Booralie/Thuddungra Rd shoulders.

We look forward to the seeing our proposals incorporated in the final Bike Plan.

Yours Sincerely,

Spit Bridge bike/pedestrian footpath

The beginning of Spit Bridge bike/pedestrian footpath on the Northern Beaches side does not have any safety railing.

It's a narrow pavement, with bikes and people, including little kids, coming in both directions right next to a high speed 4 lane road. On one side is a fence, and on the other, a drop straight onto the busy road. Even worse, there's a ramp and curve to approach the pavement making access tricky.

It's only a short section that needs to be railed, before the Spit Bridge railing is reached. At the Mosman end, beautiful safety railing was put in a few years ago, presumably by council, so that side is perfect.

You are providing safety railing on the Pittwater Rd bridge where it crosses Manly lagoon, which is great. This one on Sydney Rd is far more dangerous.



Manly end Spit Bridge



Manly end



Mosman end

Thanks for your work.

Comments on the Northern Beaches Bike Plan

Background

I am a senior person who rides with a Probus group for friendship and exercise at least once per week. We are not commuters and invariably end where we begin. We ride in various parts of Sydney and beyond, wherever we can enjoy some interesting scenery on safe paths over a distance of 30 to 40 km without too many hills. Two of our rides are on the Northern Beaches. One ride is around Manly, the other from Narrabeen to Bayview and return. The following comments relate to the Narrabeen ride and its relationship to the "Plan".

Narrabeen ride

Starting at Wimbledon reserve (on Narrabeen Lake) we follow the existing bike network to Ponderosa parade. Ponderosa Parade has no bike paths and it is good to see that there is a red line along part of Ponderosa parade. The northern part of Ponderosa up to Mona Vale Rd is black but there is NO bike path along this section so the map is in error. We then cross Mona Vale Road (very difficult and unsafe) riding down Samuel St which has no bike path and is steep, busy and dangerous. We get off as soon as possible turning right into Parkland Rd which provides a reasonably pleasant and safe route to Winnereeremy Bay via Kunari Place. I have no interest in riding with the traffic along Cabbage Tree Road and am disappointed that Parkland Road is not included in the plan. Good to see that some work is planned between Kunari Place and Darley Road. We ride on to the Anchorage on Pittwater Road for coffee and it is disappointing that fixing this miserable piece of road (for bikes) is seen as a low priority and disappointing that there are NO bike plans north of the Anchorage.

We turn back along Basset St (good to see the red broken line but it should be an unbroken line) and via the existing network through Mona Vale Golf Club (very good). From South Mona Vale headland to Narrabeen via Sydney Rd is shown as "Medium Priority". Why? Who would opt to ride along Pittwater Rd? After joining Pittwater Rd at Ocean St we ride in the bus lane on the eastern side to Collaroy stopping at Long Reef for lunch. The existing bike path is on the WRONG (western) SIDE of Pittwater Rd. There are too many busy side streets (the streets on the eastern side carry virtually no traffic) and to use the western side path one must cross busy Pittwater Rd twice. Why spend more money extending a path which is in the wrong place?

From Long Reef we HAVE to ride down the eastern side of Pittwater Rd to South Creek. Fixing this is stated to be a LOW priority. WHY. This is a MAJOR north-south route and should be fixed as a matter of priority. Land seems to be available to do this at modest expense. |

The ride up South Creek and back to Wimbledon Reserve along the existing network is a pleasure and Council is to be congratulated for the work around Narrabeen Lagoon.

General Comments

Looking at the "safe cycling" map as presented one is hard put to string together an "enjoyable ride" for interest and exercise linking together proposed work that might be completed soon. The plan may offer benefits to point to point commuters, children going to school (if their mothers would let them) and perhaps others. But not to anyone wanting to go out for a few hours riding with lunch along the way.

Can you please think about drawing red lines that link with black ones to form a few pleasant circuits the might be completed in a sensible space of time (like a year or three)?

Northern Beached Bike Plan Submission No.2

Introduction

My previous submission focussed on a particular recreational ride I do with a Probus group. This submission addresses more general issues related to recreational cycling.

Safe Cycling Network(s)

My interest (and those of my friends) is in using the Safe Cycling Network for recreation. However, the Bike Plan states that the Safe Cycling Network is “for transport with a focus on short trips” (see P4). The needs of recreational riders are quite different from those riding for transport; the focus of recreational rides is on the journey not the destination, rides need to be of reasonable length (10-40km), as few steep hills as possible, some scenic value, safe for all ages particularly elderly and children, avoiding town centres and in the form of a “loop”. It is difficult to see how the planned bike paths shown on the safe cycling network map can meet the objectives of recreational cyclists. Almost every “loop” one tries to make by combining segments of the proposed network is incomplete or includes low priority sections.

I would like to see two “Safe Cycling Network” plans created. A “Safe Cycling for Transport” plan for short trips to the shops, the beach, schools or transport hubs etc and a “Safe Cycling for Recreation” plan for enjoyment, exercise and family fun. Of course there would be overlap (just as long distance commuters and road cyclists use the Safe Cycling Network) but at least the recreational plan would show complete rides without major missing links or low priority sections.

How Much Cycling is for “Recreation”?

The NB Bike Plan says (P7) that 83% of NB residents cycled for recreation and only 26% cycled for transport. Of course those cycling for transport may ride more frequently and over longer distances and this would certainly be true of some commuters. Unfortunately data on the extent to which the Safe Cycling Network is used for recreational purposes is not readily available to me (for example in the Stage1 Engagement Report) but may be available to Council. My experience riding at least once a week on the shared path adjacent to the Burnt Bridge Creek Deviation (amongst others) suggests that at least a third of cyclists using this path ride for recreation. At present (during the pandemic) family groups with bicycles and scooters riding for recreation represent the majority and I hope that this will persist.

Conclusion

I believe that cycling for recreation represents a considerable proportion of all cycling trips on the Northern Beaches and recreational cyclists deserve a safe cycling network comprising sympathetic and connected off-road paths. The draft Northern Beaches Bike Plan should be amended to include an additional map showing a good number of examples of how planned works will meet the needs of recreational cyclists. To achieve a reasonable and timely outcome it may be necessary to change existing priorities.

On the ground surveys should be undertaken before the Plan is presented to Council (if the necessary data is not available) to confirm a much greater emphasis on recreational cycling is warranted.

Draft Northern Beaches Bike Plan

The draft Bike Plan is commendable and I fully support the four central tenants:

- Expand, improve and maintain the Safe Cycling Network
- Improve and maintain the Road Cycling Network
- Provide and maintain end-of-trip facilities
- Promote and encourage cycling

I would like to suggest a further action which I believe would significantly improve the cycling network for the Northern Beaches.

Proposal

Introduce a pedestrian/cycle-only, high-level bridge between Explosives Reserve, Castle Cove and Seaforth Oval to link the lower North Shore with the Northern Beaches.

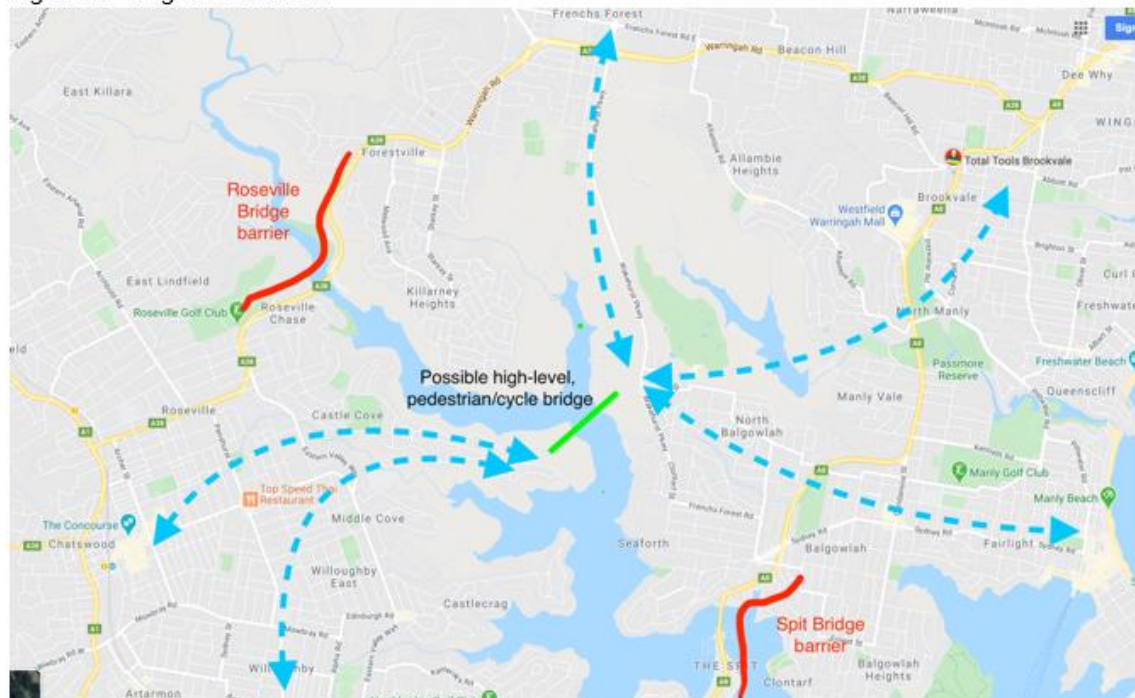
Need

There are currently two pieces of infrastructure to connect the lower North Shore with the Northern Beaches:

- The Spit Bridge; and
- The Roseville Bridge.

Both were primarily designed with motor vehicles in mind and given their design (the Spit a low-level bridge and the Roseville Bridge a mid-level structure), only the most hardened pedestrian or cyclist would attempt the crossings and climbs.

Figure 1 - Regional context



This design artificially suppresses demand between the regions and condemns the vast majority to travelling by motor vehicle.

It's approximately a 14km on-road journey between the two bridges, an enormous barrier for an inner part of a global city.

In a time of Covid-19 and climate change, there is a need for greater quality open spaces, connections, exercise opportunities and less reliance on motorised travel. This proposal seeks to address all of these matters.

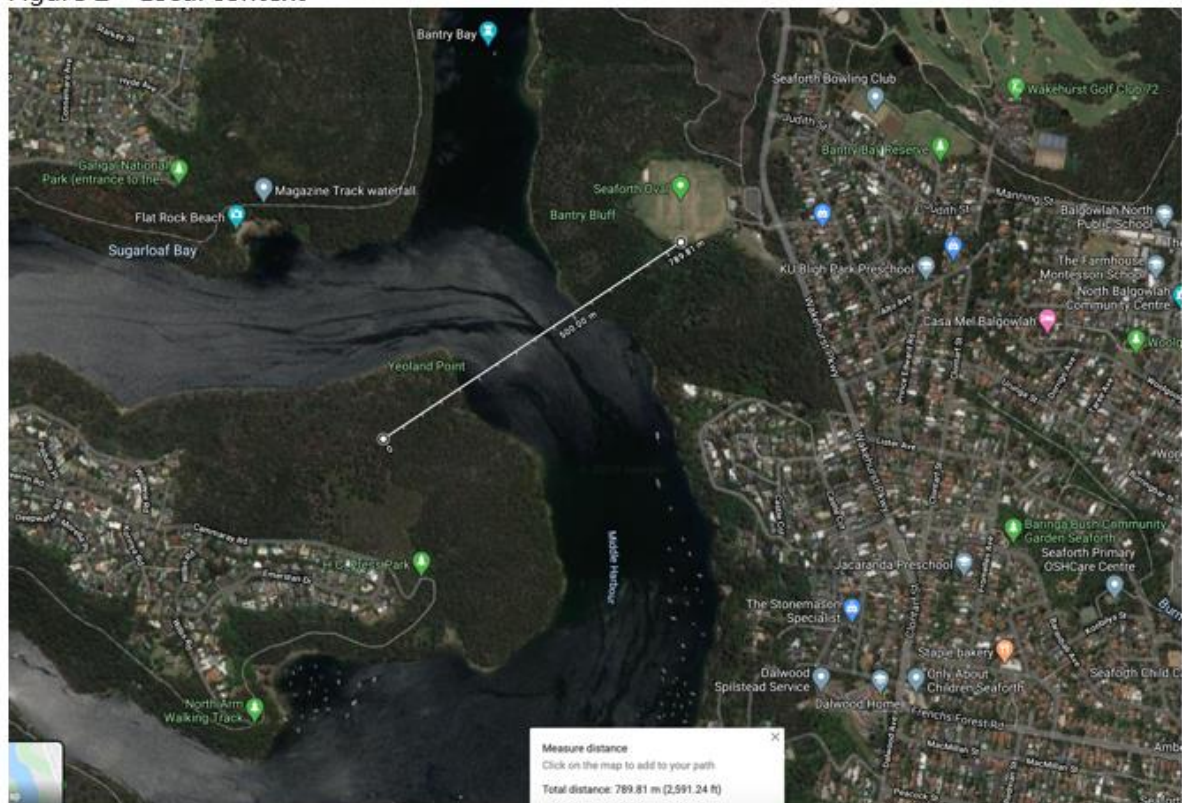
Infrastructure

The proposal is for a high-level, shared pedestrian/cycle bridge across the upper reaches of Middle Harbour. An 800m, architect-designed structure, stretching from the middle of Explosive Reserve in the west to the southern side of Seaforth Oval in the east.

Appropriate paths would then link the bridge to Cammaray Road in Castle Cove and the Wakehurst Parkway at Seaforth, each of which have cycleway upgrades proposed:

- Cammaray Road as a part of Willoughby City Council's Castle Cove to Chatswood Bicycle Route Improvement Plan; and
- The shared path parallel to the Wakehurst Parkway as a component of Beaches Link.

Figure 2 – Local context



The proposed slim-line structure is not overly long, with a water-crossing distance of approximately 400m. The Goodwill Bridge in Brisbane is a similar length to this.

The proposed bridge is located away from residents.

While it would be visible to a number of residences, a focus on design excellence (a design competition?) should overcome any visual impact concerns. In fact, the structure should aim to add to the visual environment, while bringing multiple other community benefits.

Investigations would need to ensure environmental areas on either side of Middle Harbour are adequately scoped and that landing points and structural elements of the proposed bridge are sensitively located.

Figure 3 – Aerial view



Timing

The current Beaches Link proposal addresses improving the link between the Northern Beaches and lower North Shore for motorised vehicles, but for the most part, neglects non-motorised vehicle connectivity.

This proposal is the missing piece in the multi-modal response to the disconnect between regions.

In the development of the multi-billion dollar Beaches Link project, this proposal should be added to the scope. This will significantly enhance the active transport response and bring about numerous community benefits.

[illegible]

My suggested actions are as follows:

- I am available to discuss the proposal.

1. Widening the Spit Bridge cycleway.

The Spit Bridge is the main link between the Northern Beaches and the lower North Shore and Sydney CBD, and will remain so for cyclists for the foreseeable future. But it is a real pinch point for cyclists because the cycleway is both (a) shared with pedestrians, and (b) very narrow – see image below. At present it is not possible for cyclists to pass other cyclists (coming in the opposite direction) or pedestrians, safely, unless both come to a virtual standstill.



Pinchpoint Spit Bridge pathway

The facility could be improved in several ways:

1. Widening the cycleway to 3m (or more, ideally).
2. Separating pedestrians from cyclists.
3. Installing a safety barrier for cyclists on the Manly end of the cycle path, to separate them from the busy, 4-lane roadway. There's a short stretch with no protection at all. See image below.

4. Modifying the cycleway access on the Mosman side so that cyclists are not obliged to execute a 180 degree turn on a radius of 2m (which is the current arrangement, and requires an almost complete halt to negotiate it safely).

One possible way in which improvements (1) and (2) could be made is to build a new cycleway at the Western side the bridge, cantilevered off the existing structure. This would leave the existing roadway as it is, so there would be no impact on vehicular traffic; and the current shared walkway/cycleway would remain for the exclusive use of pedestrians. As a civil engineering project I guess that the only point of particular difficulty would lie in the small section of the bridge that is routinely raised to admit marine traffic to/from Middle Harbour. As the new cycleway would also need to be raised and lowered, it would place additional stresses on the bearings, gears and motors of the mechanism, beyond what those components were designed for. However, with good engineering design, and the use of lightweight materials for the moving section, the project may be feasible.

I note that some information relevant to the engineering might already be available, as widening the Spit Bridge (for vehicular traffic) was a key element of the platform of former Manly State MP David Barr when he sought re-election in 2007.



No safety fence at all on Manly end of Spit bridge shared pathway.

2. Improve the Kenneth Rd bike path

The two-way bike path along the footpath on Kenneth Rd, Manly Vale is dangerous. The cycleway itself is narrow, and there are many power poles and streetlights that present obstacles to both cyclists and pedestrians. These aspects have always been problematic, but have been exacerbated by the 45-degree angle-parking that was introduced when the Boy Charlton Swim Centre was redeveloped, and which remains in place. To accommodate the new parking arrangements, the cycleway was narrowed. Moreover the many people who do park on that stretch of Kenneth Road (to access the swim centre or the LM Graham Reserve) also present a hazard to cyclists as they arrive or leave: they're not really aware of the cycleway, and in the case of dogs and small children their movements are hard to anticipate. The whole arrangement needs to be restructured into a wider, hazard-free bike path, with car parking located several metres away from the cycleway itself.

There is an alternative route available on the **Balgowlah Rd bike path**, on the other side of Manly Golf Course. But this path is even narrower, and nearby hedges are overgrown, meaning you can't see oncoming bikes or pedestrians. This is a particular problem near the Roundhouse Child Care Centre and as far as the lower entrance to the golf club. There are also light poles etc obstructing this cycleway as well.

3. Missing STOP sign on Bluefish Drive North Head.

North Head is incredibly busy at the moment as cars, bike riders and pedestrians head up there for exercise and the view. Many more cars are using Bluefish Drive than normally do. The STOP sign that used to be at the bottom of Bluefish Dr, is missing. There is no STOP line either. To make it worse, cars exiting Bluefish Drive can't see cars, or push bikes, approaching from N Head Scenic Dr due to the long stone wall. I have seen near accidents as cars exiting Bluefish Dr go too far out, or don't stop at all, and almost crash into cyclists coming from N Head and turning right into Bluefish Dr. This happens quite a lot, as cyclists use N Head Scenic Dr and Bluefish Dr as a training loop. I don't know when the STOP sign was removed, but we need it back urgently, as well as a STOP line painted on the road (and perhaps the word STOP as well).



Nothing - no STOP sign or line at the end of Bluefish Drive.

The plan is good but disappointing in that most of the considerations are low priority, including some Tier 1, meaning that they will remain a plan only and rarely get implemented.

Some simple and inexpensive solutions

Off road.

All future footpaths should be wider for dual use. The additional cost would be minimal for concrete and a little extra excavation. For example – why was the recent footpath in Dandenong Rd, Terrey Hills not made wider?

On road.

Prohibit parking on existing and new on-road cycleways.

Convert on-road parking to on-road cycling. This would involve paint in marking an unbroken Separation strip and possible realignment of the centre strip where marked. Options could include a concrete separator strip as used in car parks or a rubber bumper strip as seen in London. The cycleway could be 2 way.

Convert 2-way side roads to one way only with the other half a cycleway as seen on the canal banks of Amsterdam. This would require the next parallel road to be one way in the other direction. This option would rely on a close adjacent road and might always not be practical.

Bike Plan Feedback

Direction 1:

I think there must be an ambition for proper segregated cycle lanes along all the key routes. Why should pedestrians have to share the pavements with bikes? There is often so much unused space on the roads. **Please don't be afraid of the loss of a few car parking spaces.** Remember that one of the best ways to get people out of their cars is to make parking less available.

The hierarchy must be pedestrians, bikes, public transport, shared cars and then private cars.

A couple of examples - along Balgowlah Road in Fairlight, there is a line of empty parking spaces that could be used for a bike lane – this shared path is getting busier and busier and feels very constrained around the golf club and the Roundhouse. And on Hill Street by the cemetery new cycle markings have just been painted on the pavement - it feels so wrong to cram bikes in with the crowds of schoolchildren. There is so much road space here. Why not widen the pavement to create space for everyone? A tiny handful of school drop-off parking spaces would go but a narrower road would be safer for everyone - traffic would slow, it would be easier to cross the road, more parents would allow independent travel to school.



Direction 2:

There are lots of good ideas in the document. Again, properly segregated lanes would be the best option. Any loss of road space for cars and parking and will have so many benefits - be brave!! At times I would love to be able to cycle the most direct route but I find it too dangerous. The off-road options are great but they generally take longer and involve more hills.

A simple way to improve safety on shared paths would be to give cyclists and pedestrians priority at cross streets. These changes could happen incrementally - and there wouldn't even be a loss of parking! I recently cycled to the Mall from Manly with my son - it's traffic-free but definitely not safe for a child to tackle alone as there are numerous side streets to cross along the Pittwater Road in North Manly and visibility is poor. Close down the radius of the corners, reduce the width of the side street entrance and raise the road to pavement level so cars are forced to slow and give way to pedestrians and cyclists. This is common practice now in Europe - I attach some images.





Direction 3:

Generally not an issue for me as I ride an old bike that can be left on a simple hoop on the street and I rarely go far or fast enough to need special clothing or a shower. But anything to make cycling more attractive is a must!

Direction 4:

Definitely! It is the most brilliant way of getting around and everyone needs to know that! More education about the routes that exist already would be good. For example, very few people know that you can cycle off-road all the way from Manly to Narrabeen Lakes. The other day, my husband was about to jump in the car to drive for Fairlight to Seaforth for a meeting - he didn't fancy cycling along the main road. So I showed him how to get there along the Burnt Creek path and he went by bike. And in the city you can have a brilliant commuter or recreation trip on segregated tracks - Circular Quay to centennial Park, Circular Quay to Chippendale, fun for the family, great for work, completely car-free. My friends have no idea this is possible. The network could obviously be better but there is plenty for cyclists to work with! Google Maps is getting better at suggesting bike lanes but NBC posters and leaflets would be good. I have also seen websites where locals provide advice about the best routes.

Safety on the footpaths of Avalon

Apologies for the typos, am temporarily indisposed, confined to bed and have found writing the document quite difficult as I am unable to be at my desk.

Summary and submission

SUMMARY:

Footpaths in the Avalon CBD are congested and are increasingly made unsafe by kids, their accompanying adults on bikes, and the adults who ride alone on the footpath, illegally. Skateboard and scooter riders are also part of the problem.

For the purpose of this submission I will use the word "riders" to include the riders of scooters, skateboards and roller skates as well bicycles..

I also take the opportunity to ask that a specialist pedestrian representative be added to the Traffic Committee. Preferably an individual who also has expertise in disability services. I have no doubt that if such an appointment had been made in the past the current situation would not have developed.

Peaceful and safe enjoyment of the foot paths by pedestrians is not possible when:-

Adults and or kids riding 2-3 abreast blocking the path so that a pedestrian has to stand aside or risk being hurt At times the riders are traveling at speed.

Kids (mainly 12-14 year old boys) riding behind unheard and just zipping past spooking/jolting/baulking the pedestrian with the suddenness of their unannounced arrival and overtake.

Have seen a bunch of the same cohort come streaming down the foot path (near the cinema) 3 abreast, rough housing with each other pushing and shoving each other while still riding the bike ... no and or one handed! They were completely oblivious to the pedestrians on the footpath most of whom had to stop and put themselves to the extremities of the footpath or against the shop window to avoid a collision.

Then there are the littlies who while more docile but do not have the skills for the speed they sometime achieve or to manoeuvre around people with accuracy and it is a miracle they have not hit someone or hurt themselves.

Others wait until right upon a pedestrian (from behind) and sharply ring their bell startling the pedestrian who, being spooked in that moment can just as easily jump to the left or the right and into the path of the rider, it is a 50/50 chance of collision. This really bugs people.

Then there are the ones you can see coming 3 abreast towards you .One afternoon I was just turning the corner onto Old Barrenjoey Rd having been to Woolies, 3 bikes with kids and other adults in one group and other sundry riders...we all had to get out of the way and wait, they could have been in single file, they could have signaled priority to the pedestrians, they could have waited ...not so much as a thank you to the waiting pedestrians. This example signals to me riders are completely lacking in self awareness, we do not have a sufficiently developed culture of sharing . (unlike Europe) . In Australia we led the way with RBT and Safety Belts. In terms of cycling protocols prioritising pedestrians above riders we are well behind.

Walking along the footpath just past the Post Office heading toward the hardware store in Avalon, a young lad with helmet on a scooter ,head down, did not look up once, was staring at the ground ...luckily I saw him in just in time, coming straight at me and I escaped being hit by pushing myself up against the shop window, he did not see ,did not look.... Probably under 10 years of age, not speeding particularly simply no spacial awareness. His father did run up and apologise.

Going shopping on foot to Woolies is a gamble with bikes parked everywhere in the path of pedestrians and other anti pedestrian behaviors is a chore and more often than not I will drive to Mona Vale to avoid Avalon at peak times.

All of these examples pose an issue for many if not all of the pedestrian cohorts. Having a couple of kids in tow and a pram does not make for easy maneuvering on a footpath trying to dodge riders coming at speed. An even modestly frail pedestrian would feel unsafe.

There is absolutely no concept of giving way to pedestrians.

PROPOSED SOLUTION:

An enforceable (by council rangers as well as police) no ride zone effectively requiring riders to dismount and become pedestrians.

The no ride zones to be:

Avalon Parade from Barrenjoey Rd to the youth hostel (just past Bellevue Ave) both sides of the street

And

Old Barrenjoey Rd from Barrenjoey Rd to Sanders Lane, both sides of the street from this point. (Though probably better to include the footpath outside Avalon Public School.)

To be implemented immediately regardless of any plans to provide dedicated bicycle lanes adjacent the footpath. And or other traffic management plans.

Should plans current plans be altered to become a shared path on the footpath, whether the footpath is widened or not should become the subject of further consultation and opportunity to comment. It is well known and accepted that, bicycles and cars do not mix. Kids should not be on the road even if there is a designated bicycle lane in my opinion, dismounting is a better option.

Regardless of the final decision and implementation of those plans my concerns still hold even if cycle ways are implemented because I feel that quite justifiably parents will feel it is unsafe to be in closer proximity to motor vehicle traffic and keep their kids and possibly themselves on the footpaths. The designation of a no ride zone should not be delayed waiting for the bicycle lanes which may take a long time or may never be funded. Covid 19 issues will not doubt have changed funding priorities, stretching budgets, distort income projections and reduce external funding sources. Waiting is not an option.

The conventional wisdom states that commercial viability of a CBD , such as Avalon is heavily dependent on a pleasant , diverse shopping , restaurant/café and safe pedestrian experience including being able to find easy parking in close proximity .Avalon is dependent on folk from Newport to Palm Beach, the overwhelming majority of which will need to use their car to get to Avalon. If Avalon becomes difficult they will simply go to Mona Vale in droves. Avalon retail is not easy especially in the winter months.

Riders are not easily identifiable and have been know to flee, after causing a collision, it is the minority but it has and does happen. They do not have insurance. Leaving a seriously injured person with possible life long injuries.

There has been a case on this issue and Leichhardt Council was sued, The matter was settled out of court. An injured rider and pedestrians would argue council had failed to provide a safe environment given the accident was foreseeable, leaving council liable to a public liability case and bill.

Injuries in older folk carry an especially heavy burden. A gash a broken bone can be life changing in this age group. A toddler on foot crashed into by a rider can also result in severe injury.

Footpaths ought to be a pedestrian sanctuary free from the concern of being hit by a vehicle any vehicle. Bikes and the like are vehicles and as such do not have a place on a footpath used many pedestrians .

The no cycle zone is literally a few hundred meters on each side of the designated streets, leaving thousands and thousands of metres for riders to enjoy in safety and without fear of injury to pedestrians. The solution requested is very modest and solves many problems.I ask that it be implemented as a matter of urgency.

Please see the end of the full submission for the supporting organisations and residents who agree with the concept of a no cycle/ride zone.

If after reading the summary you are not convinced of the need for the no cycle zone please read the submission. In full set out below.

SUBMISSION:

I write to outline my concerns and solution for the management of safety for all folk who are users of the footpaths of the Avalon "CBD ". I believe the footpaths are congested and are increasingly made unsafe by kids their accompanying adults on bikes, and the adults who ride alone on the footpath For the purpose of this submission I will use the word " riders" to include the riders of scooters, skateboards and roller skates.

As a separate point I notice that while the Traffic Committee has a cyclist representative, I would like to suggest that a pedestrian representative with requisite skills and knowledge of issues pertaining to pedestrian safety be included. Someone with an understanding of the issues facing the disabled and less mobile would be ideal as the pedestrian representative

I sincerely hope I will not be told that everyone is a pedestrian. Pedestrian safety needs to be addressed by someone who has expertise in the field not simply someone who can stand on their own two feet and walk.

PROPOSED SOLUTION:

An enforceable (by council rangers as well as police) no ride zone effectively requiring riders to dismount and become pedestrians.

The no ride zones to be:

Avalon Parade from Barrenjoey Rd to the youth hostel (just past Bellevue Ave) both sides of the street

And

Old Barrenjoey Rd from Barrenjoey Rd to Sanders Lane. (possibly from and including Avalon Public School)

To be implemented immediately:

I understand there are plans for cycle ways and other changes for Avalon. Regardless of the final decision and implementation of those plans my concerns still hold even if cycle ways are implemented. I suspect that quite justifiably parents will feel it is unsafe to be cycle lane in closer proximity with motor vehicle traffic and keep their kids and possibly themselves on the footpaths.

Certainly this action should not be delayed waiting for the bicycle lanes which may take a long time or may never be funded. Covid 19 issues will not doubt have changed funding priorities, stretching budgets, distort income projections and reduce external funding sources. Waiting is not an option.

Further should councils current plan to create a separate cycle lane adjacent to the foot path on what is now 'road' changes to a shared footpath widened or otherwise would require seeking a separate round of submissions. I make this submission premised on advice from a council officer that the plan is for a separate cycle lane.

BACKGROUND:

My concerns arise from personal experience and observation, consistent with strong anecdotal evidence in discussion with various residents and shop owners whom I have canvassed in the last 12 months. See below for a list of examples of dangerous behavior on footpaths of Avalon that I have witnessed.

While my concerns would apply to Mona Vale and Newport, in indeed much of NSW, Avalon has particular features that make the mandating of a no cycle/ride zone in its CBD of greater urgency.

The CBD of Avalon is effectively 2 intersecting streets. There is no overflow of the CBD, no parallel or adjacent streets with retail activity. It is a very compact village. Cafés and restaurants are highly represented, often using footpath space for tables. Schools in close proximity. It is a hub for local doctors and allied professionals. These features create unique pressure in terms of footpath traffic that are not so obvious in other 'villages'.

All the pedestrian traffic is confined to a relatively small area and when kids on bikes especially after school are added to the mix it creates congestion unlike other town centres as the riders are not dispersed across a wide variety of streets and paths. The congestion is not restricted to after school periods.

FOOTPATH USAGE:

WHO SHOULD BE ON OUR FOOTPATHS?

Everybody that can be accommodated safely should be allowed to use footpaths especially kids, including kids on bikes, scooters etc but when and only when it is safe to do so. Otherwise they should dismount for the congested strips.

It is well known and accepted that, bicycles and cars do not mix. Kids should not be on the road even if there is a designated bicycle lane in my opinion. Dismounting is the better option.

However it is also known, though less accepted by the activist elements of the cycling community that pedestrians and bicycles on narrow footpaths do not mix.

WHO ARE USERS OF THE FOOTPATHS?

The users of the footpaths are :

pedestrians of all ages and mobility.

Visually impaired

Deaf and or partially hearing impaired

Cyclists under the age of 16 and their adult supervisor }

Skate boarders}

Collectively referred to as RIDERS

Rollers skaters}

Scooter riders}

Folk on mobility scooters

Adult cyclists illegally using the footpath

Folks seated at coffee tables

Is there room for all of these in Avalon even if the footpaths are widened?

Observation of the nature of the culture on our foot paths does not engender hope of respect for pedestrian safety. Plus we are talking about kids; they do not always have the skills to deal with tricky situations, 14 year old boys live in a world of their own , girls 3 abreast are always very busy chatting to each other not noticing the space and folk around them..... it is just the way it is.

IF THE FOOTPATHS ARE FULL WHO CAN BE ASKED TO NOT USE THE FOOTPATH?

Clearly folk on mobility scooters or in wheelchairs who need to shop and or attend medical appointments cannot be put on the road or barred, from the footpath. Parents with toddlers with or without prams/pushers cannot be directed to the road nor can pedestrians of any kind let alone those who are older and not as mobile.

The only group from the above list that do not have to be on the footpath are riders as riders .If these riders were to dismount they become a “ normal’ pedestrians, then they do not pose a safety concern to other pedestrians.

FOOTPATH SAFETY

ARE THE FOOTPATHS SAFE FOR THE UNDER 16 YEARS OF AGE RIDERS?

1

The foot paths being congested, and increasingly resembling an obstacle course due to pedestrian traffic but also because tables and chairs. This means that kids need in many cases to have skills and awareness beyond their years to be safe on the footpath and not have a collision in which they come off second best.

ARE THE FOOTPATHS SAFE FOR THE OTHER USERS?

Below are series of examples that I have encountered. I strongly feel they speak for themselves.

(Just by the by helmet use is less than satisfactory especially among adults who while on their own do not have right to be on the footpath as I understand the law. Why has this not been policed by rangers or at least ‘warning campaigns. Why have police not been called in to do a blitz?”

Adults and or kids riding 2-3 abreast blocking the path so that a pedestrian has to stand aside or risk being hurt. At times the riders are traveling at speed. No pretence of giving way to pedestrians.

Kids (mainly 12-14 year old boys) riding behind unheard and just zipping past spooking/jolting/baulking the pedestrian with the suddenness of their unannounced arrival/overtake .Have seen a bunch of the same cohort come streaming down the foot path (near cinema) 3 abreast rough housing with each other pushing and shoving each other while still riding the bike.... no and or one handed! Completely oblivious to the pedestrians on the footpath most of whom had to stop and put themselves to the extremities of the footpath or against the shop window to avoid a collision.

Then there are the littlies who while more docile but do not have the skills for the speed they sometime achieve or to manoeuvre around people with accuracy and it is a miracle they have not hit someone or hurt themselves.

Others wait until right upon a pedestrian (from behind) and sharply ring their bell startling the pedestrian who, being spooked in that moment can just as easily jump to the left or the right and into the path of the rider, 50/50 chance of a collision..

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Woolies...3 bikes kids and other adults in one group and other sundry riders...we all had to get out of the way and wait, they could have been in single file, they could have signaled priority to the pedestrians, they could have waited ...not so much as a thank you to the waiting pedestrians. This example signals to me riders are completely lacking in self awareness, we do not have a sufficiently developed culture of sharing .(unlike Europe) In Australia we led the way with RBT and Safety Belts .In terms of cycling protocols prioritising pedestrians above riders we are well behind.

Walking along the footpath just past the Post Office heading toward the hardware store. in Avalon, a young lad with helmet on a scooter ,head down did not look up once, was staring at the ground ...luckily I saw him in just in time, coming straight at me and I escaped being hit by pushing myself up against the shop window, he did see ,did not look.... Probably under 10 years of age, not speeding particularly simply no spacial awareness. His father did apologise for the incident.

Going shopping on foot to Woolies is a gamble with bikes parked everywhere in the path of pedestrians and other anti pedestrian behaviours.

All of these examples pose an issue for many if not all of the pedestrian cohorts. Having a couple of kids in tow and a pram does not make for easy maneuvering on a footpath trying to doge riders coming at speed. An even modestly frail pedestrian would feel unsafe.

SO WHY SHOULD PEDESTRIANS HAVE PROTECTION ON THE FOOTPATH?

Because if pedestrians cannot be safe on the footpath where can they be safe?

We separate pedestrians from motor vehicles and trains in recognition of the many inherent dangers of pedestrians and vehicles intermingling inappropriately . A vehicle is a vehicle and they have no place on a footpath, that means no riders on footpaths has heavy usage by pedestrians.

Our road rules and the law place a heavier burden on the driver than it does on the pedestrian when it comes to safety because vehicles have the potential to do more damage. That is a principle that I feel ought guide council in respect of riders on the footpaths of the CBD. There are not too many pedestrians that run at a rider at speed and collide with them. While anything is possible it is much | more likely that the rider will be the one creating the collision. It is their vehicle that has the sharp edges, the handle bars, the metal and they are likely to have some speed because that is what the vehicle do they allow the rider to travel faster than on foot even when going slowly.

I strongly feel that prudent management of risk and provision of a safe environment on footpaths demands that no ride zones be implemented in those areas , usually the CBD or town centre .

FOOTPATH AS SANCTUARY

Creating peaceful and safe enjoyment of the sanctuary of a footpath ought to be a priority for policy makers. Folk need to feel safe in the literal sense but also “at ease” not having to constantly monitor what’s coming at them from in front and behind. This of course mainly happens around school closing time but not exclusively and sometimes from adults riding illegally.

EXERCISE:

Council has a policy of encouraging bike riding for transport and as exercise. Commendable. While all riders can walk not all walkers can ride. Walking forms a greater percentage of an individual's exercise as they age and of course if they are not a rider. Shopping and the walking associated with it forms part of this cohort's exercise in a way that it does not for younger cohorts. Why not make the footpath safe for all and instead of creating potentially dangerous situations for the sake of a minority when it is not necessary?

INJURY:

I further point out that what might be an unpleasant injury in a younger person could well be catastrophic in an older person. A gash that won't heal, even a relatively minor fracture can carry serious consequences of the over 60's. Injury and or road injury stats in particular will not show these incidents. The worst complications may well show up months later when a wound that will not heal, gets infected turns bad. The greatest predictor of injury is carrying an existing injury. A secondary fall will not be captured in official stats as having been caused by a collision with a rider.

Local physiotherapists have informally complained to me of the incidents involving riders and pedestrians and the consequences, and firmly believe riders should not be on footpaths.

Unlike a motor vehicle, riders are not identifiable and there are scandalous cases of the rider just taking off never to be found, leaving the victim with catastrophic life changing injuries.

A rider crashing into a toddler could also cause grave injury.

No one would want a rider to have an accident either.

There is no liability insurance for such injuries often leaving the victim (rider and or pedestrian) in a mess with massive expenses.

PUBLIC LIABILITY:

Council will be aware of a case that was ultimately settled out of court in the Leichhardt municipality in which the plaintiff sued the council for failing to provide a safe shared path. . (It was a case where the culprit just took off leaving the victim with serious life changing injuries,)

I believe council should take into account the likelihood of facing litigation at considerable cost to the rate payer if they do not provide safe footpaths especially given that the opportunity to do so is available.

EXERCISE FOR ALL:

All riders can walk but not all pedestrians can ride. Walking represents a very large percentage of older folks exercise(70plus %) shopping on foot is an important form of incidental for the older cohort and an important social activity.

I also believe that folks who use cycle to work will only have a minute added to their journey if they have to dismount for a couple of hundred metres.

ENLIVENED CBD

I draw on my experience as a local member and responsible for Small Business in NSW 1996-2003 to state that a relaxed welcoming high street, with ample parking /cbd brings shoppers and activity. Congested footpaths and unpleasant pedestrian experiences do the opposite. Any number of state government programs designed to enliven a high street were premised on making the footpaths a peaceful relaxed sanctuary.

There are other plans for Avalon regarding parking and traffic management. To reiterate please ensure that in the process council does not make parking too difficult. The folk of Avalon may be able to walk to the shops but not those of Bilgola Plateau. Many other folk on the peninsula that use Avalon and contribute to its commercial viability certainly cannot get there without a car.

If parking and or the footpath becomes too difficult folk will just go to Mona Vale in their droves. The Avalon CBD is an important part of living up in these parts, but it belongs to more than the pedestrians or riders of Avalon. Make the footpath safe and retail will do well. The retail sector up here struggles seasonally, the cinema is hardly a profit centre for its owner. Anymore obstacles and we will lose the Avalon we know and frequent because folk will not shop there.

SO WHERE IS THE SWEET SPOT OF SAFETY FOR ALL ON CONJESTED FOOTPATHS IN A CBD SITUATION?

By creating a no ride zone in the CBD the footpaths will be safer for all. These already exist in some places in Sydney including our municipality where

pedestrian traffic and bike traffic converge in a narrow path. Near the UTS Haberfield Club there is a no cycle stretch where the bike and pedestrian track merge for a short distance and riders have to become pedestrians.

I have personally observed this in Buenos Aires where such zones exist with village like shopping precincts. They also have a very clear policy and culture of riders giving way to pedestrians. It is hardly a revolutionary concept.

I acknowledge no ride zone is a compromise not pleasing to all but the benefits accrue to all including riders.

I am agnostic as to whether this zone is known as a dismount zones or no ride zones as long as the instruction is enforceable by council officers and police. If in doubt then it should be a no cycle zone. Further Council commits to genuinely police the rule. That police are engaged to run a blitz to inculcate the riders with the new rules.

SACRIFICE

No one is being barred from the footpath, riders are merely being asked to become conventional pedestrians for a very short distance in the interests of safety for all including themselves and especially for those that have no alternative but to be on the foot path or indeed in the shopping centre.

That is a few hundred metres leaving what must be thousands of metres of footpath for riders to enjoy unfettered.

THE GREATEST GOOD:

It is an age where everyone feels they have their rights, and I am not suggesting the minority should be trampled upon, but some notion of the greatest good for the greatest number should prevail and that while safety comes at a price, it is a price worth paying.

Clearly riders will feel they are being deprived of their ride through the shopping centre. However the no cycle zone is as much for their safety as it is for everyone else, who incidentally constitute the majority of users.

Many would rally to support this proposition as my informal soundings of the shop keepers and the general public attests. I strongly sense there is a silent majority in the municipality on this matter. If there were a compulsory vote support for the no cycle zone would win.

It is difficult at this time to go around and collect signatures and the like, collect a petition, various community groups are not meeting and so on. But I know from facebook groups where the matter has been aired there are many would support my submission. Generally the rider lobby is very well organised, as is their right

and indeed has been very necessary to obtain bikers rights etc however just because it is better organized than the average pedestrian does not mean that they should be privileged over pedestrians. If pedestrians were organized the suggestion of a no cycle zone would have been raised and implemented in the past.

Thank you for your attention and opportunity to make a submission.

This submission has been written in consultation with the Pedestrian Council of Australia. It also has the support of :-

Newport.
Bilgola Plateau
Bilgola Plateau
Bilgola Plateau
Bilgola Plateau
Avalon
Bilgola Plateau
Newport
Bilgola Plateau

Yours sincerely,

Draft Bike Plan 2020

Comments from [REDACTED]

General comments

Overall an excellent approach. Like all plans, it could be improved

The action tables should indicate which are the higher priorities and include target time frames.

Data gathering and analysis should be highlighted and used to help set priorities

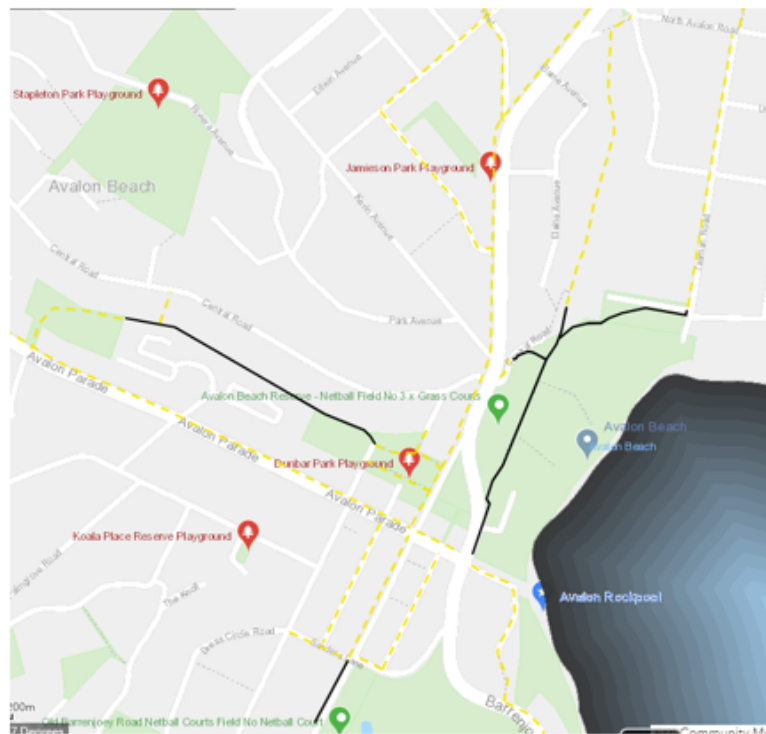
The plan refers to Council's asset management program, but doesn't give details. That program, as with other asset maintenance, should be a proactive assessment process and not simply rely on public complaints.

Safe Cycling Network comments

Palm Beach

Extend the marooned section of existing network to run north beside Ocean Rd, past North PB Surf Club, and around the loop beside the golf club to Ocean Rd.

Avalon

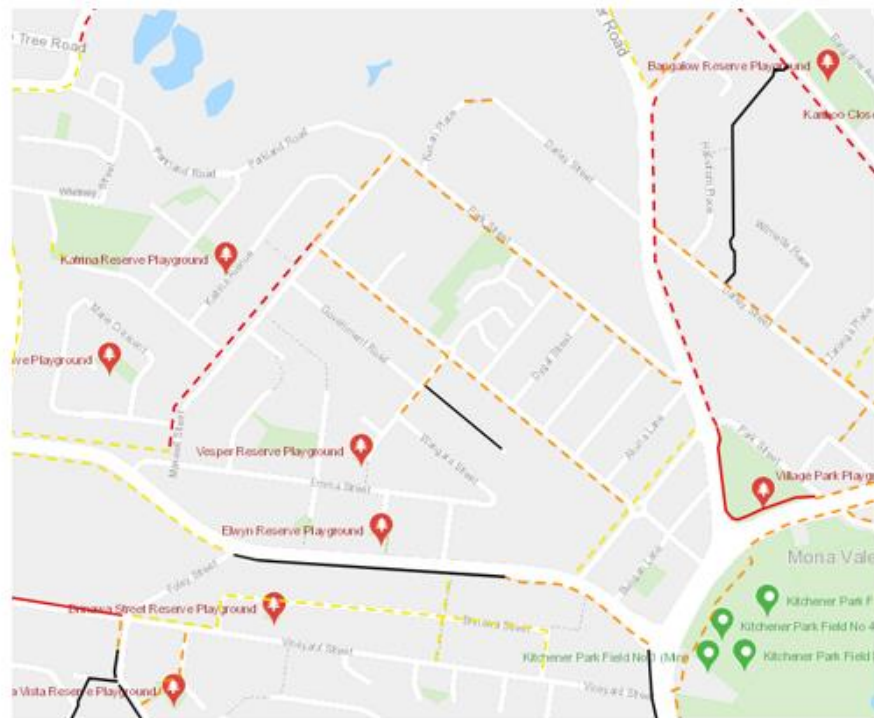


Connect the missing links between the 3 isolated sections of the existing network as a high priority and increase the priority of the proposed routes to give better access to Avalon Primary, Barrenjoey High and Avalon shops.

Newport to Avalon Beaches – make the link high priority

People other than the very courageous should be able to enjoy cycling this stunning section of the coast.

Mona Vale

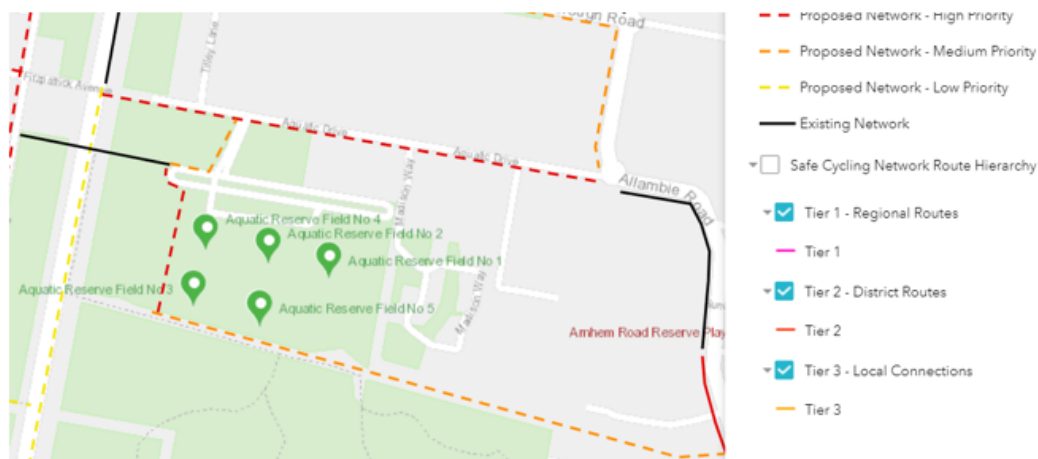


There do not appear to be easy connections into the Mona Vale Shopping precinct and Public School from the south. Show clearly where the network from the north crosses Pittwater Rd to connect to the shops and school. Include ped/cycling priority crossings on Mona Vale and Pittwater Roads

Manly – Darley Rd

Make the missing link high priority

Manly Dam Catchment Impact & Northern Beaches Bike Plan



As per above map, I (and Save Manly Dam CC) are particularly concerned about implementing the proposed trails in the Manly Warringah War Memorial State Park and Manly Dam Catchment, near Aquatic Reserve.

We support the proposed shared path along Aquatic Drive but NOT the cut through between Aquatic Drive and the Pipeline.

Off-road (shared) cycle path along Aquatic Drive is a better alternative for travel purposes than the pipeline route and the existing Allambie Road cycle shoulders have just been upgraded.

Re proposed network bike path along Pipeline Trail

The pipeline trail is currently used for recreational walking and mountain biking.

It is also within the Manly Warringah War Memorial Park.

Important objectives within the Park are to protect the bush and catchment.

Concerns that the trail is unsuitable as a general purpose (off-road) bike path.

Reasons for concerns:

- The trail is between bush and vegetated areas with the Park.
- The trail passes over upper tributaries of Curl Creek.
- Hard surface areas would change hydrology and affect bushland.
- Erosion and siltation would affect waterways and aquatic habitat.
- Increased unauthorised bike use in Park would damage the environment.
- Lights at night would disturb wildlife.

Re Proposed link to pipeline trail between Aquatic Centre and baseball fields.

On the Draft Bike Plan 2020 - Safe Cycling Network (see above map) it is marked as **High priority** for the link, whereas marked **medium priority** for pipeline bike path.

The high priority for N-S link is a concern:

This would facilitate bike access in the Park without the necessary protection for the environment.

A prior assessment is required of potential environmental impacts within the Park.

The map below was pasted on Facebook earlier in the year. This map shows the Pipeline Active Corridor cutting through important bushland area – Is this still an option? I and (Save Manly Dam CC) are very opposed to this option. These 2 maps show this pathway in 2 quite different spots. Which one is correct please?

We (Save Manly Dam CC) would appreciate consultation on this plan.



An additional point - there does not seem to be any discussion in this Strategy Paper about illegal uses of bike tracks and creation of private tracks within the bushland – as has been occurring regularly in the Manly Dam bushland. (Recreational only or commute as well?)

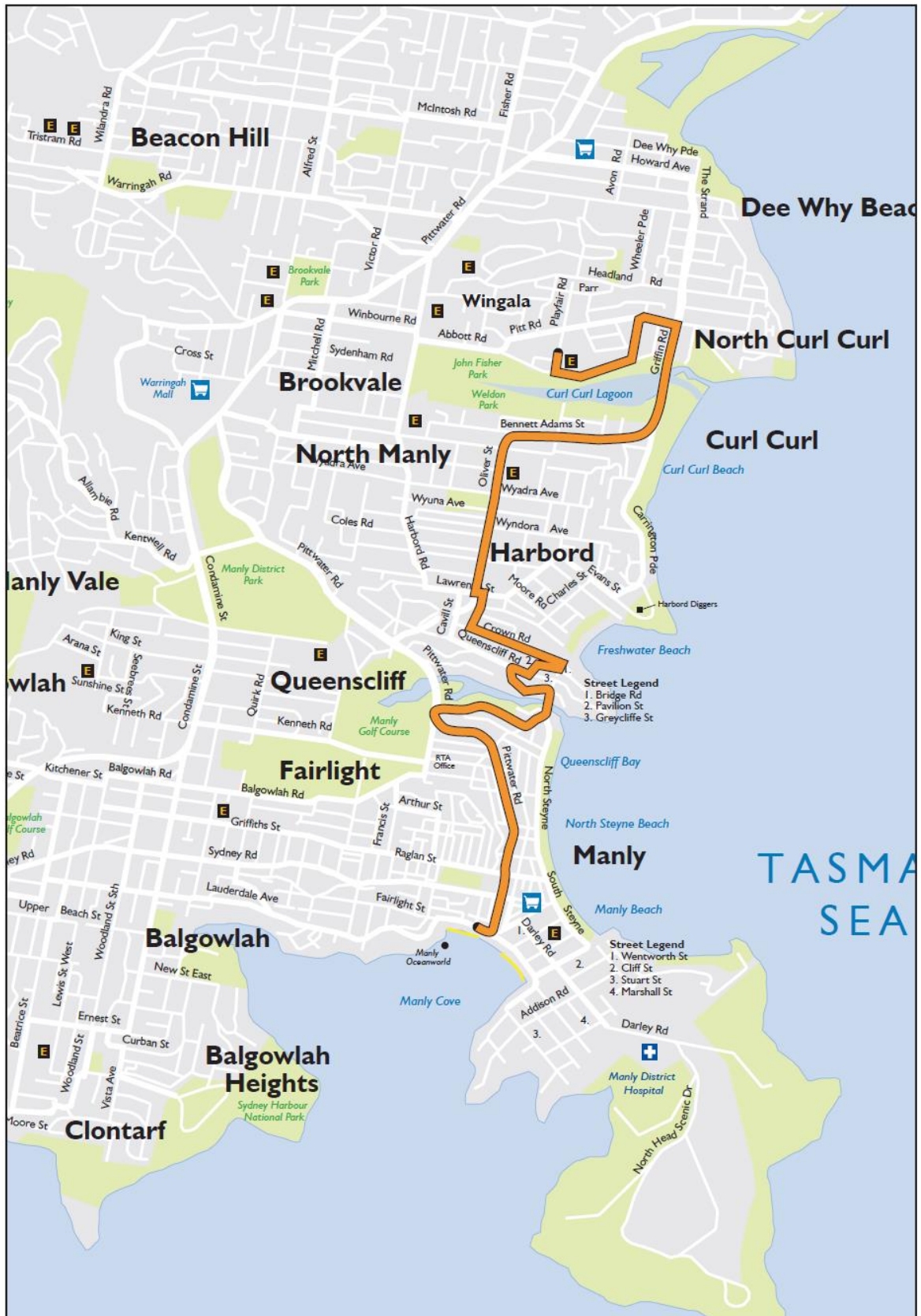
Could you please advise how this will be addressed and should it be somewhere within this Strategy?

We are very supportive of bikes for transport but not at the expense of the bushland please.

Regards,

17 MAY 2020

1. It's great to see the planned rollout of paths on very busy, car-dominated roads such as Roseberry Street, Balgowlah and Sydney Road, Manly. However the footpaths will need to be massively widened and intelligent treatments applied (as in Germany, Holland and Denmark) such as different paving textures and patterns, and trees relocated into the road way (with parking between trees) in the post COVID-19 world with reduced motor vehicle use and a marked increase in cycling and walking.
2. The network should focus on linking schools (as in Victoria), shops, parks, offices and transport hubs and provide great parking, sheltered from rain and close to entrances at those destinations. If implemented this will reduce car dependence and reduce demand on public transport.
3. Every new or rebuilt footpath should be designed so that it is safe to ride on and safe to walk on, as a matter of policy, irrespective of whether the route is on the bike plan.
4. Wakehurst Parkway from Seaforth north should be a high (not low) priority, due to the narrow existing shoulder and high speed variance between motor traffic and bicycles. This is an important link and a separated path will improve safety for all road users significantly.
5. There are some surprising errors in the legend, eg Manly Oval is not part of the existing network, Addiscombe to Campbell is a dirt track and Balgowlah Road east side opposite Kenneth and to the south is shown black although there are unfriendly no cycling markings there.
6. The Bike Plan should also address bike-unfriendly infrastructure, eg no left turn signs in many places.
7. The Bike Plan in its detailed design should use tools such as on-road bicycle storage boxes, eg at Raglan westbound, Manly. These useful designs are not being implemented in the current network
8. It would improve bicycle safety to remove footpath clutter such as not parking and no standing signs and replace these with the permitted yellow paint on the kerb.
9. Public opinion in the COVID-19 environment has swung behind active transport being given priority over motor vehicle infrastructure. NBC should accelerate the roll out of the Bike Plan and lodge applications to the NSW Government for the new \$15 million fund, under which NSW councils can apply for grants of up to \$100,000 for immediate pilot projects, such as widening footpaths and creating cycle lanes, and up to \$1 million for longer term projects such as extra crossing points and trialling lower speed limits. As NSW Planning Minister Stokes wisely notes: '... such interventions can support people to exercise and undertake essential travel by creating more public space to walk and cycle'



Attachment

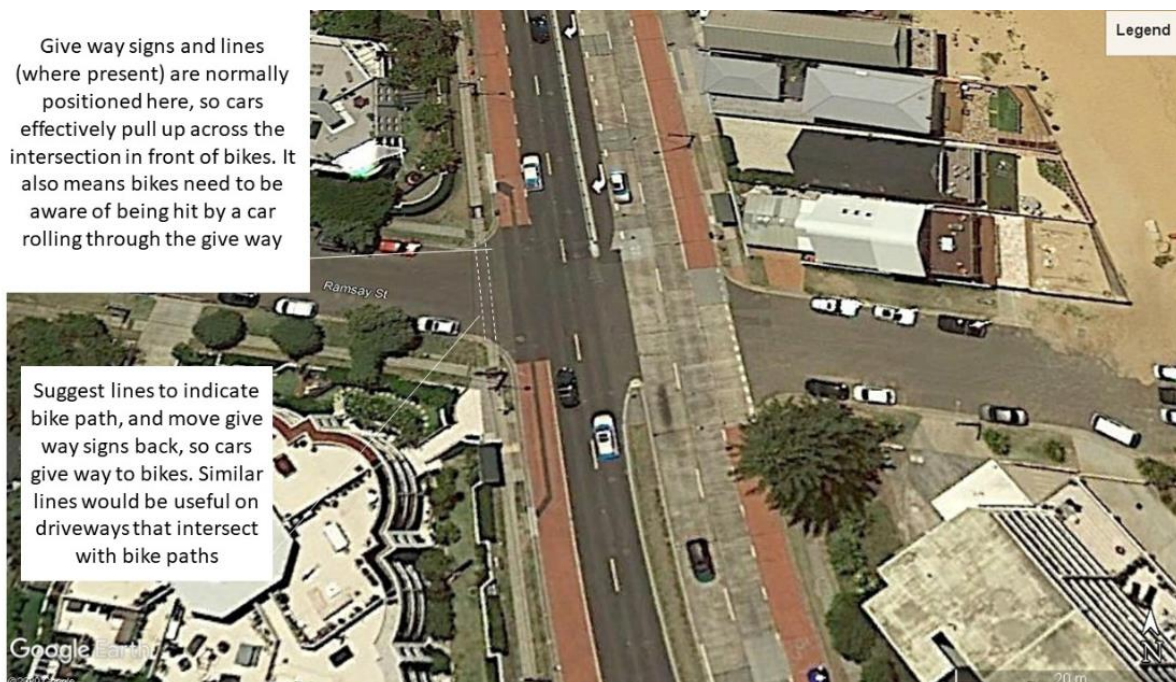


We are a family of 4 with 2 children aged 5 and 7. Hearing about the bike path plan is awesome and we fully support it. - We live in Fairlight and the main bike path that runs down Balgowlah road hits a snag at the intersection of Kenneth Road and Balgowlah road (near the Aquatic Centre). If that intersection had a safe traffic free crossing then the amount of traffic that could be eliminated from Manly beach parking and congestion could be exponential. - I am not a roads expert but i believe a bike track underpass at that junction would be a worth while investment. It removes the need for people to be trying to cross that dangerous multi road junction. - This would affectively open up the bike track to have safe passage access to the beach via manly lagoon. Although the lights near Keirle Park also need addressing so that you only need to cross the road once and not twice. - Having children 5 and 7, in the next few years they will be asking to go to Manly on their own. With a safe bike path i would let them but right now that intersection is not safe and carries a huge potential for an accident. - The other option would also be to use the Manly golf Club underpass tunnel at the end of the 1st hole. I've thought they could open up a half of that tunnel to allow people under Kenneth road which would also be an option and take the bike path through LM Graham reserve at the Cricket net end, and then through the tunnel. This would avoid needing to build a bike underpass and Manly Golf club would need to show some community spirit and allow it. - I am very passionate about this matter. If we can get that intersection addressed, you will 1) Ease traffic congestion 2) remove a massive accident black spot 3) open up and connect all of Fairlight, Balgowlah and Balgowlah North by Bike to Manly Lagoon and the beach. I'd love to see the development of this plan.

Attachment



There is a wonderful bike path between Narrabeen Lake and Dee Why. You have to cross Fisher Rd North and whilst there is some safety for cyclists with a medium strip, cars can still run through at high speed. It would be nice to have more calming procedures in place to slow cars down and protect cyclists, perhaps a speed hump.]



Appendix 4 - Submissions via Email

From: [REDACTED]
Sent: Tuesday, 10 March 2020 3:52 PM
To: YourSay at Northern Beaches <YourSay@northernbeaches.nsw.gov.au>
Subject: Re: Northern Beaches Council - [REDACTED], have your say today

RE: Bike Plan

You must be joking with this bike plan on you tube.

Are we are supposed to be now supposed to be Google members before we get a say on this.

Google membership is a recipe to loose your privacy, you ask people with Gmail account how their searches wind up with advertising in them related to Gmail conversations they have recently had with family and friends .

Since cycling will never be anything more than a recreational pursuit and given that the cost of appropriate separation of motorists and pedestrians from the looney stuff cyclists do will need massive funding that the NB rate-payers will get want to rid of all present councillors to avoid.

If you look at the local topography north of Mona Vale we have many European examples of just why everyone in Europe has graduated to motor scooters in places much like here. The road to Portfolio in Italy from Santa Margarita Legure is a similar danger to cyclists to the road from Mona Vale to palm Beach. In Santa Margarita the push bikes have gone, every inch of spare parking possibilities is covered with motor scooters. People discovered that you get killed if you cannot keep to the prevailing traffic speeds. In places like Milan when you travel around you see hundreds of low cost hire bike racks with every bike still in place and unused. Their death trap reputation has deservedly spread,

Considering the employment demographics a very large percentage of the NB population could not safely cycle to work or to do needed trips for shopping and to safely deliver the children to school. Life is expensive enough us all without the costs of minority group recreational pursuits being inflicted unilaterally on us all.

One can only conclude that we have a council hell bent on supporting minority group fantasy land stuff and its potential lethal consequences..

Everywhere in the world that once had large cycling populations is changing to motorized transport using motor bikes, motor scooters and three wheeled transport vehicles. Just go visit Asia and Europe, sure the electric bikes are coming but they can keep up with prevailing traffic speeds, up hills too.

I spent the years of my life from 5 to 15 riding bicycles, I'd suggest to live this long cycling you need to start when you are 5 so that the skills to manage the bike become so second nature you can focus your attention on where you are and what is around you that can do you harm so you stay crash-free and safe. I was a country kid, you'd never get me on a bike around here its too unsafe. We are giving driver licences to people that have no skill in judging the outcome of motion and object clearances.

Regards,



Sat 14/03/2020 7:16 PM

[REDACTED]

Submission to bikeplan

To  Council Mailbox;  Phillip Gray

SL

Hi Phillip,

I forgot one more point in the submission to the bike plan. Could you please add that?

We as a family greatly appreciated that the ridiculous idea of having a bike path across Dee Why dune and a bridge across the Dee Why lagoon opening has finally been dropped and disappeared. We are cyclists but would NOT want to see our cycling lead to a negative impact and ingression into an environmental refuge like the Dee Why lagoon area. It is great to see that common sense has prevailed and that the Dee Why lagoon area has now been removed as an option from the bike plan

Kind regards

19/3/20

THE NORTHERN BEACHES BIKE PLAN TEAM
NORTHERN BEACHES COUNCIL
P.O. BOX 82
MANLY 1655.

DEAR TEAM

RE NORTHERN BEACHES BIKE PLAN
HAVE YOUR SAY.

THE BICYCLE ROUTE CONNECTING MANLY TO
PALM BEACH SHOULD

1. INCLUDE BARRENJOEY RD AND
DOWN OCEAN RD AND STOP AT
FLORIDA RD.
2. EXCLUDE FLORIDA AND WHALE
BEACH RDS.

REASONS

- FLORIDA AND WHALE BEACH RDS ARE TOO
NARROW, CHAUVY AND MILDY AND HAVE
ALREADY BEEN DEDICATED AS PART OF
THE GRAND COASTAL WALK THOSE ROADS
ARE BARELY FIT FOR THAT PURPOSE
AND WOULD CERTAINLY FAIL IF OTHER BURDENS
WERE IMPOSED ON THE ROADS THAT CREATED
REAL SAFETY ISSUES

- THE BICYCLE PLAN IS A FIVE YEAR PLAN THAT WOULD ALLOW FOR THE UPGRADES OF BARRENJOEY RD TO ALLOW FOR THE INCREASED BICYCLE TRAFFIC

THE ABOVE OUTCOME IS THE 'RIGHT OUTCOME' AND NOT THE EASIEST OUTCOME TO PROPOSE

THE RIGHT OUTCOME WOULD BE THAT • RESIDENTS WOULD RETAIN THEIR STREET PARKING AND RIGHTS TO QUIET ENJOYMENT OF THEIR HOMES, PEDESTRIANS SAFETY WOULD BE PRIORITIZED, MOTORISTS WOULD STILL HAVE A NARROW BUT NORMAL RESIDENTIAL ROAD AND

" BICYCLISTS WOULD HAVE A FIT FOR PURPOSE ROUTE THRU A SCENIC LANDSCAPE TO THE HEART OF PALM BEACH "

Yours Sincerely

[REDACTED]

[REDACTED]

27 March 2020

The Northern Beaches Bike Plan Team
Northern Beaches Council
PO Box 82
MANLY 1655

Northern Beaches Council Bike Plan

██████████ represents the residents and businesses of a particularly beautiful part of the Northern Beaches LGA. The topography of the area is challenging, with narrow, winding and often steep roads, most without footpaths. The principal access road is Barrenjoey Road, which is a two-lane road, without footpaths between Careel Bay Road and Nabilla Road. The main secondary road, Whale Beach Road, has some short stretches of footpath but much of its length has no footpaths – the roadway is so narrow that there are few stretches where cars travelling in opposite directions can pass – for much of its length, one driver will have to give way. There is parallel resident parking on most of our roads.

For the entirety of our area, the whole of the road corridor is too narrow for the inclusion of any cycleways at all, without the removal of resident parking and the acquisition of land from private owners on one or both sides. Given the presence of parallel parking on most of our roads and the need for a “door zone” in accordance with AusRoad Guidelines, there is simply no possibility of including cycleways, on even one side of these roads.

The nature of our topography means that most residents and visitors need to rely on cars, as public transport is limited and cycling is not practicable, particularly as our residents tend to be older than the LGA average. The result is that bicycles and cars will have to share the roadways and the forbearance between them normally exhibited should be encouraged. Prioritisation of bikes over cars is not practicable and the normal statutory overtaking clearance of 1.5m is, frankly, impossible.

██████████ is aware of a number of accidents and near-accidents in recent years on Barrenjoey and Whale Beach Roads. One, involving an 18-year old cyclist and a car on Barrenjoey Road, resulted in the death of the cyclist. Another resulted in serious injuries for a cyclist when a motorist opened their car door into the path of the cyclist. There have been a number of cases on both roads when accidents have been narrowly avoided.

We have noted the comment in the Bike Plan that “Palm Beach is a popular destination for road cyclists” and the inclusion of a road cycling loop covering Barrenjoey Road, Beach Road, Ocean Road, Florida Road and Whale Beach Road. Given the nature of these roadways, as outlined above, we believe this is unwise and should not be publicised. In particular, on the stretch of Whale Beach Road between Norma Road and Surf Road, a downhill section, road cyclists already ride at speeds which are dangerous to themselves, pedestrians and cars, especially children and young people walking to the stairs down to the beach. It would improve safety if

- (i) the loop were to terminate at the junction of Palm Beach Road and Ocean Road; and
- (ii) the speed were limited to 40 km/h on Barrenjoey Road, either from Careel Bay or from Iluka Road South, Palm Beach via Beach, Ocean, Florida and Whale Beach Roads back to the junction of Whale Beach Road and Barrenjoey Road.

In our view, pedestrians should have priority over cyclists and the absolute necessity in our area is the construction of a pathway on Barrenjoey Road from Careel Bay Road, North Avalon to Nabilla Road, Palm Beach. There is a need for pedestrians to be able to walk from Avalon to Palm Beach, something that is impossible in the current state of Barrenjoey Road. This would be in accordance with the Council’s Connectivity Plan and its desire to encourage walking. We share the Council’s objective of wanting to increase walking in our area of the LGA and believe this means that pedestrians and their requirements should take priority over the needs of cyclists.

Our residents are resolutely opposed to shared footpaths, as they are dangerous to pedestrians, particularly older pedestrians. The Council has already agreed that the coastal pathway through Palm Beach and Whale Beach will not have shared pathways because of its variable width and narrow stretches. Our topography means that there are no “run-off” areas to allow avoidance as there is, for example, in Winnererremy Park, Mona Vale.

In relation to facilities for cyclists, there is a need for a number of bike lockers in Pittwater Park North for cyclists who use the ferry from Ettalong to reach the Northern Beaches and then cycle to work. There is a need for some bicycle hoops in Pittwater Park South, on Ocean Road and at the beach at Whale Beach.

We appreciate the opportunity to put forward our views on the Bike Plan.



Sun 17/05/2020 9:19 PM

Submission - Draft NBC Bike Plan

To Council Mailbox

Trylani



FullSizeRender.jpg
447 KB



ATT00001.txt
351 bytes

Dear Council,

I make the following submission regarding the NBC draft Bike Plan.

Please include the following two matters in the Bike Plan:

1.

Kenneth Rd / Addiscombe Rd, Manly Vale - build missing link - but on the western side of Addiscombe Rd (see attached image)

Reasons:

- a) Connectivity: There is no room to build path on eastern side (due to creek in golf course)
- b) Safety: Cyclists heading north are currently forced onto the road, emerging onto the road contra-flow, obscured from behind a bush - IT IS VERY DANGEROUS. Remove existing bike path at southern end of Addiscombe Rd.

2.

Pittwater Rd, Bridge Over Manly Lagoon, Manly (eastern side) - install fence between shared path and roadway

Reason:

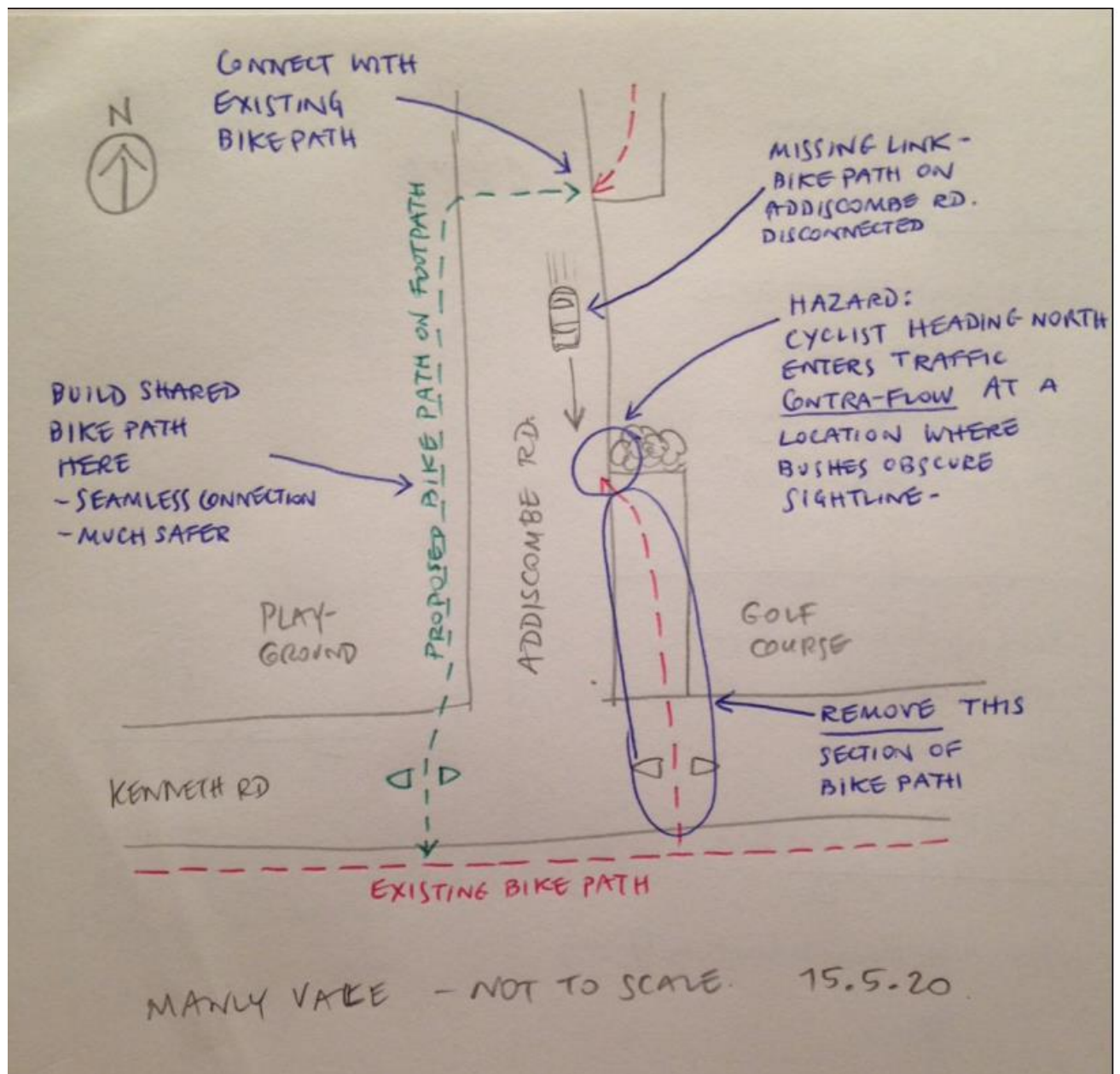
Safety: Path is very narrow. Kerb is very high. Many walkers and cyclists. Cars travelling at high speed on adjacent road. HIGH RISK OF CYCLIST LOSING CONTROL, GOING ONTO ROAD, CATASTROPHIC CONFLICT WITH VEHICLE.

I can't emphasise enough how important it is that Council implement these simple improvements, which will remove significant hazards.

I wish Council all the best with promoting cycling on the northern beaches.

Yours sincerely,

Trylani



To: Northern Beaches Council's
Email: council@northernbeaches.nsw.gov.au
17 May 2020

Re Northern Beaches Bike Plan (draft)

Background: *"The Bike Plan focuses on transport cycling and cycling on the road network. It supports recreational cycling, however, recreational cycling facilities, such as...mountain bike trails are addressed in the Northern Beaches Open Space and Recreation Strategy."*

Creek Corridors

For the proposed off-road bike paths via creek corridors it is important to protect the riparian areas. Ref: Council's Protection of Waterways and Riparian Lands Policy.

For bike paths aligned with creek corridors:

- Protect soils and vegetation within the riparian zone and buffer area.
- Avoid or mitigate stormwater impacts, such as water pollution and weed growth.
- Consider the impact of bike paths on the existing use for walking and passive recreation.
- Discourage potential damage to bushland areas and creeks as a result of increased access to bike riders.
- Assess environmental impacts and mitigation measures for narrow sections of creek corridors.

Manly Dam Catchment

I support the shared bike path along Aquatic Drive, but have concerns re the constructed bike path along the pipeline trail.

The pipeline track traverses the Manly Warringah War Memorial Park and currently used for recreational walking and mountain biking.

Intensive use of the pipeline trail as a regional bike path would have direct and indirect environmental impacts on the adjoining reserve.

The trail is between bush and vegetated areas, which lack surveillance and would not be safe at night. The proposed lighting at night would be inappropriate, as it would disturb wildlife in habitat areas.

Also,

Hard surfaces required for a shared bike path, particularly on slopes, have the potential to cause erosion and weed invasion in adjoining bushland areas and along waterways.

Greater exposure to intensive use is not compatible with the preservation and sustainable management of the natural environment.

The recreation use within the Park should be low impact and compatible with the protection of the Park's natural environment.

Re Proposed link to pipeline trail between Aquatic Centre and baseball fields: The high priority assigned to this link has the potential to facilitate increased bike access in the Park without the necessary protection for the environment.

An environmental assessment of direct and indirect impacts should precede any proposal for off-road bike path traversing the Manly Warringah War Memorial Park.

The off-road (shared) bike path along Aquatic Drive is a better alternative for transport cycling than the pipeline trail.

South Creek Corridor

This route alongside the creek corridor is currently used by pedestrians.

- The bike path should be set back from the riparian zone and buffer where possible.
- The riparian zone / buffer should be retained as a vegetation corridor to protect the creek and aquatic habitat.
- The bike path and restoration of the vegetation corridor could be undertaken as a combined project.

To the east of Ben Love Place, the bike path should be located outside the riparian buffer and beside the playing field to protect the creek environs.

Along Egan Reserve, the creek corridor is relatively narrow, so a review of the impact of the bike path on the environmental values is warranted.

Ref: Warringah Council Creek Management Study (2004) - Appendix B

South Creek

14.4 Specific recommendations include:

Prepare a creek management plan;

- *Continue the staged program of erosion control, weeding and revegetation, generally from upstream to downstream over the next several years.*
- *Provide a track and encourage pedestrian access along the length of the creek corridor from Narrabeen Lagoon to Beacon Hill.*

John Fisher Park

Park Street pedestrian footbridge to Abbott Road

N-S link

East of footbridge – this location is problematic.

- The grassed area is low lying and prone to flooding.
- Surface stormwater runoff from hard surfaces (netball courts) flows to the south east corner resulting in a very wet and muddy area.
- The high water table in this location is very suitable for grass, but not for hard surfaces.

For bike path:

- Avoid additional hard surfaces over the grassed area adjacent to the Lagoon.
- Retain a riparian buffer and diversify vegetation corridor adjacent to the Lagoon.
- Locate bike path across or near to existing paved areas?

N-S link

West of footbridge (straight link)

The exact location of the link is not evident from map.

Issues:

- Incremental extension of hard surfaces has occurred for netball courts and surrounds.
- The intervening grassed areas, including swale drains, mitigate intense runoff from hard surfaces.
- It is preferable to avoid an increase in hard surfaces.
- Consider paved surrounds of netball courts for dual use as a bike link?

Freshwater Coastal Area

Freshwater Headland between Evans Street and Lumsdaine Drive

I support a shared path along roadside, providing it does not encroach upon coastal vegetation or rock outcrops.

The boardwalk between Curl Curl and Freshwater is predominantly for pedestrian use and not suitable for bikes.

I support the connection between Ocean View Road and Moore Road

A safer route is desirable for pedestrians and cyclists traversing the Freshwater Beach car park.

The route should avoid incursion into the sand dunes.

Wakehurst Parkway

I have walked along a section of Wakehurst Parkway (north of Warringah Road and Oxford Falls) and the existing steel barrier provided an effective safety barrier from the passing vehicles.

If bike access is provided or improved along Wakehurst Parkway, it is important to minimise impacts on the environment, including bushland, waterways and rock outcrops.

For the southern section of Wakehurst Parkway, between Warringah Road and Seaforth Oval, the alternative use of the fire trail (parallel to the Parkway) is a practical option for safe off-road cycling.

Ref: Council's Protection of Waterway and Riparian Land Policy

3.1 Protection of Waterway and Riparian Land

a) Natural ecological processes of waterways and riparian land shall be maintained and enhanced to the greatest extent possible by:

- *causing no net loss to biodiversity;*
- *supporting natural flow regimes;*
- *minimising bank erosion and promoting naturalistic bank protection works;*
- *preventing alteration of watercourses (includes piping, channelling, relocation or removal);*
- *improving plant communities through natural area restoration;*
- *maintaining natural floodplains where appropriate.*

Note: Public access should be located outside riparian zones where possible except for crossing points or other strategic locations.

Direction 1 – Expand, improve and maintain the Safe Cycling Network

Safer Cycling (Off-road)

Support / Suggestion

Provide alternative safe cycling routes parallel, but not adjacent, to major roads

Reasons:

- To reduce exposure to air pollution from vehicles, including diesel exhaust fumes from trucks and buses.
- To reduce exposure to traffic noise, which is unpleasant and stressful.
- To avoid the visual proximity of busy roads and associated infrastructure
- To increase the enjoyment of cycling in a safer environment that is quieter, more visually attractive and has cleaner air.

Examples:

Dee Why Strategic Centre - Frenchs Forest Strategic Centre

D11 Route provides alternative to R10

D11

Route via McIntosh Road Narraweena and Frenchs Forest Road

Route contains some existing shared paths.

R10

Route follows the direct Warringah Road corridor

(and local streets to negotiate the gradient change into Dee Why)

Safer Cycling (Off-road)

Support

I agree that safety is a primary concern for cyclists

- The on-road marked bicycle lanes are not safe for many cyclists.
- Vulnerable cyclists include teenagers and families with children
- Off road cycling infrastructure is required for safety reasons.

I support the following actions in the draft Plan.

R5

Manly Strategic Centre - Frenchs Forest Strategic Centre

Off road facilities need to be provided along Allambie Road (Agree)

D4

Manly Darley Street - North Head Lookout

Safe off road connection to be added along Darley Street (Agree)

D7

Queenscliff Beach - Dee Why Strategic Centre

Route follows direct route via Harbord Road

Shared path or separated cycleway to provide safe cycling network connection (Agree)

Suggestion

Provide a pedestrian safety island at the T-junction of Mitchell Road and Wattle Road Brookvale

Reasons:

- At the T-junction the high volume of traffic, entering into and exiting from Mitchell Road, makes it difficult for pedestrians and cyclists to cross safely.
- The T-junction is in the Brookvale Industrial area and is used by many trucks and trade vehicles
- The existing traffic island is exiguous and narrow, without any physical barrier to protect pedestrians and cyclists from moving vehicles

Public Transport Connection

In NSW bicycles can be transported on trains and ferries, but currently not on buses.

In some other countries, including New Zealand, buses are designed to transport bicycles.

The use of public transport, including buses, provides convenient access to regional and district cycle ways.

In local areas dependent on buses for public transport, the only means of convenient access to non-local safe off-road cycleways is by private transport, usually car.

The introduction of a bus that is designed to transport bicycles would extend the scope of cycling, particular for people without access to a car.

It is also likely to increase safety, where the use of public transport avoids the need to cycle on-road in order to connect with safe cycleways.

Kerbside Buffer

The one kilometre widening of Warringah Road allows for a pedestrian path on either side.

However, the pedestrian footpath is juxtaposed to the road carriageway with barely any buffer width between the path and carriageway with fast moving traffic.

The close proximity of traffic is a potential risk for some pedestrians, such as children.

The increased exposure to air pollution and traffic noise is unpleasant, unhealthy and stressful.

For shared paths alongside a busy road a buffer or barrier that provides physical separation improves safety.

Without some degree of physical separation the smallest mishap, such as tripping over, could risk falling onto the adjoining carriageway.

The buffer area between a shared path and a road can also provide scope for landscaping to improve amenity.

Direction 2 – Improve and maintain the Road Cycling Network

Safe Cycling Infrastructure

Support

I agree that the 'door zone' bicycle lane is not sufficiently safe for cycling.

I support separate kerbside bike lanes to replace marked lanes between parked vehicles and carriageway.

The marked lanes between parking areas and moving vehicles are not safe due to:

- Opening doors of parked vehicles
- The width of parked vehicles, including boats, trailers and trucks, that overlap the bicycle lane
- Unexpected obstructions within the bicycle lane

Intrusions and encroachments further restrict the limited width of the bicycle lane and do not allow sufficient space for cyclists to safely avoid vehicles travelling in the adjoining carriageway.

Examples:

Collaroy to Dee Why - Pittwater Road (both sides)

A shared path or separate kerbside bicycle lane would be a safer option than a marked lane.

D8

Manly Lagoon - Curl Curl Lagoon

Route via Oliver Street providing connection to Harbord Public School.

Existing on road lanes not suitable for safe cycling network (Agree)

R6

Manly Strategic Centre - Dee Why Strategic Centre
(via Beaches)

Much of the route currently consists of on road bicycle lanes.

Safe off road cycling infrastructure should be provided. (Agree)

Support / Suggestion

Alternative routes parallel to busy (regional) roads

Provide separated bike lanes in low traffic roads as an alternative route to roads with high traffic volumes.

Reasons:

- To reduce exposure to air pollution from vehicles, including diesel exhaust fumes from trucks and buses.
- To reduce exposure to traffic noise, which is unpleasant and stressful.
- To avoid the visual proximity of busy roads and associated infrastructure
- To increase the enjoyment of cycling in a safer environment that is quieter, more visually attractive and has cleaner air.

Example: In Terrey Hills, Myoora Road is parallel to Mona Vale Road.

An off-road bike path might be suitable in this location.

Cycling Safety Improvements

Support the following actions in the draft Plan:

“Roads identified under the Road Cycling Network will be considered for cycling safety improvements during upgrades and maintenance activities.”

“As resurfacing works occur, Council will replace cycle lanes that are adjacent to car parking with an alternate treatment.”

“In line with Austroads guidelines, a substantial buffer zone must exist if bicycle lanes that run adjacent to on-street parking--commonly refer to as ‘door zone’ bicycle lane—are included.”

Separated protected bicycle lanes

A separated protected bicycle lane is a particular form of separated bicycle lane. This treatment:

- ☐ *may be applied in urban areas where parking is prevalent*
- ☐ *is characterised by a raised separation strip to physically prevent vehicular access to the bicycle lane and provide clearance for the opening of car doors.*

Ref: Cycling Aspects of Austroads Guides



To: Northern Beaches Council
Email: council@northernbeaches.nsw.gov.au

Re BIKE PLAN (draft)

17th May 2020

Manly Dam Catchment

Aquatic Drive

Support the proposed shared path.

Off-road (shared) cycle path along Aquatic Drive is a better alternative for travel purposes than the pipeline route.

Re proposed bike path along Pipeline Trail

The pipeline trail is currently used for recreational walking and mountain biking. It is also within the Manly Warringah War Memorial Park. Important objectives within the Park are to protect the bush and catchment.

Concerns that the trail is unsuitable as a general purpose (off-road) bike path.

Reasons:

- The trail is between bush and vegetated areas with the Park.
- The trail passes over upper tributaries of Curl Curl Creek.
- Hard surface areas would change hydrology and affect bushland.
- Erosion and siltation would affect waterways and aquatic habitat.
- Increased unauthorised bike use in Park would damage the environment.
- Lights at night would disturb wildlife.

Re Proposed link to pipeline trail between Aquatic Centre and baseball fields.

High priority for link, whereas medium priority for pipeline bike path.

The high priority for N-S link is a concern, as it would facilitate bike access in the Park without the necessary protection for the environment.

A prior assessment is required of potential environmental impacts within the Park.

Safe Cycling Network Route Hierarchy

N-S link from footbridge to pipeline trail is assigned a Tier 1 – Regional Route

N-S link from footbridge to Aquatic Drive is assigned a Tier 2 – District Route.

This hierarchy should be reversed.

The Tier 1 Regional Route would result in an intensify of use and impacts that would conflict with the conservation values of the Park.

Too much focus on recreation and not enough on conservation in our district's most pristine reserve. This will end up a busy cycle track with additional people also cycling in from the North Shore and all causing more disruption to wildlife.

The bike path is likely to require clearing of vegetation.
The proposal also states that it would be lit up at night.
The proposal is not compatible with the protection of wildlife.
It is not necessary to construct a formal bike path along the pipeline route when one already exists along Aquatic Drive.

West of Aquatic Centre

A proposed 'Pipeline Active Transport Corridor' shows a 'Pipeline walkway proposal' west of Aquatic Centre and 'an alternative route' between Aquatic Centre and baseball fields.

To the west of the Aquatic Centre, an existing mountain bike trail cuts through the endangered Duffys Forest Ecological Community. For conservation reasons, it would be inappropriate to construct a shared or off-road bike path in this location.

Note re Goroka Reserve:

It appears the proposed bike path along the water pipeline shaves off or runs along the edge of Goroka Reserve, Beacon Hill, a small remnant of good biodiversity and a refuge for wildlife.

|

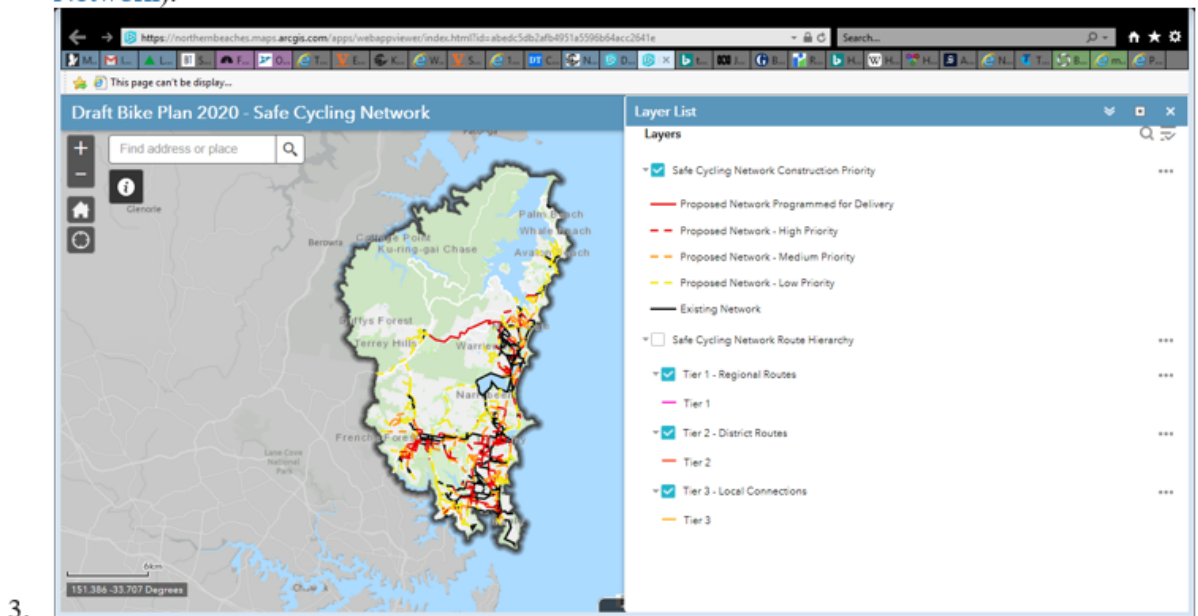
The Northern Beaches Bike Plan looks Visually Good Digital Information.

So does it achieve its "AIM" of providing a 30 minute City? = NO

Cycling networks

To cater for different types of cycling activity, the Bike Plan proposes two separate cycling networks:

1. **Safe Cycling Network:** Provides a safe and connected cycling environment that is largely separated from motor vehicle traffic. This network will encourage cycling for transport with a focus on short trips ([view the Safe Cycling Network](#)).
2. **Road Cycling Network:** This identifies the major routes that riders generally use and provides actions to make these safer for all road users ([view the Road Cycling Network](#)).



NO, under COVID 19 era, the number of Bus is to be reduced from 60 to 12 passengers per bus.

So having an alternative "Social Distancing Mode" is to use "SAFE BIKE PATHS" thru the Community Areas.

Kids are riding bikes with a parent on Footpaths in Inner West Sydney, and this should also happen in Northern Beaches.

So in both Regions of SYDNEY, it requires a NETWORK of SAFE BIKE PATHS, not the limited network displayed above.

Kids are riding bikes on Footpaths and in parks (so safe riding is implied) .

This can MEAN significant COST to the LGA, if it has only funded its FOOTPATHS 50% to provide a single footpath in every Street in the Residential part of the LGA.

So imagine "FUNDING the "missing 50 % of the LGA" with a Bike Path alternative ??

In Gothenberg Sweden, they remove the Snow in Winter for the Bike Paths.

But the Recent Evidence in SYDNEY REGION indicates that Battery Electric Bikes are being used even around the Central Station area, which is now Free of Heavy Traffic, so instead of a large group of people crossing the street, it was 4 or 5 delivery e-bikes take off from the Pedestrian Stop into the Broadway "empty Street Traffic".

So "Planning for a NETWORK of E-BIKE pathways, has NOT HAPPENED in DEE WHY TOWN CENTRE ??

The Council was placed under Administration and the TOWN CENTRE re-structured, so perhaps it could have been solved then ??????

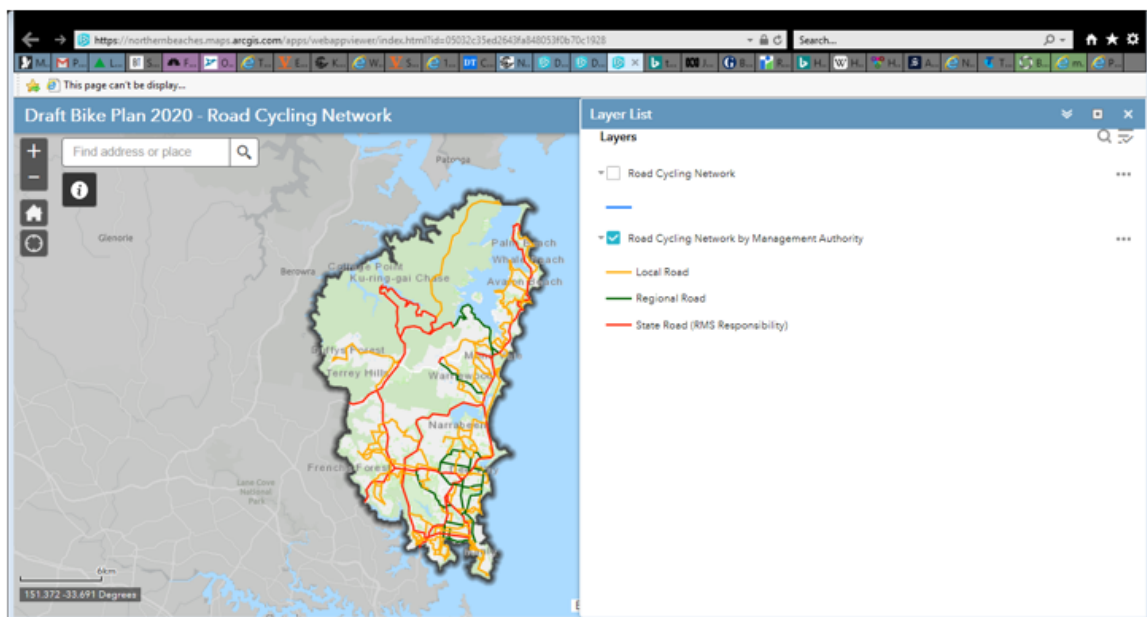
But E-BIKES are more recent.

So imagine "Riding a Bike or Scooter to School or Shops ??

If the LGA has no footpath in 50 % of the LGA, will the ROAD be a SAFE ALTERNATIVE ??

THE WIDTH OF BIKE PATHS ?? (shared walking and Cycle Pathways)

With the COVID 19 "Social Distancing on Public Transport " can this "INCREASE the "NEED" for wider Bike Paths in Northern Beaches ???



The "Media Statements" by Mr Rob Stokes MP Rod Staples may be interpreted

Transport boss flags more bike paths after COVID-19

4 May, 2020



A Sydney think tank wants a 40-year bicycle network plan accelerated to three years. **Local government should be handed more power to plan local cycling infrastructure and better neighbourhoods as a consequence of COVID-19, the NSW transport boss says.**



Rod Staples during the April 27, 2020 webinar.

Transport secretary Rodd Staples hinted during a webinar last week that the state may be ready to consider loosening the reins on councils, indicating an important shift in the historic relationship between the two tiers of government.

Local government should be given more space to work with the department of planning on local solutions, Mr Staples said during a briefing on transport and COVID-19 hosted by the Committee for Sydney on April 27.

“There’s a lot of opportunity with local government to give them more permission and space to go and do the things they want to do,” he said.

“Historically Transport has been a bit tough and a bit restrictive so that relationship with local government probably is an opportunity for us to adjust and give them that freedom, recognising that cycling in itself isn’t the only element what you’re trying to do is contribute to better places.”

Experts call for change

His comments came after a group of 100 health professionals, transport experts and academics signed a [letter](#) to decision makers calling for better social distancing infrastructure including widened footpaths, increased pedestrian space and more cycling networks as the nation attempts to keep the pandemic under control.



[Dr Ben Beck](#)

[Dr Ben Beck](#) from the School of Public Health and Preventive Medicine at Monash University, who is leading the call, says Australia’s paths and [cycleways](#) have proved inadequate to handle the physical activity requirement during the crisis.

“We’ve all experienced the increase in the number of people walking and cycling in our [neighbourhoods](#),” he told *Government News*.

“These are [compatible](#) with physical distancing, but only when the right infrastructure is provided. What we’ve seen is that much of our current walking and cycling infrastructure, like footpaths and shared paths, is inadequate in providing sufficient space to facilitate social distancing.”

Comment below to have your say on this story.

If you have a news story or tip-off, get in touch at editorial@governmentnews.com.au.

ROB STOKES MP ([Story in SMH media](#))

[More cycleways](#), streets to shut, footpaths widened under NSW's COVID-19 plan

By [Angus Thompson](#)

May 8, 2020 — 12.00am

Local councils will be encouraged to widen walkways, close roads and create new cycle paths under a new state government scheme designed to accommodate greater use of public outdoor space.

Planning and Public Spaces Minister Rob Stokes said the sheer volume of people exercising outdoors during the coronavirus pandemic had exposed the limitations of historic urban design.

"The COVID-19 pandemic has significantly increased the demand for more public spaces - and easy, safe access to it," he said.

Planning Minister Rob Stokes says the volume of people taking to open-air exercise has highlighted the lack of appropriate space. [Credit:Steven Siewert](#)

Under a new \$15 million fund, NSW councils can apply for grants of up to \$100,000 for immediate pilot projects, such as widening footpaths and creating cycle lanes, and up to \$1 million for longer term projects such as extra crossing points and [trialling lower speed limits](#).

He said COVID-19 has also highlighted the disproportionate amount of space given to cars at the cost of people.

“Given the lower volumes of traffic that we’re seeing on our roads its clear that we need to reallocate some of that space to allow people to adhere to physical distancing,” he said.

Dr Beck says cities around the world have acted quickly to support walking and cycling by measures such as expanding shared footpaths, narrowing roads, moving parking inwards and closing lanes, as well as rolling out temporary cycleways, but Australia is lagging.

For example, Paris is turning 650 km of streets over to pedestrians and cyclists, and hundreds of kilometres in Portland and New York are being transformed. Lithuania is providing public space for cafes and bars and NZ and the UK had enacted changes to enable councils to act quickly to provide more walking and cycling infrastructure.

“We haven’t seen the same level of activity in Australia,” Dr Beck says.

“In most cases councils don’t have the authority to take road space without the approval of the state or territory, so we need states to be able to give power to enable the councils to act.

“We need to think in terms of our local neighbourhoods.”

Fast track bicycle network plan



The committee for Sydney has also called on the NSW government to bring forward its 40 strategy to upgrade the bicycle network.

The think tank wants to see the strategy accelerated to three years, arguing it’s a cheap major investment that will enable social distancing for people who are reluctant to get back on public transport.

“It’s also medium sized project that can get in the ground fast enough as fiscal stimulus and it was already a really good idea for all of the obvious environmental and health reasons,” CEO Gabrielle Metcalf said during the webinar.

Mr Staples stopped short of committing to a three year fast-track but said it was time to “pause and see whether we can do more”.

“We were already focused on cycling going into this crisis. It’s only sharpened out minds about where the opportunities lie and I’d like to think that in the months ahead we’ll have more of that program being rolled out,” he said.