
Community and Stakeholder Engagement Report

Queenscliff to Freshwater Shared Path

Impact level: Four

Report date: 21 October 2020

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1. Summary¹

This report outlines the community and stakeholder engagement conducted as part of the Queenscliff shared path project between 21 August and 25 September 2020.

The community consultation revealed that overall, most respondents were supportive of the concept of a shared path connecting Manly and Queenscliff to Freshwater Village, describing benefits to the community including a safer walking and cycling option.

One of the dominant themes that emerged from the feedback was the issue of safety. The comments identified concern with the route going along busy streets with numerous driveways and a couple of road crossings including Crown Road and Dowling Street.

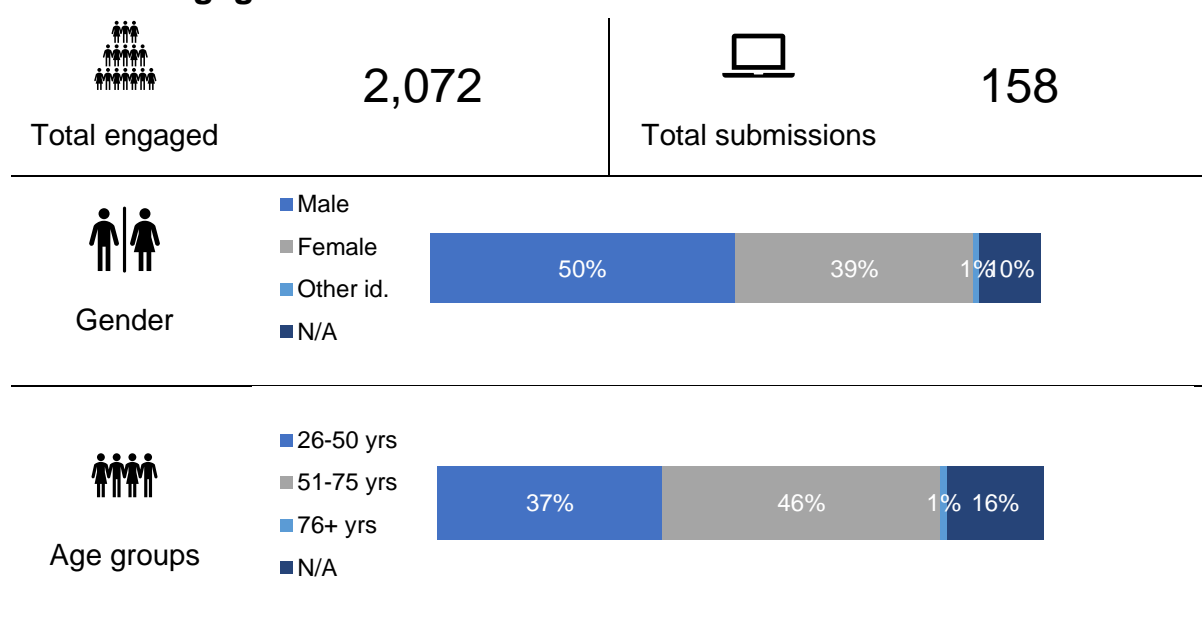
Many commented that a preferred route would be through Crown Road Reserve in Queenscliff (rather than via Cavill Street).

Other themes included the potential for conflict between users of shared paths. Some respondents would prefer to see safer, purpose-built separated cycleways rather than footpath widening as the solution.

1.1. Engagement date

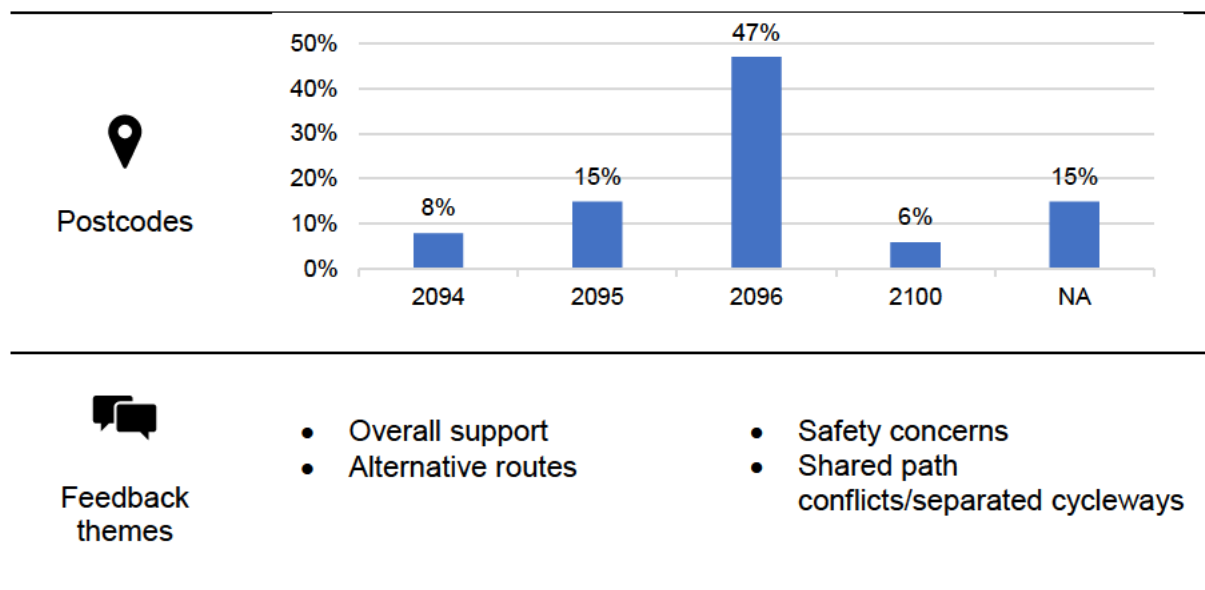
21 August to 25 September 2020

1.2. 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 direct emails or letters.



1.3. How we engaged

 <p>Your Say</p>	<p>Visitors: 2,053</p> <p>Visits: 2455</p> <p>Av. time onsite: 1 minute 10 secs</p>
 <p>Print media</p>	<p>Mail out to neighbouring residents and owners</p> <p>Number: 663</p>
 <p>Electronic Direct Mail (EDM)</p>	<p>Community Engagement newsletter: 2 Distribution: 20,000</p> <p>Council eNews: 1 Distribution: 150,000</p> <p>Stakeholder email: 1 Distribution: 507</p>

2. Background

This project is part of the implementation of the Bike Plan to provide a safe and connected active transport network on the Northern Beaches.

The proposal is to connect the shared path network from Manly and Queenscliff with Freshwater Village by constructing a 750m length of path along Queenscliff and Crown Roads, Downing Street to Lawrence Street, Freshwater.

Shared paths provide wider and safer walking and cycling routes allowing greater accessibility for prams, wheelchairs and mobility scooters.

3. Engagement approach

Community and stakeholder consultation for the Queenscliff Shared Path project was conducted over five weeks, from 21 August to 25 September 2020, and was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

Project information and an opportunity to engage was included on the Council's Have Your Say project page. Behavioural economics principles guided the development of the online content to ensure clear and consistent information was provided to our community. A concept of the proposed route was used to support the page content.

Feedback was primarily collected through an online comment form with email and written responses also accepted.

To promote the engagement to local residents, a notification letter was posted to 663 property owners along the proposed shared path route.

The public exhibition was also promoted by an email to the 507 subscribers of the Bike Plan.

The project was included in the Community Engagement and Council's enewsletters to reach the broader community.

3.1. Engagement objective(s)

- Build community and stakeholder awareness of participation activities (inform)
- Provide accessible information so community and stakeholders can participate in a meaningful way (inform)
- Identify community and stakeholder concerns, local knowledge and values (consult)

4. Findings

The consultation period for the Queenscliff Shared Path project ran from 21 August to 25 September 2020. During this time, a total of 158 submissions was received, 139 comments online, 18 by email or in writing and one petition. The petition was received outside the public consultation period and was signed by 140 people.

The community response was generally supportive of the concept for a shared path connecting Manly and Queenscliff to Freshwater Village, but many comments expressed concerns regarding safety or suggested alternatives to the proposed path route.

A substantial number of respondents felt that a safer option for cyclists and pedestrians would be to redirect the shared path through Crown Street Reserve (Freshwater Community Garden) rather than along Cavill Street.

There were many comments regarding the issue of safety, particularly where the proposed path would intersect roads and driveways. The consultation revealed concern with the route along Crown Road and Dowling Street, mentioning that they were busy streets with numerous driveways, some with obstructed vision, making it particularly dangerous for cyclists and pedestrians. There were requests for traffic calming measures on busy streets. The bridge at Queenscliff was also mentioned as a dangerous point for cyclists.

Some respondents commented on the potential for conflict between users of shared paths. They would prefer to see purpose-built separated cycleways to safely separate cyclists from cars and pedestrians.

A few commenters stated they did not want to see any impact on curb side vegetation or street parking.

Several respondents mentioned the need for better access at Greycliffe Street. This is out of scope for this current project, and will be consulted on as a separate proposal.

Table 1: Summary of the main themes, comments and Council's response

Theme	What we heard	Response
Support for the project	Many respondents supported the project as they felt the proposal would benefit bicycle riding in the area. /provide increased safety for cyclists	Noted. This is the main objective of this project.
Route	Many respondents felt that it would be more appropriate to have the path run through the Crown Road Reserve (Freshwater Community Gardens).	The route via the community gardens has been identified in the Bike Plan. This route is more direct however it also includes a steeper gradient that may not be as appealing to some riders. The future scenario would be to provide both routes to give greater options and extend the network to a wider area. The route option to go through the gardens is being considered.
High levels of vehicle traffic	Concerns were raised regarding the levels of traffic and vehicle	Traffic congestion is a reason to provide an alternative transport

	<p>movements on Crown Road. Many adjacent residents felt the area would be unsuitable for bicycle and pedestrian facilities as it would become busier and make the area more dangerous.</p>	<p>option and a safe cycling option that is separated from the road.</p>
Impact on car parking	<p>Some comments were concerned with the need to remove some on-street car parking.</p>	<p>The design has been developed to be able to maintain on street parking on Cavil Street which was the area of most concern. There will need to be some parking loss to be able to provide a safer road crossing point for path users. This parking loss would be minimal and reduced due to the use of kerb extensions. Safety is the primary concern.</p>
Impact on vegetation and landscaping	<p>Respondents did not want any vegetation removed or the landscaping within the road reserve altered saying it would negatively impact amenity.</p>	<p>The widening of the path would result in loss of some vegetation and landscaping within the road reserve. The design is being developed to minimise vegetation loss by potentially realigning kerbs and minimising path width. Visual and landscape amenity will be affected, however this could also be viewed as a positive change as a new path and crossing improvements can add to streetscape visual amenity. A wider path will have a positive impact on user amenity.</p>
Safety at driveways	<p>Concerns regarding safety of path users at driveways as residents using driveways cannot always see path users.</p>	<p>Driveway crossings are potential conflict areas. Path users must take care, however the onus is on the person driving across the path to ensure they do so safely.</p> <p>Education will be delivered to residents to ensure they are aware of issues and reduce spends when entering and exiting properties.</p>
Safety of road crossings	<p>Manly comments thought that the road crossings would be too dangerous.</p>	<p>The proposal will use existing crossing points. These will be made safer by applying treatments such as kerb extensions or additional line marking.</p>
Shared path conflict	<p>Concerns that shared paths are dangerous due to the conflict between pedestrians and bicycle riders.</p>	<p>This is a concern that is often raised regarding shared paths.</p> <p>Transport for NSW Centre for Road Safety released a discussion paper</p>

		<p>on shared paths in 2015. The concluding remarks, based on evidence, stated that shared paths represent a relatively low safety risk.</p> <p>It is important that the shared path is designed to be as safe as possible with adequate width.</p>
Need for higher quality cycleway	<p>The proposal should consist of a higher quality separated cycleway rather than a shared path. This would provide a better facility for cycling.</p>	<p>It is agreed that a separated cycleway would be the most desirable treatment for a safe cycling route, however this treatment would require the reallocation of road space or on-street parking. Both of these options are not seen to be viable at this point in time.</p> <p>This shared path will provide a safe cycling option.</p>

Appendix A – Submissions received online (verbatim)

No.	Comments
1	<p>[1] Create a bike "bypass" through the road block on "Lower Queenscliff Road" (see attachment 1). This creates a great access route down a calm street to Pittwater road.</p> <p>[2] then, move the proposed crossing further along so it can be used by both cycling traffic coming up from lower Queenscliff Road (from Pittwater road) and the new proposed route from Manly.</p> <p>would also be great to have the path run up the "freshi community garden" but I imagine this would not be appreciated by users of the park (unless you get get better segregation in there)</p>
2	<p>A wonderful idea. Having lived in Europe and The UK and cycled there my only comment would be that a seperate dedicated path for cycling is far safer for both pedestrians and cyclists and much more enjoyable as a cyclist.</p>
3	<p>Additional street signage would be required at the existing refuge crossing, as cars do not slow down. Possible zebra crossing, flashing lights during peak times and/or signs - to raise awareness to drivers. Especially if you are encouraging this as a route for school children to cycle on. (which is ideal).</p> <p>In addition: the Bridge over the Manly lagoon at Pittwater Road requires Widening to fit cyclists and pedestrian safely. With a safety fence to prevent bikes/pedestrian falling into on coming traffic. This could be a separate bridge over the lagoon to link directly to footpaths on either side.(See attachment 2)</p>
4	<p>All shared paths should have speed bumps to slow down the bike riders and protect pedestrians</p>
5	<p>Alternate route and safer is to turn left (heading east on Crown Rd) out of Dowling St into Crown Rd. Create safe crossing adjacent to existing path near 139 bus stop, connecting Crown Rd with Queenscliff Rd. Modify existing path connecting Crown Rd and Queenscliff Rd as shared path. Also likely to be less costly with less modification to existing road infrastructure. Also shorter route for walkers and mobility vehicles.</p>
6	<p>As a 60 year resident of Warringah, I'm totally opposed to more concrete as it detracts from the streetscape, removes grassed areas and makes a fairly pleasant walk a hotter and uglier journey. More footpath area also encourages rain runoff into the drains putting more rubbish into the water at our beaches.</p> <p>However I'm retired, I sold my car, bought an Ebike for exercise and Manly is my main destination for shopping and swimming. With the shared pathway going from outside my home all the way to Manly it's going to get a lot of use from me and makes it safer than running the gauntlet on the road with trucks and cars. Personally it's a great Concept for me and people who like to walk or ride rather than drive.</p>
7	<p>As a cyclist - I am not a fan of shared paths as they really don't work. People are not accommodating of cyclists on shared paths. Prams, kids learning on bikes etc - they all amble across paths, stop in the middle of paths - they are a really bad idea that seriously doesn't work. I've had too many near collisions with mums with strollers & dogs on leashes changing their minds in their directions even when I ring my bell.</p> <p>If it is to be shared - then make it much wider than you have (current paths through Queenscliff are not adequate for a shared path) & totally colour that dedicated area/strip (green seems to be what is used around Curl Curl) so that is so obvious that that area of the path is for cyclists. Unfortunately we do not share the same commitment as European countries do that really provide a dedicated path for cyclists that others have to respect. Few injuries & less verbal abuse. Plus a MASSIVE education campaign</p>
8	<p>As a local resident who will be effected by this project, on closer examination it will require the removal of a large number of mature trees, grass nature strips and home</p>

No.	Comments
	<p>gardens to be replaced with 2.5 metres of concrete. It will also need to remove many tons of sandstone from in front of the heritage listed house at the corner of Dalley st and Cavill st, removing access to the house. The money (\$50,000) would be better spent on freshwater village, half the shops are empty and there is no place to buy groceries, due to the previous councils approval of the harbord growers site which left the proposed IGA store unusable and vacant , still!</p> <p>During meetings between local residents it appears that the council have been selective in their mail out of the proposal. The safest and most direct route is via Crown reserve. In numerous submissions on this proposal to council, the safety issues have been raised, which should the council proceed and person or persons be injured , the council will be derelict in their duty of care and legally liable. In short, why destroy so much environment, when a perfectly better option (crown reserve and play ground) are available. At the same time we have an alternate proposal that wants to turn the same section of Cavill st into a peak hour freeway. Give us a break.</p>
9	<p>As a regular bike commuter between Manly Wharf and upper Queenscliff, I have strong experience with the current traffic situation and a strong interest to have the bicycle facilities and access improved. The current situation is patchwork at best. There are several dangerous squeeze points and crossings between Bridge Rd and Crown Rd, in particular across the bridge and along Greycliffe St. Coming downhill, the shared path is effectively unusable. There is high pedestrian traffic, concealed driveways, piecemeal shared path, foot path and road, ending abruptly on the wrong side of the road.</p> <p>As to the proposed extension/improvements, I can see similar issues being introduced again. Having a crossing at the northern end of Queenscliff bridge seems a bad idea. Extending the pedestrian crossing at Queenscliff surf club and widening the footpath on the western side would make a lot more sense.</p> <p>I would also propose to utilise the current footpath through the Crown Reserve to shortcut the Queenscliff Rd – Crown Rd connection. The upper section of this path is already wide enough to accommodate cyclists and pedestrians. Dalley and Cavill Streets have a number of dangerous driveways.</p> <p>Of concern are also the bus stops along the proposed route. They are pinch points, dangerous for pedestrians and cyclists.</p> <p>While I appreciate the efforts and intentions by the council to improve the plight of cyclists, the implementations often lack the will and financial investment to bring about a real change to make cycling more attractive and safer for the general community. I guess it would be too much of an ask to take away half the on-street parking and install a proper bi-directional cycle lane along critical sections of the cycling network? As for my part, it looks like I will continue to use the road for my daily commute and give pedestrians their chance to enjoy a hazard free stroll along their paths.</p>
10	<p>As a regular user of the western end of Crown Road I can hardly think of anything worse. It is a very busy road causing most owners to drive into their drive way. As a result they would have to back out onto a bicycle path. People travelling west would be carrying a fair amount of speed are quite likely to hit a car causing who knows what damage. Who is then liable, the car owner for exiting his property, the careless speeding cyclist or the Council for putting in the cycle path. Surely a better solution would be to come up through the space where the community gardens are. Better to trample a garden or two than have some poor kid spread all over the side of a car</p> <p>Brian Marshall. 0415476308</p>
11	<p>As representatives of the community group [REDACTED] and I are surprised that the ramp proposed is not featured in this community consultation. We estimate the foot and bike traffic is 20 times (ie 95% of traffic is onto the Queenscliff steps rather than Greycliffe st). The shared footpath proposed is not supported as it does not incorporate where the current traffic is heaviest and what has been acknowledged by</p>

No.	Comments
	Council as required. Over 1500 people have signed the petition and over 6000 viewed it. [REDACTED]
12	At the end of Dowling St, on the way to Manly, I expect most people will turn left and cut through the community garden. This makes for a shorter walk. Why don't you plan for that way instead and may save some kerb realignment. Would be good to have an appropriate safe crossing near Bluebird Ballet.
13	Both my husband and I cycle along the current path. We are concerned about the amount of people that use this for general walking instead of the promenade next to the beach. This then becomes dangerous for us and the walker as often they take the whole pathway. And parked cars and vans that Back in with their boot lids left up cause particular danger to cyclists as often protrude over the path. We would like to see the path signed for only jogging, cycling as it is now an accident waiting to happen
14	Can we please have a zebra crossing on Crown Road
15	Congratulations and Best of luck. Just as well you have not included the Pittwater Road bridge as no cyclist dismounts on the bridge in spite of the signs telling people to dismount you really need to police the Pittwater road bridge
16	Crown Road Queenscliff is not a safe road particularly at the Dowling St intersection. Cars and motorbikes regularly speed down Crown Road above the speed limit. Backing out of my carport / driveway is extremely difficult due to lack of visibility and cars travelling at speed. This will only be made worse if I'm having to worry about an increase in small kids, strollers and bike riders crossing my drive away. The thought of how dangerous this is horrifies me. Crown Road Queenscliff needs to have a reduced speed limit which is regularly policed. Ideally the western end of the street needs to be closed off OR to have a speed hump or other. Ideally without the loss of too much parking. It is only a matter of time until there is a serious fatal accident at either the Crown Road / Cavill intersection or the Crown Rd / Dowling intersection. The council really needs to stop ignoring these concerns of locals. Finallyno one seems to even know the speed limit on Crown Road as there are no signs to indicate. Please consider this matter of safety
17	Cutting through the community garden connecting Dalley st and and crown st will cut down travel time and save on construction costs. Only a separated bike path is worth constructing as pictures of bikes on the road are a waste of time. Shared bike and pedestrian paths are also a accident in the making. The share path from Manly to Qweenscliff should be resigned to bikes only as this will speed up travel and cut down the collision risk. Walkers can use the other parallel path along the beach.
18	As a resident, we (and many others) have had long-standing concerns regarding safety along Crown Rd, particularly the intersections of Crown Road and Cavill Street + Crown Road & Dowling Street. On a daily basis, the residence of Crown Road experiences the unpredictable and often unlawful speed of vehicles travelling in both directions, lack of visibility at intersections, difficulty crossing the road due to the volume and speed of traffic and difficulty backing out of our driveways. So, given that safety is already an issue, then any increase in foot (and bike) traffic will escalate the existing problem enormously (especially for children and those with mobility issues). Therefore, we feel that the implementation of safety measures to reduce the speed of traffic on Crown Road should be the number one priority. We feel that the ultimate solution to all safety concerned would be the closure of the western end of Crown Road. This would also provide for a very safe crossing of Crown Road for users of the new shared path. However, I am sure other solutions such as zebra crossings could be considered. Kind Regards [REDACTED]
19	I am writing in regards to the planned shared path extension in Queenscliff. My wife and I [REDACTED] are generally in support of an extension of the existing bike

No.	Comments
	<p>path though have a number of concerns around safety and practicality. Firstly, in regards to safety, it has been advised to a group of our neighbours that there is no pedestrian crossing likely either on Queenscliff Road or Crown Rd and we consider this quite surprising. Given both these roads are already busy roads that can be difficult to cross, especially with small children as we and many of our neighbours have, I would assume that pedestrian crossings on both roads would be a very necessary safety feature for users of the proposed path. We have also been informed that the reasoning behind this is that there is not considered to be enough foot traffic to warrant it. I am not sure whether this counts bike users of the path but it begs the question as to whether there is enough demand for the project as a whole if there is not considered to be enough demand for a safe way to use it.</p> <p>Related to the safety issue, the concept plan as it stands would have the proposed path going directly out the front of our house and we have been told the plan would widen the footpath by taking away the nature strip closest to our house as opposed to the part of the nature strip closest to the road. I know this is an issue for all the affected neighbours we have spoken to but this creates further difficulties in getting out of our driveway and into the street on what is already a difficult enough situation given the volume of traffic on Crown Rd, a situation that could well be exacerbated by traffic changes currently being proposed by Council.</p> <p>It is also a common issue for our neighbours that this would require the removal of a lot of existing mature plants and trees that would have a negative effect on the streetscape. This also has a significant impact on us as we have recently moved back into our house after knocking it down and rebuilding it and have literally today finished the landscaping. Putting aside the monetary cost, it would be very disappointing for us personally to have just finished the final touches of our new home and have some of them removed.</p> <p>As a practical measure as well, I firmly believe that the path would be much more effective if it was to use the existing pathway that joins Queenscliff Rd and Crown Rd through the community gardens. There are a number of reasons for this belief. Firstly, the path is already in existence and is already widely used by the community. Making any minor adjustments to the existing path would be much cheaper and much safer than having the path follow the proposed plan along Dalley St, Cavill Rd and the western end of Crown Rd. It would affect fewer residents in terms of any construction and not impact the ability of many residents like ourselves to safely get out of their driveways. In addition, it would create a much safer place to cross Crown Rd, that being the eastern side of the intersection of Crown and Dowling as this would avoid the very significant amount of traffic that travels along Dowling, Crown and Cavill.</p> <p>Finally from a practical matter, another reason to use the existing path alongside the community garden is that the corner of Cavill and Dalley is already a very tight corner with quiet limited footpath space and very little practical room to widen given the close proximity to the road and the existence of large retaining walls on affected properties. Additionally, I understand that at least one affected house there is heritage listed and this would no doubt be problematic.</p> <p>I would greatly appreciate acknowledgement of my concerns and a response if possible. I would also like to be kept up to date on any further developments as I know there to be considerable community opposition to the plan in its current form. Thanks and regards.</p>
20	<p>Definitely a welcome improvement.</p> <p>A better solution would be to build a pedestrian/cycling tunnel between freshy and manly. Could start and finish where both sets of steps start.</p>
21	<p>Fantastic idea. This is really a missing link. We often need to get from manly to freshwater with the kids and always need to drive as this section is too dangerous as it is currently.</p>
22	<p>Fantastic!!</p>

No.	Comments
23	<p>From someone who lives on the road that will be affected, I live on [REDACTED] [REDACTED] I wish to raise my non-Support for this extended shared bike path along the Eastern end of Crown Rd for the below reasons:</p> <p>Proposals / Options:</p> <ul style="list-style-type: none"> • Safety – Reversing out of driveways on the Easter End of Crown Rd is extremely dangerous in its current form with residents having to negotiate motorists, commercial trucks vans, RTA Buses, articulated lorries, construction traffic and not to mention the backlog of traffic that builds up with those above who take the short cut from Freshwater onto Crown Rd through to Cavill St. Adding an additional layer and lane of traffic to this mix is unfathomable and will definitely end in fatalities. • Mirror the oneway access system in Manly (eg. Alexander St, Golf, Rolf Parade, Pacific Parade Manly Flats). Closing the western end of Crown Rd only to one way traffic, this would alleviate all non residential motorists trying to take short cuts through Crown Rd, Dowling St, Undercliff St (to avoid the traffic lights and main roads Cavill / Oliver Streets) this would result in less accidents provide safety and alleviate the current huge congestion, it just makes more sense. • Consider Closing the Western end of Crown Road – this solves a magnitude of problems. • Direct the shared pathway and keep mainstream on Albert St Freshwater, Left onto Oliver St and left onto Cavill St to continue onto Queenscliff Road. • Consider putting this shared pathway along the ramp beside Crown Rd – Playground / Freshwater community Garden exiting onto Queenscliff Road. • Direct this pathway up the Eastern side of Crown Rd and around Pavillion St exiting onto Queenscliff Road then Greycliff St. • Direct this pathway up the Eastern side of Crown Rd and introduce a ramp straight down (beside the Queenscliff Steps directly onto GreyCliff St. (More Scenic, more beautiful, less crowded, less traffic, safer and makes more sense. • Road Safety - Cavill St / Crown Rd / Dowling St (T- sections) are extremely unsafe for Children, Pedestrians, Motorists and Cyclists. Adding a bike lane into this already unsafe situation will only exasperate these known accident blackspots. <p>Just this very weekend (5th Sept), I witnessed a child nearly getting knocked down trying to cross this intersection and didn't see the car turning right from Cavill St onto Crown Rd. I welcome Council to come visit this area especially on weekends when traffic is increased x100. It is extremely unsafe for everyone. Adding a bike pathway to this congestion is unimaginable and will only increase the already tremulous negotiations residents have to go through when backing out of their driveways not to mention the already highly dangerous blindspots on these roads.</p> <p>Frequent near misses at Dowling St / Crown Rd intersection & Cavill St / Crown Rd. intersection due to obstructive vision. Adding a bike pathway to this scenario is unimaginable and would only increase the already tremulous negotiations residents have to go through when backing out of their driveways</p> <ul style="list-style-type: none"> o Children at play – every household on Western End of Crown Rd has a baby, toddler, school age child. Their safety is our no.1 concern. o These residential streets are heavily used by commercial vehicles, School buses, (Queenwood and Mosman Prep School buses are now utilising this intersection) along with Bus routes 136 and 139 not to mention the constant flow of delivery trucks and commercial vans. Adding a bike pathway to this congestion is unimaginable and will only increase the already tremulous negotiations residents have to go through when backing out of their driveways. o Couriers / Commercial vehicles / Buses / Pedestrian volumes have tripled due to the Covid Pandemic and residents working from home. o Every Bus / Commercial vehicle turning at the Dowling St / Crown Rd/ Cavill St

No.	Comments
	<p>intersections cannot complete this turn safely. There is no room as it is for this volume of traffic, Adding a bike pathway to this mix is unimaginable.</p> <ul style="list-style-type: none"> o This will most definitely have fatal implications. o Every Child or pedestrian trying to cross these roads put their lives at risk in its current form nobody can cross the road safely - extremely unsafe for Children. o Every vehicle has to negotiate / turning at these intersections, pedestrians and children cannot be seen. o Obstructed vision in both Dowling St /Crown Rd T-section and Crown Rd / Cavill St T-Section. Pedestrians and cyclists cannot be seen. o Well known area for Accidents and Blackspots I witness several near misses everyday and constantly hear, skidding, horns and frustrated motorists (those trying to take the short cut from Freshwater village). Pedestrians and residents are not included in this frustration, if crossing the road you take your life in your hands. Adding a bicycle lane into this mix will only result in fatalities. o This is a huge safety concern, traffic is x100 on weekends and council should conduct their investigations on weekends to take immediate action. o Summer traffic is another huge concern traffic is increased x 200% there are more children at play, surfers, pedestrians, holiday makers, beach goers . The volume of holiday traffic during spring / summer seasons is colossal. Adding a bike pathway to this congestion is unimaginable and would most definitely have fatal implications. <p>Please can you look at this through a safety & practical lense. We have witnessed too many accidents and near misses especially of late due to the current unsafe road / traffic situation at the western end of Crown Rd. Every household on the Western end of Crown Rd. has at least 2-3 toddlers, infants and school age children each it is extremely unsafe for them at the moment.</p> <p>Also to note – there is not one safe crossing zone from Queenscliff Road to Manly. The disabled in wheelchairs, Children in strollers, Pedestrians / Prams/ School age bike children/ Toddlers & Infants on wheels cannot cross a street safely. There is no Zebra crossing on Queenscliff Road or traffic lights to help the disabled in wheelchairs, parents with Prams, Bikes, Scooters, Toddlers cross safely. The Disabled, Parents and pedestrians cannot get down steps with prams, scooters, bikes, infants, toddlers and pedestrians are all at risk.</p> <p>It is only a matter of time before somebody is killed.</p> <p>Many thanks for your time and look forward to your response with hopefully a practical solution. Kind Rgds [REDACTED]</p>
24	Good idea to make Cavil and Dowling Streets in particular safer, these are busy roads with parked cars and buses. Lots of people ride bikes from Freshwater / Curl Curl to Manly, especially to the wharf and I think more people would ride if the route was safer, our family included, ie if there were shared paths from Freshwater to Manly.
25	Good idea. Please also resurface the existing path as it's in poor condition with tree roots pushing all the asphalt up. Hard on bikes, prams and skateboards.
26	Good morning, I believe this is a great idea. I attempt to ride down this path everyday but it's often too crowded with prawns and kids so I ride across the grass. The manly beach walkway is impassible to cyclists during peak times.
27	Great idea - absolutely essential to address safe crossing at Greycliff St bend immediately north of Queenscliff - since the 30kph limit was introduced along the Manly beach front there seems to an unfortunate increase in drivers "putting the foot down" and accelerating hard up the hill once across the pedestrian crossing outside the surf club
28	Great Idea!
29	Great idea!

No.	Comments
30	Great idea, but put a speed limit on it please. There are some idiotic cyclists going way too fast along the beachfront. No.... I'm not against bikes, I used to be a Cycling Coach.
31	Great idea, especially with safer crossings. The 2.5 m width is important
32	Great idea. Well done.
33	Great job! I suspect also including the path alongside the community garden between Dalley St and Crown Rd would be beneficial as it would provide more community engagement and an interesting, shorter and less car-intensive alternative than going around Dalley St and Cavill St.
34	Great plan!
35	Great to see only problem is through Queenscliff park we ride through there 2-3 time a day in the weekend and twice I've been knocked off my bike by uncontrolled dogs and once had a dog run into my bike causing damage to the wheel and none of the owners took responsibility it should NOT be a off leach area
36	Great to see proposals for more shared paths - we need these as more people are cycling these days.
37	Great, bring it on. All bike friendly paths are a major win in my view.
38	Great, the more safe off road cycling options the better!
39	Have you considered an alternate route that would avoid the major roads and be safer ? Turn right on queenscliff rd, head up pavilion and bridge, then head down crown rd. Turn right at Dowling and continue as planned. That would avoid queenscliff rd and cavil st.
40	Hello council, A more appropriate location for the Proposed Shared Path would be left at Dowling St onto Crown Road, and divert down the already existing path adjacent to the community gardens that links Queenscliff Rd with Crown Rd. The traffic along Dowling St and right into the western end of Crown Road then into Cavill St is high in volume, reckless driving and is particularly unsafe - it would seem only further jeopardising resident and pedestrian safety by creating a path along this hazardous route.
41	Hello, I'd like to register my non support for this bike path extension in its current format. I have submitted a letter to Phillip Gray (dated 6th September, 2020) outlining detailed safety and topographical reasons why, but in this submission would like to raise 3 additional points: 1. The driveways along the western end of Crown Rd, from 108 down to 118 on the corner all belong to residential houses. I have specifically observed the moment of my neighbors and their cars over the recent week. All cars belonging to these houses drive inwards and park. Thus when restarting, they back out, slowly, onto the green verge surrounding their driveway, and pause here before backing further to cross the current pedestrian path and then down onto Crown Rd. If a shared path was placed flush against the boundary fence of these houses, then these cars would need to back out STRAIGHT onto the shared path. This would cause a dangerous hazard for the residents of this stretch of road and all users of the shared pedestrian bike path. In addition, this section of road is slightly down hill, meaning bikes would gain speed making the situation even more dangerous. In comparison, if the path was routed up through the community gardens, it would have to cross two unit block entry/exit driveways, and route past a dance studio with no access driveway. Please note the unit blocks all have the space to enable cars to turn around underneath them, so cars from these blocks are exiting onto Crown Rd in a forward facing direction, which allows for much better visibility of a shared path such as this. Therefore, along with the safety concerns I raised in my letter to Mr Phillip Gray, this alternative route is the much safer option for all residents and users of this proposed path. 2. The Council has retained low density (residential) zoning for this little pocket of Crown Rd, from the Dowling St intersection down to Crown Road's intersection with Cavill

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	<p>Street. The council should therefore support the residents who live in this area by preserving the suburban nature of this street, and not routing a shared bike path down this space.</p> <p>3. I have read through the 'Northern Beaches Bike Plan' and would like to ask why the current proposal seems to prioritise the creation of a shared bike path along what the council has classed as a 'Tier 3, local connection Route', rather than focusing on the other routes as outlined and identified in this plan, the 'Tier 2 - District' route up alongside the community gardens, or the 'Tier 1 - Regional' route straight down Cavill St to the intersection with Oliver.</p> <p>Thank you for reading and accepting my submission. I look forward to discussing the points raised in it with you, as well as the ones submitted in my letter to Council, dated 6th September 2020. Thank you [REDACTED]</p>
42	<p>Hi - I would rather the council focus on a switch back path to create better access from Queenscliff to Freshwater (as promoted by [REDACTED] which surely has more amenity and helps continue the progress towards the integrated coastal walk. Why wouldn't we, as a community, take advantage of the COVID 19 lull on tourism to ensure that we upgrade amenity like that to be ready for what will be a very competitive market for tourist dollars soon? Regions, states and other countries will be fighting hard to attract the tourist dollar in the post COVID comeback, and we need to put our best foot forward!</p>
43	<p>Some Additional points, further to our meetings, why we object to this proposal along with the proposed no right turn on Cavill St to Oliver St.</p> <p>1. The 'no right turn' option will increase traffic into Crown Road onto the existing 'rat run' to and from Freshwater Village. Changing existing conditions to encourage more traffic onto local roads simply does not make sense and will increase the chances of a major accident in our neighborhood.</p> <p>2. Putting a new shared path/cycleway hard up against high boundary fences with driveways on Crown Rd is another extremely unsafe plan. Cars will need to back out of driveways immediately into the path of downhill travelling cyclists with no buffer zone for cyclists to take evasive action. There is also no lighting on the southern side of Crown Rd.</p> <p>3. There are two alternative routes to this unsafe route, Oliver & Cavill St or the obviously more direct route to Manly past the playground and Community Garden. The Playground/Community Garden is the most obvious route if you need to keep to local roads. It has plenty of space, an existing wide path, no driveways to contend with and will not impact residents well maintained nature strips. Possibly moving some plants in the Community Garden a few centimetres where there is a huge amount of excess space versus all the negative impacts, especially safety related, to the rate paying residents on Crown Rd and Dowling St is obviously the best option.</p> <p>4. This will allow time for Council to consider further how to address the rat run situation on local roads Crown Rd/Dowling St and hopefully come up with a solution that will improve the safety of cyclists and homeowners alike.</p>
44	<p>Hi, this is great as cycling is becoming increasingly popular in the area.</p> <p>Can I also suggest looking at the existing shared path along Pittwater Road and where it crosses Manly Creek/Lagoon - and possibly adding some safety fencing? As a parent of a young learning rider it is a scary section of road where the footpath is directly adjacent to traffic (and many buses) doing the 60km speed limit.</p>
45	<p>Hi, Rather than running the path along Dalley St and Cavill St to get around to Crown road, why not run it up through the park, alongside Freshie Community Garden and the Crown Reserve Playground? This is the route that locals ride naturally anyway, and it means that</p> <ul style="list-style-type: none"> - you don't need to sacrifice the car parking spaces on Cavill St - its a more scenic route

No.	Comments
	<ul style="list-style-type: none"> - less danger from driveways - it's a shorter route. <p>As someone who cycles there regularly, I would always take this shortcut rather than going around the block.</p>
46	<p>Hi, This all seems great. I am just a little concerned that money used to fund this could be better utilised in a "coastal walk" linkage from Manly northwards. Significantly more locals and especially visitors to the area, will prefer a more coastal route, one that heads up the hill once walking north over the Sommersville Bridge. I believe council is looking at a Queenscliff Ramp? This will get my attention, and be a more useful access to Freshie Village.</p>
47	<p>Generally supportive of the plan but believe that a safer option for cyclists and pedestrians accessing Crown Road would be to have the path access the existing pathway along the Crown Reserve Playground between Queenscliff and Crown Road. This would be safer and also enable the installment of a crossing treatment at Crown Road and Dowling Street to then join the bicycle path proposed for Dowling Street. I am also concerned that it is not clear what specific Parking Impacts there may be. Parking is already at a premium in area due to the large number of units that have insufficient off street parking.</p> <p>The Council's proposed No Stopping and Right Turn Ban at Cavill Street (Ref: 2020/495597) is also planned to reduce parking availability during peak hours. I would like to know what the specifics of any impacts may be and I also believe the above proposal to alter the path above would alleviate any parking impacts. Regards</p>
48	<p>How will the 'safer crossing treatment' impact traffic? It states it aligns with Councils Transport Strategy... can you also identify where in the Bike Plan this section was prioritised (saves us having to trawl through a lengthy document)</p> <p>What is the allocated budget? Concept drawings please.</p>
49	<p>How will you police these new shared footpaths? These days you cannot walk without a bike whooshing past you so close to you that they almost touch you, and they scare you out of your skin as they dont ring their bell. I have been rammed in the back twice in one year already, I asked the Council who enforced the ringing of the bell upon approach, and they told me it was a Police matter. How ridiculous is that. I would like to be able to walk safely, which I cannot do at the moment, and it is only going to get worse with more cycle ways.</p>
50	<p>Hugely important. I have two young daughters and we would far prefer to ride than drive when we go to manly- this will help make it feasible.</p>
51	<p>I am an older still very active person. I have almost been hit by bikes on this footpath several times. Its ok to provide for bikes but have you actually considered the pedestrians. Who is at fault if they hit you and cause damage to you for example. This is not the road...it has no rules and bike riders often act as though they own the paths. I find it very inconsiderate.</p>
52	<p>I am concerned that this path may drain funds urgently needed for the ramp from Queenscliff Bridge ,I am a supporter of the Better Access for Queenscliff project.</p>
53	<p>I am in support of a shared path suitable for strollers and wheelchairs. Ramps are very important to young mothers and wheelchair users.</p>
54	<p>I am in support of more shared paths but please make these wide enough so these are safe to pass pedestrians, runners and oncoming other bikes etc. Most other current paths within Northern Beaches council need to be looked into to ensure minimal widths are safe too.</p>
55	<p>I cycle every weekday with my school age son from Freshwater to Manly to catch the ferry. This looks like a good idea which I support. Only comment that I would make is most cyclists currently shorten the route by riding along the path through the Freshwater</p>

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	<p>Community Gardens between Queenscliff Road and Crown Road. I suspect they will still do this.</p> <p>I think it would be better to improve (widen) that path and hence no need for the works in yellow between Dalley and Cavill streets. This would also be a cheaper option.</p> <p>Otherwise, cyclists will still take that shortcut anyway and its currently a bit narrow for bikes and pedestrians.</p>
56	<p>I don't think mixing pedestrian and bike is safe. We already see the issue in the lagoon park and along manly beach. Pedestrian are on the bike track and completely forget that there are bikes and might turn without checking and create an accident (the worse are dog's owners). I think the path you are proposing is good for pedestrian, pram, wheelchair etc. However it would be great to see a green bike lane on the road with no parking slot blocking the path. I'm mainly using my bike to move around the northern beaches, and most of the "bike track" are actually unsafe. I would love to see the community pushing everyone to use bike instead of cars. However, good thing to have limited the manly beach road to 30km/h. I feel safer now to ride my bike on the street on week end when the bike track is full of pedestrian!</p>
57	<p>I find this completely lacking in thought for the safety of both cyclists and drivers; almost all of the houses along this strip have carports that require reversing out onto the street and it's already so congested with morning and afternoon traffic.</p> <p>There is a direct link pathway wide enough for cyclists between crown and queenscliff Roads adjacent to the community garden that would bypass the worst section of traffic</p>
58	<p>I have a general comment regarding bike paths / lanes. Looking at recent improvements (like Allambie Road), why not make the bike lane directly adjacent to the footpath with car parking next to car traffic instead of the opposite? This would provide much better protection for cyclists.</p>
59	<p>I heartily support having safer crossings in Dowling Street (at Crown Road, Hill Street and at Undercliff). The latter in particular is at present a very dangerous crossing for pedestrians, due to traffic using Undercliff as a Freshwater Village bypass. I also wish to point out the need for a pedestrian crossing in Cavill Street between Crown and Dalley to enable safe access to the steps leading down to Pittwater Road. Trying to cross Cavill from Crown Road is currently very dangerous due to bad visibility and frequently quite heavy traffic.</p>
60	<p>I like the idea of a shared path for pedestrians and bikes, but I find now that I prefer to walk where there are no bikes. I find it to dangerous to walk with bicycles speeding by.</p>
61	<p>I live at [REDACTED] its difficult to get out of the drive way currently with extra cyclists this will make it even more difficult with parked cars and heavy fast moving traffic already making it hard to drive out onto the road, maybe reduce the speed limit to 40 Km from 50 km currently.</p> <p>Also the current width of the foot path is not wide enough with the street lights and power poles to navigate and also the many apartment blocks driveways increasing the difficulty</p>
62	<p>[REDACTED] I have asked previously about street parking duration (residents excepted). This pathway, which I support, will add to the number of cars parking in Wilson St. I am requesting a review of the non-existing parking duration signs in Wilson St. I suggest 4 hrs (residents excepted). Many thanks for your consideration. [REDACTED]</p>
63	<p>I recognise the value of the improved path.</p> <p>Why are you not routing the path through the open space between (approx 90) Crown Road and (approx 115) Queenscliff Rd alongside the community gardens? This is the faster route that any pedestrian or cyclist will follow instead of your proposed route along Dalley Street.</p>
64	<p>I support the proposal and have one query. What do "safer crossing proposals" mean? What is the design? The reason I'm asking is because there are safety islands used</p>

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	throughout the community and in my experience they do not always protect the pedestrians. The combination of people with strollers, bikes etc inhibits traffic flow as they spill across the "island". This is most common around schools, shops, access to parks beaches etc.
65	I support the upgrade to this route however the problem with the route is that it is too dangerous where the cross overs are intended as they cannot be avoided. The refuge crossing is not a crossing and few people use as it is a speed zone. There are also narrow paths with poor sight lines and the lengthy route means that as a practicality people won't use it. The better focus for upgrades should be focused on the switch backup to Crown Road (beside the stairs and to Bridge Rd) and then along Crown Road to the Village or better still switch back down to Freshwater. this should be where the priority is looked at.
66	I support this proposal and request that we could bring our pet dogs on leash through the new walkway. Also, that if possible, new leash free dog areas would be created.
67	I support this proposal as improving walkability and active transport options,
68	I support this proposal. Currently it is not easy to get to Freshwater village from Queenscliff. My only concern is that dog owners take up the whole path, making it difficult to ride or walk past safely. I assume that the path would be fully separate from the road, not just lines painted on the road. Any initiative that encourages people to get to destinations by bike/walking rather than driving is a good one.
69	<p>I think I have commented on this before. I do cycle to Dee Why often & use the route you have highlighted. There are issues with the existing shared path - the Queenscliff bridge is not adequately wide to cycle on - and cars aren't very happy when I cycle across it. I am not sure if the existing shared footpath is adequate - I usually end up riding on the road.</p> <p>It is a very tricky road to cycle on as there are buses to deal with. If you could have a good width with a mini cycle lane along there you might get better use by cyclists - which would usually only be adults. I would love to see some good dedicated lanes like along Curl Curl to Dee Why beach - that section is excellent</p>
70	<p>I think it is a great thing to extend the bike paths. Could you also go via the Freshie community garden?</p> <p>And I personally don't understand why the cars have to be parked close to the footpath. They could park next to the road and the bike lane could be next to the footpath. So further away from the traffic.</p>
71	<p>I think the additional crossing if it is a pedestrian/zebra crossing with hold up already congested traffic. However if it is a refuge crossing then it would make crossing safe and not add to the congestion.</p> <p>What happened to the plan to add a ramp from upper greycliff St to the bottom of the stairs near the new proposed greycliff St crossing? Bikes, strollers and older people struggle living in this area.</p>
72	I think this is a fantastic idea, however, the shared path should have adequate space for bikes to pass pedestrians. Currently, the manly lagoon shared path is an accident waiting to happen. Pedestrians, children and dogs wander all over the path and abuse cyclists who are doing the right thing. More signage and better line markings are needed here and will be needed for the proposed new bike path to ensure it is useable. I prefer to drive to manly than use the bike path due to the huge number of pedestrians who make it unsafe. Please consider separate paths to make it better for all to use. Thank you.
72	I think this is a really good idea. The current crossing and refuge on Queenscliff road is quite dangerous, I suggest this is also included in the crossing upgrades. Main reason being is that there are poor site lines when crossing to the south and looking west. My suggestion would be to make a raised zebra crossing here so that cars know to stop, or

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	alternatively remove some of the car parking so that pedestrians can see before they step out onto the road. Thanks. [REDACTED]
74	I walk the Narrabeen Lagoon path and some other shared paths in other Local Government Areas. Perhaps other pedestrians find some cyclists speeding and entitled, with no warning given of their passing from behind at high speed. Would it be possible to include speed bumps on pathways to slow the adrenaline fuelled racers?
75	I welcome any new shared pathway and this looks good but an alternative route, turning right onto Queenscliff road and leading to the top of the steps to Freshwater beach on Crown rd might work better. From there the path can lead up crown st. and down Dowling st. to the village.
76	I would like to propose that instead of doing a Kerb Realignment to widen the foot path in Dalley St. at a considerable cost to the community, disruption to the traffic, and the narrowing of a corner that is very busy and used by a lot of trucks and busses, is to route the shared path way through the community gardens that already has a path and can be easily widened to Crown Road and then on to Dowling St.
77	If it's anything like the shared path down Farley road. Or the shared path along Simmo wealth parade/ Lauderdale road etc it also a waste of time! No 1 Children cannot ride freely and safely across driveways ! Absolutely ludicrous and needs to be sorted out for all families to enjoy safely
78	If you're serious about encouraging active transport, this means making bike riding safer and not by making walking less safe. You actually have to provide safe space for cycling while not encouraging conflict and tension between people walking and people riding. This will involve exchanging the space that is currently given over to parking vehicles to people riding bikes. Our streetspace is too valuable now to be locked up just storing vehicles. I support the route you have proposed, but I do not support forcing bikes onto the footpath. Please implement this bicycle path by creating protected bikeways on the carriageway. The carriageway is for movement and access, not for storage of personal property.
79	I'm a bike rider that rides through the Queenscliff park and the people with their dogs off leads are very annoying due to them wondering back & forwards across the path throwing balls chatting on their phones or to their friends not thinking about any one else. I'm continually ringing my bell & they stop & they do not know what to do they just stand & look with there earplugs in.... Also I've been knocked off my bike by a large dog off lead I was lucky I was ok that time..the owner was more worried about their dog. Hinkler Park is the only one area for off leads. Please keep Queenscliff Park Leads only for Dogs.
80	I'm part of a Wollongong based riding group who ride this general route from Freshwater to Manly. Go faster with this project is our view.... And thank you.. It has felt quite unsafe in the past.
81	Insufficient information to comment. If it is on road with no separation from opening car doors and cars driving past STOP WASTING MONEY AND ENDANGERING CYCLISTS
82	Is this to be another path where pedestrians are constantly having bells rung by bike riders who are going too fast, to get out of the way as is the case with Narrabeen lagoon shared path. Narrabeen has become an exercise rack for bike riders to see how quickly they can cover the complete track, no longer somewhere you can go for a casual walk. If this is not to be repeated how will it be monitored or will the paths be made much wider so pedestrians are not constantly walking in single file to accommodate bike riders.
83	It is a good concept, but I can't agree with a crossing at the intersection of Bridge Road and Greycliffe street, Queenscliff. It's dangerous enough at the moment.
84	It would be much better to separate cyclists from pedestrians. Pedestrians walk side-by-side (not single file), and the speed difference is too large. Please put in a separated cycle lane, not a shared path.

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85	Looking at the map, I was surprised to find that we already have an actual 'existing shared path' on the eastern side of the Stuart Somerville Bridge over Manly Lagoon, as there are no signs to indicate there is, although there is approaching the western side of the bridge from Lower Greycliffe St. But then again, cyclists appear to be of the opinion that all paths are shared, including the beachfront path to Manly, even though there are numerous signs indicating bikes are not permitted. then we have the electric skateboards weaving in and out of pedestrians on 75the same path. It would also be safer if bikes are all required to use the 'existing shared path' in Lower Greycliffe, instead of crawling up the main traffic bus route from the bridge, holding up the westbound traffic.
86	Looks great!
87	Love any bike path, so this will be great. Shame about having to cross the road at the beginning of the path extension. Cars are moving quickly here and you've just climbed a massive hill up from Manly. I don't have a problem with removing car parking for cycle paths. We give so much space over to car transport as if it's a born right to drive a car. Like safer crossings.
88	Love that you're putting in a cycle path. I am very concerned however that the already ugly hard and noisy Queenscliff will be made worse by concreting the only bit of green verge. Any possibility of also installing some slim tallish greenery along the pathway to make it more visually appealing.
89	Love this! Long overdue and very helpful for a lot of families with small children (like us!)
90	No more "shared paths" thanks. They are too dangerous to pedestrians and therefore reduce community access to the pathways. The dangers to pedestrians, especially the elderly, are well known to council - why ignore the dangers?
91	Please do. The more decent connections we have, will encourage more commuters on bikes as well as the weekenders.
92	please fix the path that goes along the lagoon, It is not wide enough for pedestrians and bikes to share, especially when young kids ride their scooters and bikes on it. IT is always congested. It is also very old, and needs repaving, as it is very hard to ride on.
93	Queenscliff road is quite busy with traffic. Could the 2x "refuge crossing" on this road please be made such that you can safely be on your bike in the middle of the road? This allows you to get half way when one direction is clear, and then wait for a gap in the traffic on the other direction = safer crossing option, especially with kids/novices on bikes who are not confident at quick intersection crossings. Also, please consider making the lagoon side of the Queenscliff bridge a cycleway. Many cyclists for safety reasons currently cross the road at the pedestrian crossing prior to the bridge then continue uphill on the left side of the bridge (lagoon adjacent side). This then connects immediately to the existing cycleway uphill. As a crossing zone, this would probably be safer than the one further uphill suggested. Another alternative – cyclists could go from Manly beach front under the bridge on the existing pathway to the lagoon, then have an improved 'exit' from the lagoon track to continue onto the Queenscliff bridge left side. This avoids a road crossing altogether. There is potential to have a 'zig zag' up the existing grass slope adjacent to the mural at the beginning of the Queenscliff park.
94	Queenscliff road is very sparse in terms of native vegetation and mature trees. The development of the pathway needs to be sympathetic to this and be done in conjunction with planting of native vegetation and re-landscaping. Effort needs to be made to minimise the use of hard stand surfaces and prevent increased surface run-off which will ultimately end up in the lagoon. Any associated structures, signs, bollards and handrails etc. should be kept to a minimum and made of warm and natural looking materials as opposed to the harsh steel and chrome I have seen used on the Queenscliff headland pathways and Manly

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	Beachfront which is not in keeping with the natural landscape. Queenscliff Road desperately needs to be given a more natural landscape so the new pathway must not detract from this further, rather it should help enhance what is there [REDACTED]
95	<p>Shared paths are a great idea to protect cyclists from general road traffic. However, Australian cyclists, unlike European urban cyclists, don't use their bell to warn pedestrians and travel too fast.</p> <p>I would endorse the shared path proposal, but ask that it include a communications plan for cyclists to make the shared paths safer for pedestrians. Perhaps a combination of signs on the routes as well as social media? The problem is that most bike riders have not installed a bell anyway!!</p>
96	<p>Shared paths are not fit for purpose with the increase in cyclists and the rise of ebikes who travel at a consistent 25kph. It's a bad compromise solution that doesn't suit either pedestrians or cyclists and at best creates antagonism between users and at worst accidents. There's already footpaths on this route, so this project must be changed to a dedicated segregated cycle path so the beaches can start to have a proper cycle active transport network.</p>
97	<p>Shared paths do not work if bicycles are involved. It is already extremely dangerous for walkers, kids, prams and dogs along Manly Lagoon where cyclists ride at speed and in many cases with complete neglect and irresponsibility. I have personally witnessed regular accidents and catastrophic near misses where serious injury was just avoided. Bicycles belong on the road or bicycle paths - not shared paths.</p> <p>As it is cyclists illegally use pedestrian crossings, many times at speed which are hazardous to pedestrians and motorists.</p> <p>Also the current pedestrian crossing at the Queenscliff Surf Club is a nightmare. Pedestrians and cyclists cross with complete abandon and cannot be seen easily due to trees and buildings around the crossing. On weekends long queues can form due to the number of people involved. To now suggest that a similar pedestrian crossing be installed at the north end of the Queenscliff Beach bridge would be disastrous and irresponsible. It would compound traffic congestion in an already choked environment. Furthermore, it is completely dangerous and irresponsible to build a pedestrian crossing on a corner on a steeply sloping road which is dangerous in the wet. It would also increase the number of people, prams, cyclists, etc on the beach side of the bridge which quite frankly is already chock-a-block with joggers and walkers going to the beach. The sensible and safety conscious approach would be to use the non-beach side of the bridge which is currently completely under-utilised (even widening it if necessary) so all shared path activities continued down that side of the road and then turned right under the bridge to the beach. This avoids crossing roads, is vastly safer and allows shared activities and vehicles to continue without interruption and danger.</p> <p>Bureaucrats often don't understand the impact all these stop start interruptions have on traffic, frustration and eventual accidents that take lives. Start looking at it from all constituents perspective rather than just a narrow minded one. We need to get the good intentions planned and executed sensibly for all concerned otherwise it is just another dumb idea lacking proper planning and forethought.</p> <p>Thanks for your consideration for a better outcome and less accidents.</p>
98	Sooner the better
99	<p>Sounds good and much needed. Thank you! Please consider making the cycle path continuous across side streets - ie reduce the radius of the kerb to reduce the width of the entrance to the side street and raise the street to pavement level - cars will be forced to slow down and give way to cyclists. I would like to see similar interventions along the Pittwater Road shared path in North Manly. At the moment, the route is not safe for unaccompanied children due to the numerous side street crossings.</p>

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100	<p>Sounds great! * If one were travelling on foot, surely one would shortcut from Queenscliff Road to Crown Road by way of the "Freshie Community Garden" (where Queenscliff Rd becomes Dalley St), rather than take the proposed longer and noisier, albeit less steep proposed route?</p> <p>* The District Bike Plan, D7, proposes a bicycle route from Queenscliff Beach to Dee Why via Harbord Road: this shared path will overlap with that. Meanwhile D8 goes from Manly Lagoon to Curlie Lagoon via Harbord Public School: does this integrate with that? Given these two elements, I question the shared path wrapping the block from Dalley St to Crown Rd; is the north and east side of the road the best idea? given that it will ultimately connect with Harbord Rd to the north, and perhaps be coming up the "quiet" part of Queenscliff Road from the lagoon? We probably want cyclists on the South/West side for such connections. How do these works integrate with the plans D7 and D8?</p>
101	<p>Suggestions on behalf of Good For Manly community organisation, after the cycle path was discussed vigorously in our social media posts. [REDACTED], Committee Member Good For Manly. The cycling route should go through Crown Reserve, as that is more direct, away from main roads, and avoids a very narrow footpath next to a rock outcrop at the corner of Dalley and Cavill streets. (See attachment 3). Plus, that route is already in use by many cyclists. However the footpath needs to be widened at the Dalley Rd end of the reserve. No trees or shrubs need to be removed, although some garden edging would need to be moved. An access ramp between Greycliffe Street and Bridge Road would be great.</p>
102	<p>Thank you for the opportunity to comment on the Queenscliff shared pathway plan. Safer pedestrian access to the proposed path is required at the road where Dalley St becomes Cavill St. A "safer crossing treatment" such as a "refuse crossing" should be included in the plan located within the first 50 m of Cavill St (from its southern approach). A "refuse crossing" would enable safer pedestrian access to the path for residents west of Cavill St. Additionally it would provide safer pedestrian access to the bus stops located east and west of Cavill St opposite Crown Rd, and in so doing be consistent with the existing "refuse crossings" on Queenscliff Rd, one of which is, marked on your concept plan.</p>
103	<p>Thank you for the opportunity to comment. Likewise to the Brookvale proposal as a public member/ratepayer it is difficult to provide a diplomatic and fully developed response. I will provide a personal opinion based on years of experience.</p> <p>The essence of shared paths is somewhat flawed if considered as transport gateways. They work relatively well on sections of misc use such as manly beachfront but even there there are significant conflicts with pedestrians exiting and entering cars, loitering, leaving surfboards across the pathway, small children and elderly along with iPhone users and music listeners ambling on the shared path.</p> <p>Add in cyclists travelling up to 20-25Km/h and its a dangerous and conflict generating application this is for a shared locality path if the pathway is a transport connector as this is - ie: there are no immediate exit points - there is even further risk of higher cycle speeds and further danger due to:</p> <ol style="list-style-type: none"> 1) vehicles parking on the shared facility (yes - this happens everywhere) 2) Rubbish bins being left on the shared facilities by apartment users 3) low speed and high risk users - children, prams, elderly etc ambling to the beach 4) high speed cyclists seeking to connect to the ferry. <p>The proposal of using Queenscliff road vs crown road is flawed as the grade will cause higher speeds and creates unresolved complexities to cross Queenscliff road. Crown road also has a grade but has a wider roadway that can allow for a separated dedicated cycleway. Upgrading the existing and never used (do your measurements) cycleway up from Queenscliff is a folly and a waste of money.</p> <p>Consider Lagoon Park cycleway. - it is so over populated by dog walkers, regular</p>

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	<p>walkers, children and other low speed users that cyclists ride on the grass and dirt creating damage to the park and/or bypass the shared pathway in preference of local streets</p> <p>Council should see PROFESSIONAL advice as to the delivery of the Bike Plan as its is an amateurish and basic attempt at solving a complex problem that requires proper infrastructure design and delivery, not an 'ad hoc' approach of partial solutions that will simply waste rate payers money and end up not achieving utilisation rates forecast. I urge NBC to treat this seriously and professionally and see to engage qualified professional consultants to deliver these solutions rather than what has been cobbled together at lowest cost to date. The future will demonstrate who is correct here. Thanks</p>
104	<p>Thank you for this. One thing. The right hand turn from Cavill into Crown any safer options? It's often banked up with cars, poor visibility for cars heading south. Would hate for a teenager or inexperienced rider to navigate that.</p>
105	<p>Thanks for your work.</p> <p>1. The bridge over Manly Lagoon/Creek on Pittwater Rd (at the start/end of the path) is incredibly dangerous. The footpath is narrow - not enough room for a bike and pedestrian safely – and there is no railing although it is next to a busy road. (See attachment 4). I think there is a plan to fix the situation. I hope it can be put into action soon.</p> <p>2. Cross Bridge Rd over Manly Lagoon on the West pavement. You suggest road work to improve the crossing on the North end of the bridge. I suggest improving the safe crossing at the South end of the bridge. Either the pedestrian crossing or the existing bridge underpass. That would direct most bike/foot traffic to the West side of the bridge. Widen the West pavement on the bridge. Bikes etc coming down the hill from Freshwater don't need access to the pavement as much as bikes going up the hill from Manly. It's because bikes going quickly down the hill are out of the area in no time, and can easily keep up with traffic on the road. Thanks</p>
106	<p>That would be a great idea as current the stretch of road from the bridge to the island refuge marked on the map, is very dangerous with lots of cars and no room for pedestrians and bicycles</p>
107	<p>The more bike paths , the better. My children love riding their bikes and it avoids car congestion on busy weekends. Also supporting a Healthy life style.</p>
108	<p>"The 'possible' safer treatment at the intersections of Dowling St/Hill St and Dowling St/Undercliff Rd MUST have consideration for vehicles exiting on to Dowling St that already have problems with limited visibility that already exists with parked vehicles between Hill St & Undercliff Rd especially when vans or small trucks are parked and blocks all sight lines. I live in the area and use these roads regularly and almost every time you have to edge out into Dowling St to gain any visibility, now add the inclusion of cyclists (especially electric bikes that travel faster) in new bike lines and there will be increased accident levels with cars edging forward to see oncoming traffic.</p> <p>What happens when cyclists get to the corner of Dowling St & Lawrence St? The cross walk access to continue through Freshwater shops would mean going onto the footpath then crossing on the crosswalk, are you going to mix cyclists with pedestrians?</p> <p>There are concerns in this neighbourhood that there is a council proposal to ban a right turn at the traffic lights when driving along Cavil St from Manly and then turning right into Oliver St intersection to access Freshwater which will force more traffic to turn earlier into Crown Rd and then into Dowling St which will follow the proposed new bike cycle way, this can only mean cycle/traffic chaos when all happening at once on congested weekends peaks.</p>
109	<p>The proposal to connect Manly and Queenscliff with Freshwater Village via a shared path is a welcome community improvement. So too are the 3 proposed "possible safer crossing treatments" along Dowling St, from Crown Rd to Lawrence St. An alternative consideration to these crossings would be to remove the intersection of Cavill St and</p>

	Crown Rd by creating a no through road from Crown Rd to Cavill St - effectively a "dead end" at the western end of Crown Rd. This would remove the traffic using the "detour" of Crown and Dowling to get to Freshwater which many choose from Cavill to avoid the main routes of either Cavill, Oliver & Lawrence or Cavill & Lawrence. Introducing crossing treatments will not significantly assist the blind spots of this route to both vehicles and pedestrians, the route is particularly unsafe and hazardous, and crossing treatments would also mean available parking spaces in an already limited area would be further reduced due to distance laws for parking near crossings. The option of a no through road at the Cavill St end of Crown Rd is a much safer, feasible and effective planning option for walkers and vehicles alike.
110	The proposed path from Sommerville Bridge along Queenscliff Rd is a very lengthy route. The proposal put forward by Better and Safer Access for Queenscliff widely supported by the local community, making use of a switchback ramp beside the existing stairs, is a more realistic proposal providing access between Queenscliff and Freshwater ie.. the majority of residents will take the shortest route between A and B.
111	The shared path concept linking Freshwater to Manly should not replace the Queenscliff ramp. These need to be independent of each other.
112	There are 3 issues i would like to suggest 1) The present path configuration under Queenscliff Bridge has blind spots that are created by the bridge abutments. Travelling for example in a northerly direction you are not aware of pedestrians/ runners / wide prams coming out of the northern pinch point until you are 3 metres away. Needs perhaps a mirror and a slow down sign . (for the prams) 2) Having rode a bike through Lagoon Park today (Monday at 9am) I spent a lot of time on the grass as there is no painted reminders on the path to keep left and 'share'. 3) The current path from Queenscliff to Manly adjoins parked cars for most of its length. When the path was initially put in place and due to the limited car spaces depth there was a requirement that all cars had to park nose first. Today perhaps a third of the cars park rear to the path and leave towbars and bumpers to sterilize at least a quarter of the paths available width and creating an obvious hazard to the unwary. Over time the signage that required nose to kerb had been deleted. I have reported this twice before over the past 2 years.
113	There is already a huge problem in the Manly area with bikes. They simply ignore the areas they are supposed to use and are constantly and dangerously riding through areas which are for pedestrians only: footpaths, the Corso, the Fairlight promenade, Marine Parade on weekends. Worst of all they speed along the Manly beachfront pedestrian area, despite the fact that they have a huge designated area of their own. They are also a minister traffic because they cut in and out in front of cars and ignore red lights. There are too many bikes in Manly already, and too little is done to bring them under control. We need fewer bikes, not more, and we certainly don't need more bike paths which they are too selfish to use. Get rid of the bikes!
114	This is a good concept but Lagoon Park shared path must have better lighting to be safe. It is too dangerous after dark with bikes, dogs, people running, kids and commuters all on this path in the dark.
115	This is a good idea. I often ride my bike but to get to Harbord, one really has to walk up the steep stairs, where, fortunately, there are grooves to help you push up the stairs, and down the other side to Freshwater Beach. I have often ridden along the main road to Brookvale on the footpath, that is noisy and busy, ... but does not get you to Harbord. It would be nice to have a variant route.
116	This is all about cyclist, how about pedestrians who have to dodge speeding cyclist that come up from behind with no warning, teach them to ring their bell, slow down and dismount where required

117	<p>This pathway should join the existing community garden pathway. It should NOT go along the western end of Road Road. The loss of garden beds down the western end of Crown Road would be a disaster. There is a beautiful Bismarck Palm [REDACTED] [REDACTED] which needs its garden bed retained.</p> <p>Also, the shared pathway extension from Manly to Fairlight Beach has been a complete waste of money. It never gets used.</p>
118	<p>This will present immense problems on Dowling Street which is a narrow street and it already has major issues with busses being too wide to allow 2-way traffic. Cars have to pull over when a bus travels along the street...</p>
119	<p>This would be so amazing for many of us residents. My only concern is that the current crossing at the road in queenscliff is on a blind hill. It's very dangerous to cross especially with a pram. I'm not even sure a wheelchair user could cross alone. This needs to be addressed with a set of lights or a shift to where the current crossing is</p>
120	<p>To Whom it May Concern, What a wonderful project. However surely Council cannot keep taking without giving!</p> <p>As you would be aware this is a high density area, where parking is virtually impossible and the number of unit blocks appear to continually increase. Every time some 'improvement' is made, parking spaces seem to be lost. A space on Cavill St was recently lost, although I believe I gave a reasonable alternative (I did not receive a response from Council to my suggestion). Of course it would be great if everyone caught public transport, but unfortunately the reliance of a car to visit friends/family for most is the best or only option. I find myself in a position where I cannot entertain or have family/friends visit as there is no where for them to park, evenings and weekends are impossible. Imagine having a Council where constituents have to sell their properties, as people can't visit! Most of my neighbours are in a worse situation than I.</p> <p>Looking at the map on your correspondence, it seems the path on Cavill St is only a short distance, however it appears that it will be an area where "minor loss of street parking" will occur. You did not even mention Cavill St in the body of your correspondence – this is not the first time this has occurred. I feel sure the residents of Cavill St, would like to know –</p> <p>1. Why a street affected by these changes was not even mentioned in the correspondence?</p> <p>2. How will the lost of parking (again!) be compensated?</p>
121	<p>Totally in favour.</p>
122	<p>Very supportive of this initiative which would make it safer for people to walk and cycle in the area, especially as the existing path is heavily utilised and popular</p>
123	<p>Waste of money. Should be putting walkway/ bike path at Bridge St, Queenscliff. That is where people walk. It's only matter of time before serious accident occurs, especially buses turning. Get rid of parking on Bridge st. People are walking on road all the time.!!!</p>
124	<p>We are concerned that Council has implemented a policy of a shared pathway on the eastern footpath of the Stuart Summerville bridge. This footpath has a very high volume of pedestrian use in both directions, at all times of the day.</p> <p>Mixing pedestrians, including the elderly pedestrians, and bicycles on this restricted area will be a source of many potentially life threatening violent incidents. The corner of Bridge Road and Greycliffe St. (north side of the bridge) is now a difficult intersection to navigate, and increasing the potential volume of bicycles crossing Bridge Rd. is a major flaw in the plan</p>
125	<p>We cycle from Curl Curl to the wharf, via the community gardens and support the proposal.</p> <p>Perhaps the plan should include a route through the community gardens between Crown Rd and Dalley St? Proposed Queenscliff ramp has been mentioned to us but we are unlikely to continue uphill along Crown Road to use the proposed ramp, which sounds too narrow and steep and not en route.</p>

126	We live in Curl Curl and often cycle to Manly through Queenscliff with the kids. It is really tricky and stressfull to go on Queenscliff rd with the kids. It would be great to have a safe bike/walk path to Freshwater Village.
127	We need this in light of how many cars we now see on the beaches. Great for family to ride between beaches abs villages. Try and send your child safely to Freshwater from Manly. Could you and would you?
128	We should absolutely be looking at increased access on the stair between queenscliff to manly and queenscliff to freshwater ! It's the most direct route and should be more accessible!
129	We would like to register our support for the proposed Shared Path Extension along the proposed route. We are local residents in Queenscliff and recognise the current pedestrian access difficulties between Manly and Freshwater. The proposed Share Path will go a long way to addressing this issue. In particular the most problematic section currently is along Greycliffe Street, where there is not adequate space for pedestrians. Additionally, I would also encourage Council to also remember there is also the alternative route, which is up the public stairs between Pittwater Road and Dalley Street, that are quite well used by residents. The stairs don't need much to be maintain, other than the occasional lawn mow to keep the grass and weeds down. We would encourage Council to also please continue maintaining the public staircase route, in addition to the new Shared Path Extension.
130	Whatever can be provided for safe cycling and walking is good as long as trees and natural spaces are not sacrificed. A route by bike to Freshwater is already easy but a path would be better. We cycle often all over the district and find what is missing is connections between pathways. Hardly any of them join up. Something else desirable would be more tolerance between walkers and cyclists on shared paths. Neither group own them.
131	Why doesn't this plan include the ramps approved around the Queenscliff steps. The steps are the issue, there are already footpaths that take you on this long route to Freshwater village? I strongly urge the council to take into consideration the approved ramp before they proceed with the above plan.
132	Why not go through Crown Road Reserve.....that's the route everyone will take anyway so why waste money going around Crown-Cavill-Dalley?
133	Will anything be done to the dangerous pedestrian crossing over Queenscliff Lagoon, on Pittwater Road? Its extremely dangerous for pedestrians, way too narrow.
134	Will this include widening and barrier installation of cycle path on bridge on Pittwater Rd?
135	Will this make cycling from Queenscliff to Freshwater an appealing prospect? I do not think so. The infrastructure in place for people who drive cars is infinitely better, and as a result many will choose this mode of transport even for such a short journey. With the large number of people riding bikes in the area, and demand to connect cycle routes in Curly and Manly, there is potential to make this so much better. Another bumpy, noisy, polluted shared pavement with people who cycle or walk having to yield to people in cars at every side road is a wasted opportunity.
136	wouldn't it be safer to link Queenscliff road with Crown road via the path alongside the community garden? nicer to ride on, less intrusive to cars and parking
137	Yes Please! I'm not confident enough to cycle down Queenscliff Road (on the road) so I'm on footpath where possible. This would be very welcome!
138	Yes support any additional cycling facilities

Appendix B - Attachments to online submissions

Attachment 1



Attachment 2



Attachment 3

Queenscliff Shared Path



The cycling route should go through Crown Reserve, as that is more direct, away from main roads, and avoids a very narrow footpath next to a rock outcrop at the corner of Dalley and Cavill streets. (image: left below). Plus, that route is already in use by many cyclists. However the footpath needs to be widened at the Dalley Rd end of the reserve. No trees or shrubs need to be removed, although some garden edging would need to be moved.



Rock and narrow footpath at cnr Dalley & Cavill streets



Narrow path at Crown Reserve

Attachment 4



Attachment 5

To; Northern Beaches Council
PO Box 82
Manly NSW 1655

From; [REDACTED]
[REDACTED] Crown Rd
Queenscliff

CC; Phillip Gray, Transport Project Officer
Phillip Devon, Manager Transport Network

Without Prejudice

RE; Shared Path Extension- Queenscliff Freshwater – your ref: 2020/488137
No Stopping & Right Turn Ban – Cavill St, Freshwater – your ref: 2020/495597

I am writing as a very concerned resident of the western end of Crown Road, Queenscliff, and wish to strongly object to the two recent Council proposals referenced above.

Both proposals will have a **significant detrimental impact to our neighbourhood, further exasperate the existing major road safety concerns and have a major impact to our trees, shrubbery and native wildlife.**

The western end of Crown Road has long been the location of two major accident black spots, the junction of Crown Rd and Cavill St and the junction of Crown Rd and Dowling St. Both junctions have numerous accidents and near misses due to the overused 'rat run' to and from Freshwater Village, as speeding traffic avoid the traffic lights at Cavill and Oliver St.

Adding a 'shared path extension' to the 'rat run', increasing traffic and adding to the complexity of the already untenable traffic situation by itself would be disastrous. To then compound the situation by not allowing traffic turn right at Oliver St, hence diverting even more traffic to turn right at Crown Rd, is extremely concerning and raises many questions.

Also, the proposed route of the shared path from Freshwater Village to Cavill St impacts **'fifteen driveways'**, numerous well-maintained nature strips and **'fifteen trees'**. A much shorter route and more obvious route would be from Freshwater Village onto Oliver St and then onto Cavill St and would impact only **six driveways and maybe three trees**. Plus, the road is wide enough to take the additional traffic and already has traffic management in place (traffic lights etc).

I have set out the reasons and detail for my concerns and a proposed solution below, but moreover, would like to highlight that Council are missing a major opportunity here to have a significant positive impact on our neighbourhood by simply **closing off the western end of Crown Road**. The western end of Crown Road is one of the few remaining low-density housing enclaves in Queenscliff. We should take advantage of the focus on change to the area and government funding to improve safety, preserve wildlife and the heritage our street. This would solve all the traffic and safety issues, maintain our nature strips, trees and wildlife and create a beautiful street where our children can play safely. This modelling has been implemented with huge success in Manly Basin for example, where closing 'rat runs' to traffic have resulted in beautiful family friendly neighbourhoods for all to use.

Our proposal is as follows;

1. The new proposed 'shared path' extension should be redirected from it's starting point in Freshwater Village directly onto Oliver St then into Cavill St and continue the proposed route to Manly (see highlighted in yellow on map below).
2. There also needs to be a pedestrian crossing on Cavill St/Queenscliff Road.

Appendix C - Submissions received by email

RE: Shared Path Extension – Queenscliff to Freshwater

Dear Philip,

Thank you for your letter in the post this week regarding the proposed shared path extension from Queenscliff to Freshwater. As a resident, we (and many others) have had long standing concerns regarding safety along Crown Rd, particularly the intersections of Crown Road and Cavill Street + Crown Road & Dowling Street. On a daily basis the residence of Crown Road experience the unpredictable and often unlawful speed of vehicles traveling in both directions, lack of visibility at intersections, difficulty crossing the road due to the volume and speed of traffic and difficulty backing out of our driveways.

So, given that safety is already an issue, then any increase in foot (and bike) traffic will escalate the existing problem enormously (especially for children and those with mobility issues). Therefore, we feel that implementation of safety measures to reduce the speed of traffic on Crown Road should be the number one priority.

We feel that the ultimate solution to all safety concerned would be the closure of the western end of Crown Road. This would also provide for a very safe crossing of Crown Road for users of the new shared path. However, I am sure other solutions such as zebra crossings could be also be considered.

Kind Regards

[REDACTED]
[REDACTED]rown Road
Queenscliff. NSW 2096

Good morning,

I am writing in response to the letter received detailing plans to extend the shared pathway from Queenscliff to Freshwater.

I am very much in agreement with this plan but would like to make a request that has been on my mind for some time. To get across to the Eastern side of Cavill Street you must either take your life in your hands at the dangerous Cavill/Oliver St lights crossing, or cross closer to Dalley Street on the flat where there is no formal crossing. The Oliver/Cavill intersection sees regular accidents and my family have nearly been hit by cars not abiding to the green walking man when turning left into Cavill from Oliver.

So, is it possible to consider some kind of crossing on the flat of Cavill Street near Dalley Street? Even a refuge crossing? A lot of people (including children) cross there to access school buses and the 136, and a crossing would make it much safer, as well as giving safe access to the shared pathway.

Alternatively a proper red/green filter light on the left turn into Cavill from Oliver would leave me slightly more comfortable in having my family cross there.

I look forward to your thoughts.

Many thanks

[REDACTED]
Cavill St resident

ATTN: Philip Devon
RE: Traffic Management - Crown Road, Dowling St and Cavill St intersections

Dear Philip,

We have recently lodged a letter outlining our safety concerns to Philip Gray - regarding the installation of the new shared pathway extension along Crown Road.

The traffic and safety concerns along the western end of Crown Road, including the intersections at Crown and Dowling Street and Crown Road and Cavill Street have been long standing concerns of Crown Road residence. We understand this issue has been raised many times before. Over the last decade, due to development (especially high density living) in the area, there has been a substantial increase in traffic, particularly the Dowling Street to Crown Road to Cavill Street flow of traffic to avoid the traffic lights at Oliver and Lawrence Street. Therefore, this ongoing safety issue has amplified and needs to be reconsidered by the Traffic Committee, with a new assessment of the situation. This will be particularly important from a safety point of view with the proposed shared pathway, which will further increase bicycle and pedestrian traffic (including strollers, and those with mobility difficulties). Hence, we feel that Crown Road safety concerns need to be addressed and considered as part of the proposed project.

Some suggestions that could be considered include:-

1) The closure of the western end of Crown Road

This would solve multiple issues such as:-

- The lack of safety of the right turn into Crown Road from Cavill St as well as the safety of the left and right turn turn from Crown Rd onto Cavill.
- The safety issue at the intersection of Dowling St and Crown Rd. This is currently a three-way intersection, where crossing the road for pedestrians is dangerous.
- Decreased speeding and volume of traffic will assist with the poor visibility of cars backing out of driveways down the western end of Crown Road (especially around the Dowling Street intersection).
- It will resolve the issue of vehicles speeding across the intersection (often well above the speed limit) as they travel in both directions along Crown Rd. This will making it much easier for pedestrians and others to cross the road.

2) Restricted right hand turn out of Dowling St into Crown Road – during peak morning and afternoon times along with a restricted Right hand turn into Crown Road from Cavill St during peak morning and afternoon times.

3) Traffic calming devises and pedestrian crossing - however we are aware that this will come at the expense of parking in the area which is already difficult.

We would appreciate this being considered as part of the proposed shared path project.

Kind Regards

[Redacted Signature]

Dear Phillip,

I am writing to you regarding the Shared path extension from Queenscliff to Freshwater.

I am not objecting, I just have a question.

I live at ■ Dalley Street and I have a grass verge either side of the existing footpath and an established native tree growing on the verge closest to the road. I have measured the proposed width of the new path and realise that I will lose one of the grassed verges (assuming the one closest to the road, or a bit of both?). However I would like to be able to retain the tree. There are many telegraph poles in a similar position to my tree along the road that I assume will remain and the path extension will deviate around by being a bit narrower, will the same be done for my existing tree? I hope so.

Looking forward to your feedback.

Kind regards,

■

To Whom it May Concern,

What a wonderful project. However surely Council cannot keep taking without giving!

As you would be aware this is a high density area, where parking is virtually impossible and the number of unit blocks appear to continually increase. Every time some 'improvement' is made, parking spaces seem to be lost. A space on Cavill St was recently lost, although I believe I gave a reasonable alternative (I did not receive a response from Council to my suggestion).

Of course it would be great if everyone caught public transport, but unfortunately the reliance of a car to visit friends/family for most is the best or only option. I find myself in a position where I cannot entertain or have family/friends visit as there is no where for them to park, evenings and weekends are impossible. Imagine having a Council where constituents have to sell their properties, as people can't visit! Most of my neighbours are in a worse situation than I.

Looking at the map on your correspondence, it seems the path on Cavill St is only a short distance, however it appears that it will be an area where "minor loss of street parking" will occur. You did not even mention Cavill St in the body of your correspondence – this is not the first time this has occurred.

I feel sure the residents of Cavill St, would like to know –

1. Why a street affected by these changes was not even mentioned in the correspondence?
2. How will the lost of parking (again!) be compensated?

Sincerely

■

■ Cavill St,
Queenscliff NSW 2096

Dear Philip

Thank you for your time on the phone last Friday (38th August 2020) regarding mine and my neighbours concerns for pedestrian safety on the Western End of Crown Road in Queenscliff. As discussed, we have had long standing concerns regarding safety along Crown Rd, particularly the intersections of Crown Rd and Cavill St & Crown Rd & Dowling St. On a daily basis the residence of Crown Road experience the unpredictable and often unlawful speed of vehicles traveling in both directions, lack of visibility at intersections, and difficulty crossing the road due to the volume and speed of traffic. Therefore, since receiving the notification regarding the proposed shared path project, which would further increase pedestrian traffic to the area, we feel particularly concerned about safety of the area, which really needs to be looked at more broadly.

As I understand from our discussion, the likelihood of pedestrian crossings on and around Crown Road (as part of this project) is currently low. However, given that safety is already an issue, then any increase in foot traffic will escalate the existing problem enormously. Therefore, we feel that implementation of safety measures to reduce the speed of traffic on Crown Road should be the number one priority. In addition, it is well known that the route along Dowling, turning right into Crown Rd is a 'rat run' to avoid using the main road intersections along Lawrence Street and Oliver St. So, as the residential density increases in our area, we know that this volume of traffic is only going to increase.

As we have previously presented to council, a solution to all of these problems, would be the closure of the western end of Crown Road, which would also provide for a very safe crossing of Crown Road for users of the new shared path. As you have advised, we will also submit our concerns to our Traffic Engineer for the area, where we will request that our safety concerns are considered in conjunction with the proposed shared pathway project.

We look forward to your response of our concerns regarding the design and development of your proposal.

Kind Regards

[REDACTED]

[REDACTED] Crown Road

Queenscliff

After studying the proposed route for Council's shared path extension, I would like to inform you of my concerns.

I live in 1/1 Cavill St. Queenscliff and my 89-year-old mother is in the upper duplex, 2/1 Cavill St.

Our section of Cavill St. -- with Crown Rd on one corner and Dalley St. on the other -- is a stretch of road best described as being very dangerous.

Going in and out of the driveway is a challenge.

To make you understand why I strongly object to the proposed route, I would like to invite you to use my driveway during peak hour on a weekday or mid-morning on a weekend. There are 3 manoeuvres I would like you to attempt:

- Turn into the driveway from the other side of the road.
- Turn into Cavill St. from Crown Rd. then enter the driveway
- Reverse out of the driveway

PERFECT TIMING is required. You will need to be aware of several things: Is the 136 approaching the bus stop? Are vehicles coming from the north end of Cavill St. or turning into it from Oliver St.? Then you need to watch out for vehicles from Crown Rd. All southbound vehicles turn into Dalley St. at high speed.

A shared path along this stretch of Cavill St. will increase the likelihood of a fatal collision. All it takes is for the sudden appearance of a cyclist.

I am sure you are aware of how unpredictable cyclists can be. And I am just as sure that you have seen many people -- men and women alike -- pushing prams or strollers while looking at their mobile phones.

My mother has mobility issues. She is, as I said, 89 years old. She uses a rollator, her reflexes are slow, and she has had to watch out for kids on skateboards. I dread to think what could happen as she tries to go from our driveway to the bus stop when cyclists and people on mobility scooters are encouraged to use this path.

There are many nightmare scenarios one can imagine. And they can be avoided by a simple re-routing of the path.

WHY NOT USE THE EXISTING PUBLIC PATHWAY?

All that needs to be changed is where the route goes after Dowling St.

It makes sense to have it continue left into Crown Rd., for just a few metres, until it is approximately opposite the public pathway that connects Crown Rd. and Dalley St.

Many locals push strollers up and down this path, cyclists (who know of its existence) use it, too. It is a shortcut that many of us have utilised for a long time.

The land to the left of the path is council land. On Crown Rd., there is a children's playground, then towards Dalley St., there's a community garden.

As you go down from Crown Rd., the concrete path is very wide. Lower down it needs to be widened, especially next to the community garden. Some aluminum planters will need re-locating, but there is ample space to accommodate this. The gardeners affected by the path development could do with some assistance from Council.

THE ADVANTAGES

Firstly, this is **THE SAFEST ROUTE** because it allows users to avoid the vehicles leaving or entering 28 driveways:

- 3 driveways on a very dangerous stretch of Cavill St.
 - 14 driveways on Crown Rd. (over 90% of which belong to homes with very young children who can suddenly run on to the footpath)
 - 11 driveways on Dalley St. (close to the corner of Cavill St. and Dalley St. is a huge rock that makes creating a 2.5 shared path near impossible. More on this later...)
-

Secondly, this is **THE LEAST DISRUPTIVE ROUTE**. It does not impact on the utility connections that run underneath the paths and the verge. Think:

- High-voltage power lines that were moved underground some years ago. (Has Council consulted the electricity people?)
- Gas
- Water
- And the wonderful NBN

Thirdly, Council can complete the path in less time and at significantly less cost because ...

- **It won't have to realign Cavill St and a section of Dalley St.**

The word "realign" is causing much confusion among residents.

A surveyor explained to one of my neighbours that Council is extending the concrete path into the verge area, and is making it as level as possible, and that vegetation will be removed. The driveways on Cavill St are all on a slope. Can you guarantee that there will be no sudden drop from the driveway to the path?

A few days ago, another Council worker explained to one of my other neighbours that the path would be widened towards the street and that the verge would not be touched. This saves the plants but still poses a risk to people.

However, I have just received a letter from Council's Transport Network manager, informing me of plans to "allow two travel lanes in the peak traffic flow direction" on the east side of Cavill Street. The question is: How do you extend the path into the road and still allow for two lanes?

We are not just concerned about the proposed route, we are very, very confused.

- **It won't have to reduce much-needed vegetation in the suburb and repair damaged walls.**

If the surveyor my neighbour spoke to is right, then I am worried about my brick wall. Over 20 years ago, Council planted a banksia in front of the wall. This is now a mature tree. I do not know how far and how deep the root system is. The wall is perfectly straight at present, but if the tree is removed, it may destabilise the wall. I expect Council to rebuild it.

- **It won't have to cut the huge rock on 21 Dalley St. in order to widen the path.**

This is a complex and costly undertaking. Furthermore, it fails to take into consideration that 21 Dalley St. is a Heritage Listed property. It sits well above the road; the steps, which have been cut into the rock, provide the only access to the house.

Lastly, there is the advantage of making enormous savings that can be used to extend the path beyond Dowling St.

I trust you will take into consideration the concerns I have raised. And I would like you to know that I am serious about inviting you to use my driveway during peak hour. It is the best way to understand why those of us with driveways on Cavill St. are opposed to the proposed route of this shared path. While you are here, we will be more than happy to take you around to see the public path that already exists.

If you nominate a day and a time, I will arrange for as many of us as possible -- including neighbours from Dalley St. and Crown Rd. -- to be present.

If, however, your schedule will not allow this, at least take 10 minutes to stand at the corner of Cavill/Crown and Cavill/Dalley and observe the traffic and speed during peak hour.

Yours sincerely,

[Redacted]
[Redacted] Cavill St.
Queenscliff NSW 2096

RE: Shared path extension – Queenscliff to Freshwater

Dear Phillip,

I am writing in response to your letter re the shared pathway from Queenscliff to Freshwater. I have concerns about this proposal and its safety for all those who use this section of road (pedestrians, cyclists – both recreational and road cyclists, residents and vehicle drivers). I believe the cycle/pedestrian path along Queenscliff Rd, Cavill St and the western side of Crown Rd is a hazardous proposal for the following reasons:

1. Traffic pressure

- The corners and associated intersections of Cavill St, Crown Rd and Dowling Streets are already very congested during peak periods M - F and all day on Saturdays. Traffic will often back up from the Crown Rd Cavill St intersection all the way back to its junction with Dowling Street. To add another element to this very busy section of road would be downright dangerous without proper installation of traffic calming/slowing devices or the installation of a proper pedestrian crossings.
- The Crown Rd/Dowling Street intersection is already used as a rat run for many cars who seek to cut through from Manly to Freshwater/Curl Curl. To add another element into an already tight corner here – one that is utilised by busses, pedestrians and cyclists without the mandatory installation of pedestrian crossings would exacerbate the existing problems enormously.
- The proposed traffic/no right turn changes for the Cavill/Oliver Street intersection (proposed 25th August, Phillip Devon) will only exacerbate the 'rat run' effect and increase the already heavy number of cars which use this as a way to cut through the back streets to Freshwater. Adding another element to this mix seems like it is asking for trouble.

2. Local topography

- Crown Rd and Cavill St meet on the crest of a hill. Visibility is already limited from either side of the crown and adding another element of a bike path and cyclists to the corner here would be dangerous. I watched numerous times as people attempt to cross the road dangerously here.
- The corner of Cavill St near Dalley St when travelling Sth. to Manly is a dangerous corner being narrow and sharp. It is further complicated by the 136 Bus route and associated stop. Adding further elements to this already narrow and busy corner, even if sections of footpath are taken over, ignores the already hazardous nature of this area of road.

- There are also large, old banksia trees near this 136 Bus Stop, which provide shade and shelter. Removing these would be detrimental to the local streetscape and environment.

2. Pedestrian demand

- Living on the Western end of Crown Rd, and observing people's movements, I believe pedestrian demand for the new path would be limited. Instead, most pedestrians from Manly to Freshwater opt to walk up the large, wide concrete path alongside the community garden linking Queenscliff Rd and Crown Rd. All other pedestrians use the newly installed paths and stairs at the eastern end of Queenscliff Road/Crown Rd.

3. Cyclist demand

- Pleasure cyclist demand for the route along Crown Rd and into Dowling Street is limited.
- Most pleasure cyclists instead take the wide path which runs down the side of the community garden and which connects Crown Rd and Queenscliff Rds.
- 'Road cyclist' demand is heavy. Road cyclists use the Dowling St > Crown Rd > Cavill St > Queenscliff Rd route heavily every morning before peak periods (preferring to ride in the cooler weather). Being road cyclists, these cyclists *prefer* to use the roads, and as a rule they do not make use of shared bike & pedestrian paths.

4. Loss of landscape, tree coverage and parking

- Street parking is already at a premium around Cavill, Crown and Dowling Streets. To put forth a proposal which would result in the loss of valuable and needed car space seems ill thought through. Many apartment dwellers who have no parking available utilise these street areas to park.
- Loss of street parking would also be a major hinderance to the northern beaches residents who utilise the small dance studio located at 94 Crown Rd.
- Loss of landscape – the verge along the southern side of Crown Rd and the sides of Dowling Street is home to many established trees and shrubs, all of which add to the streetscape and provide shelter for local birds and insects.

If the council has usage studies plans showing there is demand for such a path, I would like to view them.

If, due to usage demand a path must be constructed, then I respectfully suggest the following alternative:

1. Routing the shared pedestrian bike path desired by the Council up the side of the community garden/green space which links Queenscliff Rd and Crown Rd.

- As you are no doubt aware, there is already a large, wide concrete path which links these two roads, and if you spend time here, you will observe that this is actually the preferred route of pleasure cyclists and pedestrians who use this wide, off road path, to safely cut through from Manly to Freshwater.
- The concreted path here is already concreted and wide, so a shared path should have no or minimal impingement on the community garden

2. Refurbishment of the play area/park on Crown Rd – making the area more of a destination and a place which pleasure cyclists can stop on their route from Manly to Freshwater – adding

new drinking fountains/bottle refill stations and perhaps also a bike fixing station as the council |
has installed in other areas.

As a final note, on a daily basis the residents of Crown Rd experience the unpredictable and often unlawful speed of vehicles travelling in both directions on their road, a lack of visibility at intersections (both Cavill/Crown and Crown/Dowling) and difficulty crossing the road due to the volume and speed of vehicle traffic – both local and those using the ‘rat run’. Your notice about the shared path project, which looks to further increase foot and pleasure cyclist traffic to an already congested and dangerous area raises many concerns about the safety of the area, which I feel needs to be looked at more broadly.

Thank you for accepting my submission. I look forward to you acknowledging my letter and additionally to discussing the issues raised within it with you.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED] Crown Rd, Queenscliff

[REDACTED]

General Manager
Ray Brownlee
Northern Beaches Council
P.O. Box 82
Manly NSW 1655

8 September 2020

Dear Mr Brownlee,

Re: Proposed Path Upgrades – Brookvale to Dee Why and Freshwater to Queenscliff.

Thank you for the opportunity to comment on the Proposed Path Upgrades– from Brookvale to Dee Why and Freshwater to Queenscliff. Northern Sydney Local Health District (NSLHD) Health Promotion 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 on the Northern Beaches. In this context, we commend Northern Beaches Council's commitment to increase safer cycling and walking as healthier alternatives to using a car. These strategies are supported by evidence-based guidelines as important contributors to the health of the population¹.

Proposed Path Upgrade – Brookvale to Dee Why

Health Promotion commends Council's proposal to extend the shared path network from Warringah Mall and Brookvale B-Line to Dee Why. The paths would be widened to 2.5m to allow for usage by cyclists and pedestrians. Whilst the 'gold standard' for paths is to separate cyclists from pedestrians, it is appreciated that retrofitting these is not always practicable due to road space constraints and decreased car parking and reduced access to shop fronts that this may cause.

Proposed Path Upgrade –Freshwater to Queenscliff

Health Promotion commends Council's proposal to extend the shared path network to connect Manly and Queenscliff to Freshwater Village. However, the proposed route raises safety concerns. It has five street crossings, three of which are considered to be dangerous. Cars travel at speed along Crown and Queenscliff Roads, making them dangerous to cross, despite two pedestrian refuges on Queenscliff Road. In addition, there would be no safe method of crossing the road at the junction of Lower Greycliffe St and (lower) Bridge Rd, which is a sharp, steep bend as it approaches Queenscliff Bridge.

Furthermore this is a long-winded route between Queenscliff and Freshwater Village. The vast majority of people take the direct route – the steps up from Lower Greycliffe St to Pavilion St and down from (upper) Bridge Rd to Undercliff Rd and this is unlikely to change by upgrading the path.

Recommendation:

NSLHD Health Promotion recommends Council consider three alternate routes, beginning with the Health Promotion's most preferred:

- 1) To capture the vast majority of pedestrians and cyclists who traverse this route, redirect the proposed shared path, so that it runs down Lawrence and Albert Sts and turns right into Moore Rd. Moore Rd is a very wide road that could cope well with a 2.5m shared path or better still, a separated cycleway. From Moore Rd the path would link to the south-eastern end of Undercliff Rd.

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

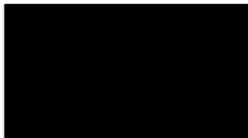
At this location Council would construct a switch-back to (upper) Bridge Rd, to serve the same equity and access purposes as the switch-back Council is designing on the south side of Queenscliff Headland or tunnel through from Undercliff Rd to Lower Greycliffe Rd, thereby avoiding constructing two sets of switch-backs. This route would also avoid any road crossings and would therefore be much safer than Council's proposed plan. Health Promotion appreciates that a tunnel may be prohibitively expensive, however construction of two switchbacks is also an expensive undertaking, so Health Promotion recommends Council weigh up the costs and benefits prior to proceeding.

- 2) Redirect the shared path so that it runs up Dowling St, eastward along the northern side of Crown Rd, then right into (upper) Bridge Rd, to link to the switchback being designed by Council from (upper) Bridge Rd to Lower Greycliffe St. This route would still have five road crossings, however none of these are in dangerous locations and it would be more direct than the proposed route.
- 3) A minimal change to Council's exhibited route would be to continue the shared path along the northern side of Queenscliff Rd into Pavilion St, turning right into (upper) Bridge Rd and linking with the switch-back being designed by Council from (upper) Bridge Rd to Lower Greycliffe St. This would remove the dangerous road crossings at Queenscliff Rd and the corner where Lower Greycliffe St meets (lower) Bridge Rd.

Building shared paths is an expensive undertaking and Health Promotion believes that it is highly unlikely that Council will be able to afford to build another shared path between Queenscliff and Freshwater for a very long time, so it is important that the safest, most beneficial and practical route is chosen for this path.

Thank you for the opportunity to comment on these two important shared paths which will encourage active transport for not only Brookvale, Dee Why, Freshwater and Queenscliff residents, but for all Sydneysiders and tourists to the Northern Beaches to enjoy.

Yours sincerely,



David Morrissey

Health Promotion
Northern Sydney Local Health District
Brookvale Community Health Centre,
Level 4, 612-624 Pittwater Rd Brookvale NSW 2100



██████████ Crown Road,
Queenscliff, NSW, 2096
8/09/2020

Mr Philip Gray,
Transport Project Officer,
Northern Beaches Council.

Re: Shared Path Extension – Queenscliff to Freshwater –Your Ref: 2020/488137

In response to NBC's letter of 20 August 2020, regards the above subject and reference, we would like to advise our "NON SUPPORT" for the proposal as presented, for the following reasons.

My Wife & I have lived at the corner of Crown Rd & Cavill St, Queenscliff, for 35 years and regularly walk around and observe the area covered in this proposal. In that time we have met and discussed the many problems of the area with State and Council representatives.

Route:

- (1) The vast majority of people coming south from Freshwater up Dowling street, heading for Queenscliff, turn left (east) on Crown Road, then cross at the bus stop outside of 127 Crown Rd, then proceed (south) down the pathway in Crown Reserve, to Queenscliff/Dalley Rd, then on to Queenscliff-Manly. This includes pedestrians, cyclists and mothers with prams. (It has been many years since we have seen a mobility scooter or a wheelchair in the area). Many families stop and use the Crown reserve playground.
- (2) Those people who turn right (west) from Dowling St into Crown Rd, walk to the corner of Crown & Cavill St, then the great majority cross to the western side of Cavill St and proceed to the local apartments, Dalley St (west) or the public pathway to Pittwater Rd.

Environment:

- (1) To build an unobstructed 2.5 metre wide concrete path on the eastern side of Dowling Street, will require the removal of several mature trees and the replacement of the grass nature strip with concrete. As there is no pathway on the western side of Dowling Street, this would require pedestrians; prams etc., to mix with cyclists on a steep stretch of path and this steep stretch would be of major safety concern for mobility scooters and wheelchairs.
- (2) To construct a 2.5 metre path on the southern side of Crown Road, from Dowling St to Cavill St, would again require the removal of either or both, mature trees and/or private gardens, as well as replacing the grass nature strip with concrete.
- (3) For the section from the corner of Crown Rd, south on Cavill St to the corner with Dalley St, the proposal suggests, "possible kerb realignment" to achieve the required 2.5 metre concrete path, this would again require, the removal of trees and gardens, in addition the grass nature strip along this section is sloped from 122 Crown along to 23 Dalley St. This may cause issues for entry into the houses and driveways for 122 Crown Rd, 1 Cavill St and 23 Dalley St.

- (4) Where Cavill St meets Dalley St, the path on the (25KPH) left hand corner narrows to one (1) metre for approx 5 metres in length, because of a large sandstone rock some 1.7 metres tall, into which the stairs and a ramp have been carved for entry into the Heritage listed house at 21 Dalley St. Should the council care to inspect the area, they will find the original 1.5 metre high sandstone fence, stretching from 23 Dalley through to 19 Dalley St is in danger of falling onto the pathway.

The one metre wide area of path cannot be extended out onto the Dalley St roadway, as the corner is very tight for buses and trucks heading south now.

- (5) From there along Dalley St to Queenscliff Rd would also require the removal of grass nature strips/ gardens to be replaced with 2.5 metres of concrete pathway.

Replacing mature trees and grass nature strips with 2.5 metre wide concrete paths is environmental vandalism.

Amenity:

- (1) Street parking in the entire area is extremely limited, partially due the fact the majority of the apartment buildings are old and therefore have limited parking, so, in the evenings and on weekends it is almost impossible to get a street park. The possible removal of three street parking spots (due to kerb realignment) on Cavill St beside my house, will make it difficult and dangerous for my wife and I to exit our garage into Cavill St. This would also affect parking for family and friends visiting houses on this stretch of Cavill St.
- (2) From the intersection of Dowling St and Crown Road, going west down Crown Rd to Cavill St then around and along Dalley St, you have single family dwellings, who I am sure do not want 2.5 metres of concrete path out the front of their house's, in lieu of trees and grass nature strips, a significant loss of amenity and property values. Plus the problems of exiting their garages.

Council Transparency:

It would appear that details of this NBC proposal letter (ref: 2020/488137) has had limited distribution in the affected area, as several people have said they have not been notified nor received this letter and therefore will have no input into the project.

Conclusion:

Again we emphasise our response is "NON SUPPORT". The best, most direct and safest route from Freshwater on Dowling St and Crown Rd is via Crown Reserve to Queenscliff Rd and vice versa. Crown Reserve, which the council already own, has a wide pathway and the \$50,000 budget could be used to improve this area and make it picturesque, with gardens, seats and a better pathway. Many families stop and use the playground in Crown Reserve, coming and going from all directions.

Suggest NBC Councillors and staff members attend the area, for a period of time to observe how it is utilised.

Yours Sincerely

[Redacted Signature]

cc. Curl Curl Ward Councillors.

New Shared Paths Proposals

1. Brookvale. Fully supported, as they expand the bike network and incorporate key connections.
2. Queenscliff. Also fully supported for the same reasons.

However, in relation to 2, I note that the accompanying map (see below) purports to show an existing shared path across Queenscliff Bridge and up the hill on the (lower) Greycliffe slip road.

Not only is the bridge **not** a shared path, but there is a sign clearly informing cyclists that the shared path ends at the bridge (photo 1). Legally, they are obliged to dismount to cross the bridge, although few do of course.

Also, heading N there is a short strip of shared path which ends at the slip road, Greycliffe (photo 2). That first section of the road is **not** a shared path and does not even have any bike logos or directional arrows. It's currently a low speed shared zone for pedestrians and vehicles, as per the sign.

Continuing N through a narrow connecting link path there is a poorly defined area, also lacking in logos, before the actual shared path on the remainder of Greycliffe, on to Queenscliff Rd.

Finally, the map shows a circle at the junction of the (non shared bridge) and the short shared path. As the 2 sections already merge seamlessly (albeit confusingly) what does that circle depict?

My recommendation is that when/if the expansion of shared paths at Queenscliff proceeds, at the same time

- the bridge should be formally designated as shared and
- the entire section along Greycliffe be regularised and upgraded, with logos, appropriate line markings and directional signage.

It will then be clear this is the designated safe route for cyclists.

Northern Beaches Council
PO Box 82
Manly NSW 1655

20__/

From: [REDACTED]
[REDACTED] Crown Road
Queenscliff NSW 2096
[REDACTED]

RECEIVED
NORTHERN BEACHES
COUNCIL
10 SEP 20

MAIL ROOM

Attention: Philip Gray -Transport Project Officer
Attention: Philip Devon – Manager Transport Network

Re: Shared Pathway Extension – Queenscliff to freshwater and 'No Right Turn Ban into Oliver - from Cavill St'.

The residents of Crown Road Queenscliff have had long standing concerns about the **lack of safety for pedestrians and vehicles**. This is particularly evident down the western end of Crown Road, at the busy intersections of Crown Road / Dowling Street and Crown Road / Cavill Street. Over the last decade, due to new developments (especially high density living) in the area, there has been a substantial increase in traffic, particularly the Dowling Street to Crown Road to Cavill Street (rat run) flow of traffic to avoid the traffic lights at Oliver and Lawrence Street. Apart from the high volume of traffic, cars and motorbikes regularly speed down Crown Road above the speed limit. This is especially the case on the slightly downhill stretch of road from approximately 74 Crown Road - towards the western end of the street. I will also point out that on this section of Crown road there is a **children's playground** and **'Bluebird' Children's Dance Studio**. So, children are often out in numbers trying to cross the street with no means of a safe crossing (zebra crossing etc). Furthermore, reversing out of driveways / carports along this section of Crown Road is extremely difficult due to lack of visibility of cars travelling along the road often above the speed limit. Many in fact do not know the speed limit as **there are no signs to indicate**.

This existing safety issue will be intensified immensely if the proposed plans of an extended shared bike path and also 'No Right Turn Ban into Oliver - from Cavill' go ahead, which will increase traffic and pedestrian volume to Crown Road and Dowling Street. The thought of trying to back out of our driveway with a further increase in traffic volume, as well as an increase in small children, strollers and bike riders is frightening.

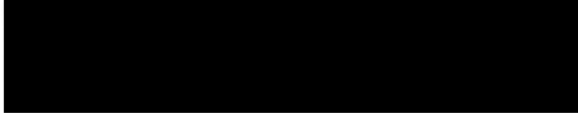
So, residents feel that this matter of safety needs to be addressed well before considering an extended shared pathway from Queenscliff to Freshwater. As far as the proposed 'No Right Turn Ban into Oliver - from Cavill St' goes, **we are a NO**, as this will increase the volume of cars turning into Crown Road to access Freshwater (hence amplifying our existing safety issues).

Some suggestions that should be considered (to increase safety) include:-

- Closing the Western end of Crown Road! – this solves a magnitude of problems.
- **Reducing the speed limit** of Crown road and Dowling Street and policing it.

- **Traffic calming devices** - down the western end of the street (where no buses travel) such as a speed hump or chicane.
- A **zebra crossing** on Crown Road and possibly Dowling St with **zig zag road lines** in the lead up to it.
- To counteract the loss of parking -**restricted parking of 2 hours** (on Crown Rd and Dowling St) for non-residents and all-day **permit parking** for residents of **Crown Road and Dowling Street only**.

Kind Regards



Attention: Philip Gray -Transport Project Officer
Attention: Philip Devon – Manager Transport Network

Re: Shared Pathway Extension – Queenscliff to freshwater

Hello – thankyou for your recent communication and reaching out to us, we really value being included in this planning and investigation.

I am a resident of Crown Road Queenscliff. I wish to raise my **non-Support** into the current proposed plans of an **extended shared bike path, I would like council to consider some proposals / options and also note strong non-support for the below reasons:**

Proposals / Options:

- Mirror **the oneway access system** in Manly (eg. Alexander St, Golf, Rolf Parade, Pacific Parade Manly Flats). Closing the western end of Crown Rd only to one way traffic, this would alleviate all non residential motorists trying to take short cuts through Crown Rd, Dowling St, Undercliff St (to avoid the traffic lights and main roads Cavill / Oliver Streets) this would result in less accidents provide safety and alleviate the current huge congestion, it just makes more sense.
- Consider **Closing the Western end of Crown Road** – this solves a magnitude of problems.
- Direct the shared pathway and **keep mainstream on Albert St Freshwater, Left onto Oliver St and left onto Cavill St to continue onto Queenscliff Road.**
- Consider putting this shared pathway along the ramp beside **Crown Rd – Playground / Freshwater community Garden exiting onto Queenscliff Road.**
- **Direct this pathway up the Eastern side of Crown Rd and around Pavillion St exiting onto Queenscliff Road then Greycliff St.**
- **Direct this pathway up the Eastern side of Crown Rd and introduce a ramp straight down (beside the Queenscliff Steps directly onto GreyCliff St.** (More Scenic, more beautiful, less crowded, less traffic, safer and makes more sense.
- **Road Safety - Cavill St / Crown Rd / Dowling St (T- sections) are extremely unsafe for Children, Pedestrians, Motorists and Cyclists.** Adding a bike lane into this already unsafe situation will only exasperate these known accident blackspots.
 - Just this very weekend (5th Sept), **I witnessed a child nearly getting knocked down** trying to cross this intersection and didn't see the car turning right from Cavill St onto Crown Rd. I welcome Council to come visit this area especially on weekends when traffic is increased x100. It is extremely unsafe for everyone. Adding a bike pathway to this congestion is unimaginable and will only increase the already tremulous negotiations residents have to go through when backing out of their driveways not to mention the already highly dangerous blindspots on these roads.
 - **Frequent near misses** at Dowling St / Crown Rd intersection & Cavill St / Crown Rd. intersection due to obstructive vision. Adding a bike pathway to this scenario is unimaginable and would only increase the already tremulous negotiations residents have to go through when backing out of their driveways
 - **Children at play – every household on Western End of Crown Rd has a baby, toddler, school age child. Their safety is our no.1 concern.**
 - These **residential streets are heavily used by commercial vehicles, School buses**, (Queenwood and Mosman Prep School buses are now utilising this intersection) along with Bus routes 136 and 139 not to mention the constant flow of delivery trucks and commercial vans. Adding a bike pathway to this congestion is unimaginable and will only increase the already tremulous negotiations residents have to go through when backing out of their driveways.
 - **Couriers / Commercial vehicles / Buses / Pedestrian volumes have tripled due to the Covid Pandemic and residents working from home.**
 - Every Bus / Commercial vehicle turning at the Dowling St / Crown Rd/ Cavill St intersections cannot complete this turn safely. There is no room as it is for this volume of traffic, Adding a bike pathway to this mix is unimaginable.
 - This will most definitely have fatal implications.

- o Every Child or pedestrian trying to cross these roads put their lives at risk in its current form nobody can cross the road safely - extremely unsafe for Children.
- o Every vehicle has to negotiate / turning at these intersections, **pedestrians and children cannot be seen.**
- o **Obstructed vision in both Dowling St /Crown Rd T-section and Crown Rd / Cavill St T-Section. Pedestrians and cyclists cannot be seen.**
- o Well known area for Accidents and Blackspots I witness several near misses everyday and constantly hear, skidding, horns and frustrated motorists (those trying to take the short cut from Freshwater village). Pedestrians and residents are not included in this frustration, if **crossing the road you take your life in your hands.** Adding a bicycle lane into this mix will only result in fatalities.
- o This is a **huge safety concern, traffic is x100 on weekends and council should conduct their investigations on weekends to take immediate action.**
- o Summer traffic is another huge concern traffic is increased x 200% there are more children at play, surfers, pedestrians, holiday makers, beach goers . The volume of holiday traffic during spring / summer seasons is colossal. Adding a bike pathway to this congestion is unimaginable and would most definitely have fatal implications.

Please can you look at this through a safety & practical lense. We have witnessed too many accidents and near misses especially of late due to the current unsafe road / traffic situation at the western end of Crown Rd. Every household on the Western end of Crown Rd. has at least 2-3 toddlers, infants and school age children each it is extremely unsafe for them at the moment.

Also to note – there is not one safe crossing zone from Queenscliff Road to Manly. Children / Pedestrians / Prams/ School age bike children/ Toddlers & Infants on wheels cannot cross a street safely. There is no Zebra crossing on Queenscliff Road or traffic lights to help Parents with Prams, Bikes, Scooters, Toddlers cross safely. Parents cannot get down steps with prams, scooters, bikes, infants, toddlers and pedestrians are all at risk.

It is only a matter of time before somebody is killed.

Many thanks for your time and look forward to your response with hopefully a practical solution.

Kind Rgds

3. The western end of Crown Road should be closed off to traffic permanently at Cavill St.
4. There is no requirement for a 'no stopping right turn ban' at peak hours north bound at Cavill & Oliver St, instead a filter arrow on the existing traffic lights would solve any perceived minor traffic problem, which in our view does not exist.

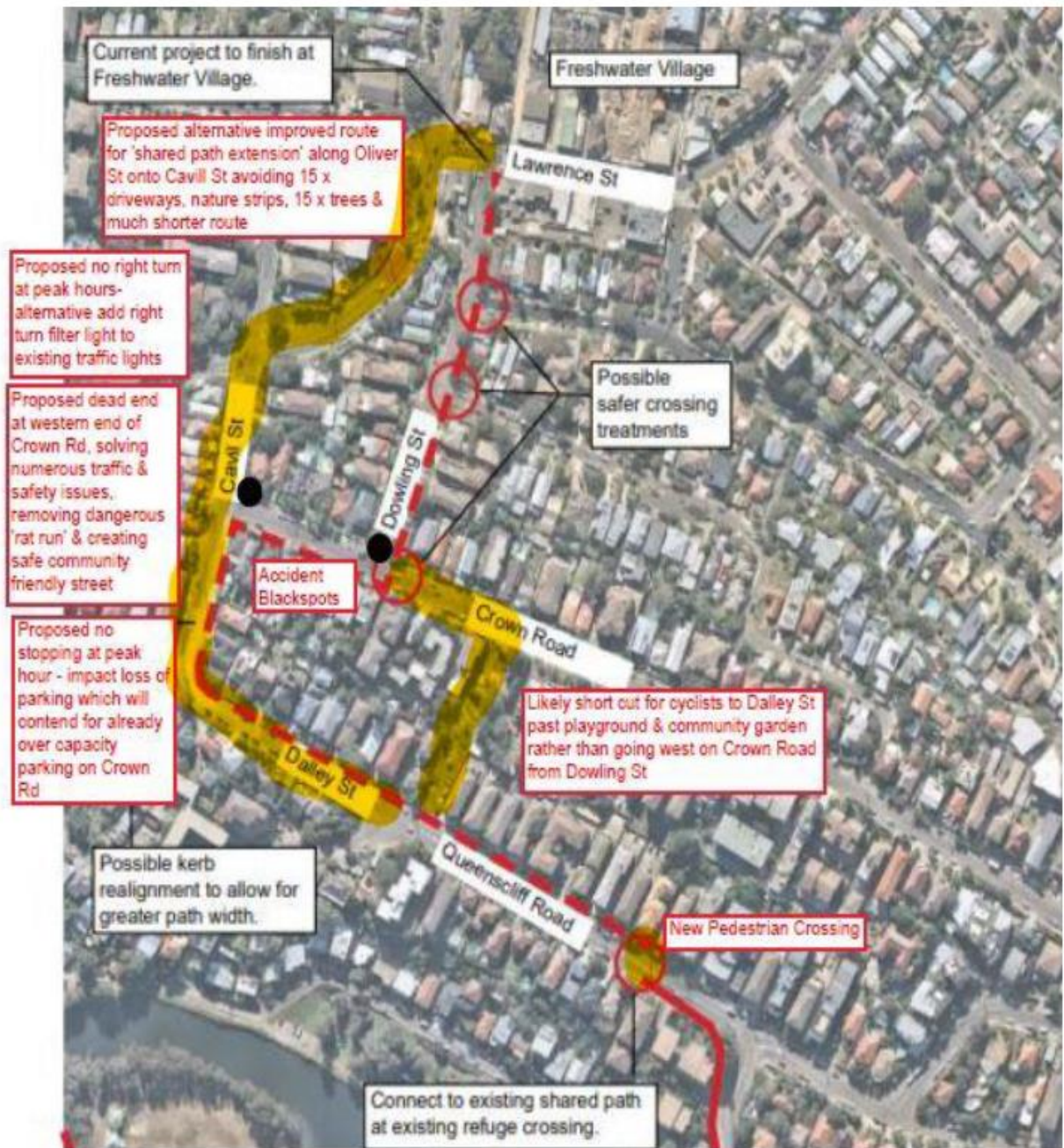
The reasons our proposal makes sense and should be accepted are as follows;

1. This will eliminate the dangerous 'rat run' to and from Freshwater Village to Cavill St which has created two significant accident black spots at the junction of Crown Rd and Cavill St and the junction of Crown Road and Dowling St.
2. This will make our street safe for pedestrians and cyclists alike, particularly our children and elderly. The western end of Crown Road has become a raceway for speeding drivers taking advantage of the 'rat run' and lack of traffic calming. Pedestrians and cyclists also must contend with RTA buses, school buses, trucks etc. trying to navigate streets and turns that are way too narrow for their size.
3. Sending more cyclists down this route is a recipe for disaster. The traffic and 'shared path/cycleway' should be diverted to the roads where there is already traffic management (traffic lights etc) on Oliver St and Cavill St.
4. The shared path should not be directed past 15 driveways where cars already struggle to back out onto an extremely busy road. The shared path could impact up to 15 trees between Freshwater Village and Cavill St and nature strips, threaten our native wildlife including possums and kookaburras.
5. Parking is already a major issue on our street due to the overflow from the high-density apartment blocks nearby. The impact of the shared path, and no stopping restrictions proposed on Cavill St, on parking is another recipe for disaster.
6. The proposed alternative route for the shared path along Oliver & Cavill St is also much shorter in distance, therefore will save costs and more people are likely to use it as the shortest route is generally the preferred route particularly for cyclists.
7. Also, most cyclists would not bother to turn right from Dowling St onto Crown Rd, but would likely opt to take the shorter route by going left and then down the pathway past the Queenscliff playground and community vegetable garden to Daley St.
8. Our proposal will create a beautiful street at the western end of Crown Rd, which would be child friendly, safe for pedestrians and cyclists and preserve the heritage of one of the few remaining low-density areas in Queenscliff. The newly created family friendly street would be a haven not just for the immediate residents and their many children, but also for the nearby families in apartments who long for a street where their kids can play in safety.
9. We have a huge opportunity here to really make a positive difference to the long-neglected suburb of Queenscliff.

This is first time we have ever written a letter to Council and would not be taking the time and effort if we did not feel so passionately about this issue and major opportunity.

We implore Council not to dismiss this submission, and the many others I'm sure you will receive, but instead listen and work with us on a solution and outcome that will be applauded by the local community and make a positive impact to our beautiful street for generations to come.

Yours Sincerely,



Northern Beaches Council
PO Box 82
Manly NSW 1655

ATTN: Philip Gray

[REDACTED]
[REDACTED]own Rd
Queenscliff

Mob: [REDACTED]

RE: Shared Path Extension – Queenscliff to Freshwater

Dear Philip,

I am not sure if you ever received my letter dated 28th August, as I did not receive any sort of conformation. Well since sharing my safety concerns, it has been brought to my attention that to widen existing paths on your proposed route along Crown Road Queenscliff, it will come at the expense of garden beds (ie not the grass nature strip). This is yet another reason why the shared path extension should go up through the Queenscliff Community garden where there is already an adequate public pathway in place. In fact, there is so much room there, the path could be 3 metres wide (please see attached photo).

SO, the path should go up the community garden (existing path) and then cross (zebra crossing) in front of 104 Crown Rd apartments, before heading down Dowling Street. Please see attached photos which explain the appropriateness of this suggestion and the inappropriateness off the path going along the western end of Crown Road including my house at 108 Crown Road. Please also note the mature Bismarck Palm and established garden bed in front of 108 Crown Road is enjoyed by everyone living in the area. So this is another reason why the shared pathway extension should connect with the existing community garden path - and then turn left along Crown Rd, going past number 96 Crown and 100 Crown (where there is LOTS OF SPACE for a wide path) and then cross the road (with a safe crossing) at 104 crown Road.



above = existing community garden path with loads of space



above picture = in front of 96 / 100 Crown (lots of space)



above = 108 Crown Road – no space + mature Bismarck Palm

As far as our safety concerns go - On a daily basis the residence of Crown Road experience the unpredictable and often unlawful speed of vehicles traveling in both directions, lack of visibility at intersections, difficulty crossing the road due to the volume and speed of traffic and difficulty backing out of our driveways. In fact, 12 months or so ago my husband was in an accident with a motorbike rider who was speeding down Crown Road. My husband was slowly backing out of our carport [REDACTED] Crown Rd) when the motorbike rider came speeding down the Road, her breaks failed, and she slammed into the side of my husband's car. The police and ambulance were involved SO there will be a record of this accident. My point being, that already, reversing out of our driveway is difficult due to lack of visibility and vehicle's traveling above the speed limit. It is hard enough dealing with this AND a busy intersection, let alone the thought of having an increase in small children trying to safely ride bikes and scooters across our driveway. The thought of it is frightening.

Please have this shared pathway extension link up with the existing community garden path and NOT go along the western end of Crown Road.

Kind Regards

[REDACTED]

Dear Phillip,

Please see below our feedback with regard to the Shared Path Extension – Queenscliff to Freshwater.

Dowling Street has seen an increase in traffic flow over the past number of years due to a rise in Freshwaters popularity and new unit dwellings on Lawrence Street. With or without the addition of the shared path extension, traffic calming measures need to be taken on Dowling Street to ensure that pedestrians and bike riders are kept safe.

Once the proposed shared bike pathway is complete the number of bikes utilising our street will no doubt increase and attract a number of younger bike riders. To ensure the safety of all I would propose the following measures be taken into consideration:

1. Due to lack of visibility at the intersections of Dowling Street at Undercliff Road and Dowling Street at Hill Street, I would recommend removing the on street parking on the eastern side of Dowling Street between Undercliff Road and Hill Street. This would result in the loss of 4 car parking spaces however would greatly improve the visibility for both pedestrians and motorists at these busy intersections.
2. Installation of a roundabout at the intersection of Dowling Street and Undercliff Road. This particular intersection lacks visibility and also causes traffic jams as motorists nudge out of Undercliff Road slowly to peer around the parked cars on the eastern side of Dowling Street. The 139 bus route travels along Dowling Street so when cars are parked on the eastern side of Dowling Street, and a bus in travelling in the northern direction, this makes for a very dangerous situation for cars turning left or right out of Undercliff Road. A roundabout would slow traffic and keep it flowing. This will also impact on street parking but greatly improve safety.
3. The 40km zone, which currently starts after Undercliff Road when travelling north, needs to be stretched out to start at Hill Street. This would slow traffic down well in advance of the built up pedestrian and bike areas. Currently the 40km zone sign post is partially covered by trees and very difficult to see.
4. We have also received notice from Council with regard to DA2020/0989. I note the location of the proposed driveway for both of the new dwellings is to be located on Dowling Street. For the safety of pedestrians, bike riders and the owners of the new properties I would stress again the need to remove the 4 car spaces on the eastern side of Dowling Street between Undercliff Road and Hill Street.

Please do not hesitate to contact me to discuss any of the above points.

Kind regards,

[REDACTED]
Dowling Street
Queenscliff
[REDACTED]









To whom it may concern,

I have reviewed your proposal for a shared pathway and would like you to review my own concerns.

I live at no [redacted] Dalley street,Queenscliff. My house is on the most dangerous part of the street. I am situated on the corner of Cavill/Dalley street.

The traffic approaching from either Oliver street or Crown road must come over the crest of the hill and they do so at great speed.

Indicating to access my driveway at no [redacted] does not slow down traffic behind me, as they may think that I am intending to proceed forward around the bend and down Dalley street. There is no need to indicate if continuing forward!

The intention of creating a new shared pathway would be to get more people outdoors ,increase both cycle and pedestrian traffic and possibly, to reduce motorists.

The reality is that there will be no reduction in cars on the road and any increase in pedestrian and cycle traffic will make an already dangerous corner even more dangerous and less safe.

Three minutes walk down Crown road is a community garden. The garden already Has A good wide path for a good length between Crown road and Dalley Street already. Widening the lower section would cause virtually no inconvenience to anyone, would create a safe path for all to enjoy and cost significantly less to the ratepayers of the Northern Beaches.

The properties on Cavill street between Crown road and Dalley Street, on the side proposed for the new path, are all set back on a slope with retaining walls fronting them.

The council would be digging a considerable amount of earth away to make a level path which may undermine the retaining walls, and I presume that all greenery will be decimated to make way for a lot of concrete!

I invite all councillors involved in this proposal to visit my property and speak with myself and concerned neighbours . I would like you to see firsthand how difficult and dangerous this proposal is for this part of the street and to observe the difficulty in Accessing and leaving my driveway.

I would like you to observe the slope of the median strip and the retaining wall in place to keep our properties secure.(please see attached photos)

I would like to have assurances that if this goes ahead as planned, that the Council Will take all responsibility for any damage that you cause to my very old sandstone wall.

I would also like to know how you intend to keep me safe, pedestrians safe and cyclists safe as I am concerned that we may see fatalities on this corner if this pathway proceeds as planned.

[redacted]
Dalley Street
Queenscliff 2096
Sent from my iPad

Northern Beaches Council
PO Box 82
Manly NSW 1655

15 SEP 2020
20__/

RECEIVED
NORTHERN BEACHES
COUNCIL
15 SEP 2020
MAIL ROOM

ATTN: Philip Gray

RE: Shared Path Extension – Queenscliff to Freshwater

Dear Philip

We have received your letter in the mail regarding the installation of the shared pathway from Queenscliff to Freshwater, and we have some serious concerns regarding safety issues for pedestrians, cyclists and other users of the path, particularly along the Western end of Crown Rd. We have had long standing concerns regarding safety along Crown Rd, particularly the intersections of Crown Rd and Cavill St & Crown Rd & Dowling St. On a daily basis the residents of Crown Road experience the unpredictable and often unlawful speed of vehicles traveling in both directions, lack of visibility at intersections, and difficulty crossing the road due to the volume and speed of traffic. Therefore, since receiving the notification regarding the proposed shared path project, which would further increase pedestrian traffic to the area, we feel particularly concerned about safety of the area, which really needs to be looked at more broadly.

We understand from discussions that have been had with our neighbour and you, that the likelihood of pedestrian crossings on and around Crown Road (as part of this project) is currently low. However, given that safety is already an issue, then any increase in foot traffic will escalate the existing problem enormously. Therefore, we feel that implementation of safety measures to reduce the speed of traffic on Crown Road should be the number one priority. In addition, it is well known that the route along Dowling, turning right into Crown Rd is a 'rat run' to avoid using the main road intersections along Lawrence Street and Oliver St, and now with the proposed plan to restrict the right hand turn from Cavill St into Oliver St (per Philip Devon's letter dated 25th August 2020, this is only going to exacerbate this issue.

As we have previously presented to council, a solution to all of these problems, would be the closure of the western end of Crown Road, which would also provide for a very safe crossing of Crown Road for users of the new shared path. We also propose that the most appropriate location for the share pathway would be through the community gardens area that currently links Queenscliff Rd and Crown Rd, then providing for a pedestrian crossing at the childrens playground to the other side of Crown Rd, we would like to understand why this option has not been considered further.

In addition we would also like an understanding of the proposed 'landscaping' or greenery inclusions within the pathway along Crown Rd, as we assumes existing trees will not be able to be preserved? Also a better understanding of the treatment of existing large trees, particularly the paperbarks, along Dowling St, with the installation of the path.

We look forward to your response of our concerns regarding the design and development of your proposal.

Name/s: [REDACTED]

Address: [REDACTED] QUEENSLIFF

Email: [REDACTED]

Signature: [REDACTED]

(Copied letter. Received from 10 properties. Eight properties on Crown St, one property on Hill Street and one property Dowling Street).

Petition wording

Petition to Chief Executive Officer of Northern Beaches Council

We the undersigned wish to register our "NON SUPPORT" for the concept changes proposed by Northern Beaches Council – "Shared Path Extension-Queenscliff to Freshwater" (Reference: 2020/488137 of 20 August 2020).

We do not support the planned route nor the installation of a 2.5 metre wide concrete path along Crown Road, Cavill Street, Dalley Street and Dowling Street.

Environment: The construction of a 2.5 metre concrete path along the proposed route would require the removal of mature trees, grass nature strips and household gardens. It would also require the removal of a very high & large sandstone rock which acts as the sole entry point to 21 Dalley Street a Heritage Listed house, where the path is currently 1 metre wide on a blind & dangerous corner.

Safety: The proposed route would pass 28 family home driveways, 14 on Crown Road, 11 on Dalley Street and 3 on a very dangerous stretch of Cavill Street, making vehicle/pedestrian/cyclist interaction a problem. The proposed "kerb realignment" of Cavill Street, between Crown and Dalley, would see the removal of 3 much needed parking spaces and make entry and exit from the 3 homes on Cavill St very dangerous.

Amenity: The construction of a 2.5 metre path in front of all these homes would see a decrease in property values as well as a negative environmental impact.

We respectfully request Northern Beaches Council abandon the proposal and look at a safer and more direct route via Crown Reserve, from Queenscliff Road to Crown Road, then to Dowling St and on to Freshwater Village.