



Community and Stakeholder Engagement Report

Brookvale Shared Path

Impact level: Four

Report date: 15 October 2020

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1. Summary¹

This report outlines the community and stakeholder engagement conducted as part of the Brookvale shared path project.

The community consultation revealed that most respondents were supportive of the concept of a shared path through Brookvale, linking Warringah Mall and the B-Line to Dee Why, describing benefits to the community including a safer walking/cycling option and providing 'family-friendly' connections to shops, transport and schools.

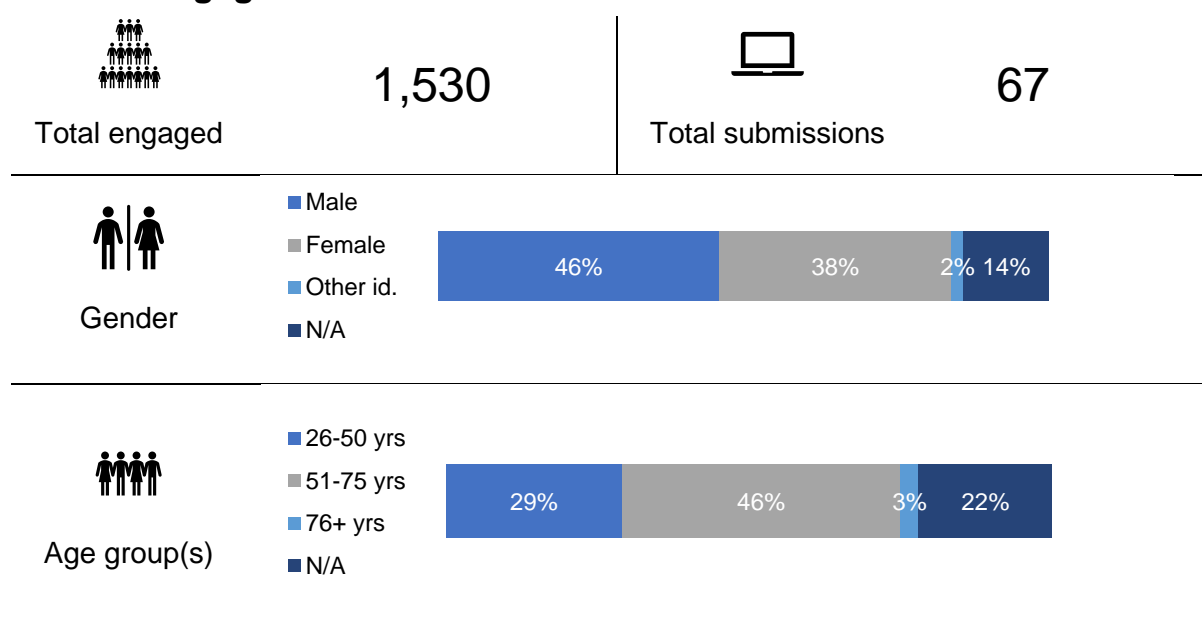
The predominant theme that emerged from the feedback was the issue of safety. Respondents felt that the proposed route through a highly industrialised area, with constant traffic entering and exiting businesses posed a risk for cyclists, as did the numerous road crossings and roundabouts along the route.

Other themes included access issues to Warringah Mall and 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

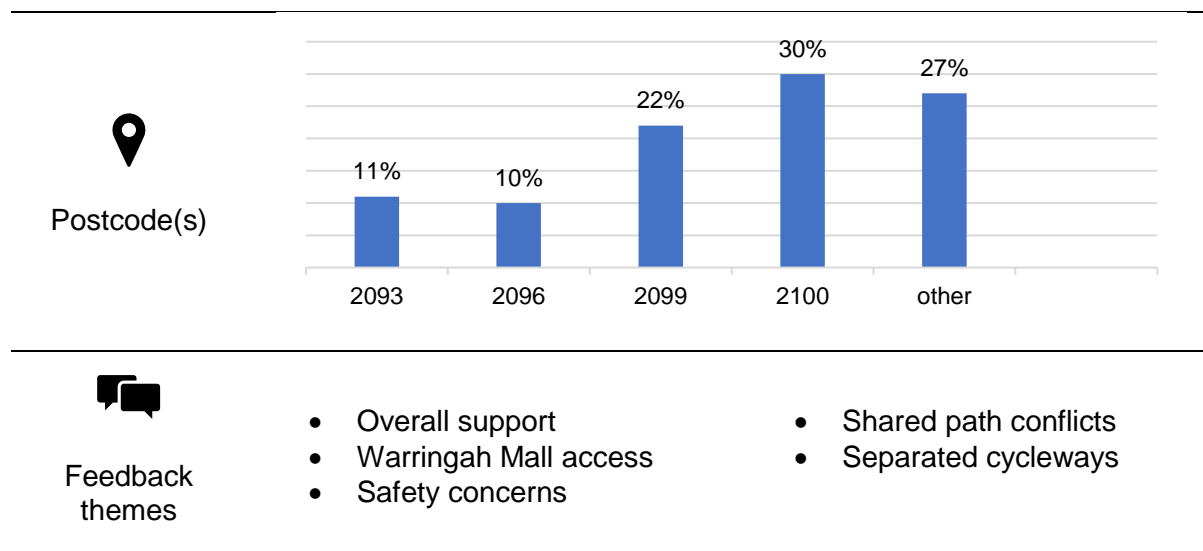
21 August to 25 September 2020

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>	Visitors: 1,530	Visits: 1,789	Av. time onsite: 59 seconds
 <p>Print media and collateral</p>	Mail out: Brookvale businesses and residents along proposed route		Distribution: 700
 <p>Electronic Direct Mail (EDM)</p>	Community Engagement newsletter: 2	Distribution: 20,000	
	Council eNews: 1	Distribution: 70,000	
	Stakeholder EDM:1	Distribution: 507	

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 build an extension of the shared path network to connect Brookvale B-Line and Warringah Mall to Dee Why. The 2.5km shared path would run along Pittwater Road, Orchard Street, Mitchell Road and Cross Street.

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

This project is subject to funding prior to construction.

3. Engagement approach

Community and stakeholder consultation for the Brookvale 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 and businesses, a notification letter was posted to 700 people along the proposed shared path route in Brookvale.

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 objectives

- 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

Overall, the majority of the feedback received was supportive of the Brookvale shared path concept, with some comments suggesting slight changes in the route, additional connections or extensions to the shared path network.

The supportive comments noted that Brookvale was becoming busier and more vibrant with more residents and an increase in food outlets and cafes in the area and that building a shared path would encourage particularly families with children, to ride or walk to shops, cafes, schools and daycare centres.

Safety was a re-occurring theme in the feedback. Many comments said that the proposed route through a busy commercial area (and in particular Mitchell Road) posed risks to cyclists due to the high volume of traffic and with cars and trucks constantly driving in and out of driveways. Road crossings, roundabouts and intersections were also considered dangerous for cyclists.

Access issues at Warringah Mall was mentioned several times in the comments. The pedestrian crossing at William Street has been removed and respondents believe taking the lift and footbridge over Pittwater Road is not a convenient option for bike riders. A couple of comments thought that having to ride to Cross Street to access the crossing at the traffic lights could be hazardous.

There were general comments regarding the potential for conflict between users of shared paths. Some felt that paths should be for pedestrians only, there needs to be clear etiquette rules for users and cyclists should use a bell.

Some respondents would prefer to see safer, purpose-built separated cycleways rather than footpath widening as the solution.

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

Theme	What we heard	Response
Overall support	Community benefits in encouraging active travel.	Noted
Alternate route suggestions	Additions, extensions, network connections	Other routes and locations have been identified as future safe cycling network connections in the Northern Beaches Bike Plan. These will be addressed in future projects. This project specifically addresses the need to access Brookvale B-Line from the north, access the at grade crossing of Pittwater Road at Cross Street and provide a safe cycling route that provides access to areas of Brookvale.


Access to Warringah Mall	The closure of the signalised pedestrian crossing at William St has made it very difficult to access Warringah Mall by bicycle.	This issue is a main driver of this project. A safe cycling connection to the Cross Street intersection of Pittwater Road is a main objective of this project. This will allow an alternative for people riding bicycles to cross Pittwater Road without having to use the lift.
High levels of vehicle traffic	Some respondents considered the area to be too dangerous for bicycles as it is a very busy commercial area with a lot of traffic and large vehicle movements. Mitchell Street was mentioned as a particularly dangerous street for a shared path as it's very busy	Traffic congestion is a reason to provide an alternative transport option and in particular, a safe cycling option that is separated from the road.
Safety	Some comments expressed concerns that the road crossings, -intersections and roundabouts are too dangerous for cyclists.	The proposal will use existing crossing points. These will be made safer by applying treatments such as kerb extensions or additional line marking.
Designated, separated cycleways	A couple of respondents thought the proposal should consist of a higher quality separated cycleway rather than a shared path. This would provide a better, safer facility for cycling.	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. A shared path will provide a safe cycling option that is not currently available.
Shared path conflict	There were a few concerns in the comments that shared paths are dangerous due to the conflict between pedestrians and bicycle riders.	This is a concern that is often raised regarding shared paths. Transport for NSW Centre for Road Safety released a discussion paper on shared paths in 2015. The concluding remarks, based on evidence, stated that shared paths represent a relatively low safety risk.

Appendix A - Online submissions received (verbatim)

No.	Comments
1	A good first step but there is an urgent need of an extension to connect to Allambie Road in some way so bike riders can cycle from the beaches areas to the NB Hospital via Brookvale. Riders are now disadvantaged by the closure of the Condamine St crossing. Consider upgrading the footpath along Pittwater Rd. (W) from Condamine St to Old Pittwater Rd/Smith St. and connecting it to your proposal.
2	Actual entry/exit from Warringah Mall car parks on bicycle is quite tricky. At the moment, to exit the mall I ride on the road to Sydenham Road to then walk across the pedestrian crossing to get back to Orchard St. This isn't an ideal route due to the busy car traffic on these roads. Could a bicycle crossing be made from the proposed Pittwater Road cycle track to get inside the car parking region of Warringah Mall? Or perhaps at Cross St? This would be very helpful.
3	Any increase in designated bike paths is a great initiative. Should this be aimed at helping communities connect with public transport, bike racks will also be required.
4	As a Brookvale resident I am very supportive of any upgrades to the footpaths in our area, and better access to shared paths. I have a 7 year old and a 4 year old daughter and we would love to be able to ride our bikes to Curly for beach days, Nippers, parkrun, the new skate park and Auskick. My eldest and I have managed it a couple of times but this has required a lot of riding on footpaths because she is far too young to ride the busy roads of Brookvale even with an adult with her. Our area is becoming increasingly busy with traffic due to the mall, B-Line commuter carpark, increasing numbers of cafes and breweries & the COVID testing clinic. We also have a increasing number of young families living in Brookvale, making their way along the footpaths along Old Pittwater Rd and other roads to get to Brookvale Public School. It would be wonderful if the key routes to BPS could be added to the Shared Path proposal, as it would be wonderful if the kids could ride to school safely (and would reduce the current traffic jams being experienced along Old Pittwater Rd and Beacon Hill Rd every morning and afternoon). It would be great to see Council provide more options for Brookvale residents wanting to get out and about but not in a car.
5	As a brookvale resident I think this is a wonderful idea. I feel hesitant to travel via bicycle at the moment, and feel that the riskiest part of my journey is travelling from my home to the closest connecting shared bike path. At the moment I feel people unofficially use the path anyway as it is a significantly safer option than navigating the main road or industrial back roads to travel between warringah mall to dee why.
6	As a regular bike rider (daily!), I welcome any extension and improvements made between Dee Why & Brookvale bike paths. I often commute from Cromer to Manly (& then catch ferry to Circular Quay). The current bike paths between Dee Why beach & Manly Wharf are good... however they involve travelling some quite steep hills. Bike routes through the Brookvale industrial area would be ideal as much flatter & more accessible for pedestrians and bike riders alike.
7	Can we leave the path in shackel Av alone as parking is bad enough in the st it will only make it worse if we widen it
8	Could be Dangerous through a very busy Brookvale industrial area with trucks and cars in and out of driveways . Would be good on a weekend .
9	Could do with more information. What are the future shared path markings for? What is the purpose of the shared path, ie is it for locals or people getting off buses or commuting, it's not clear to me.
10	For shared paths to be used by cyclists there needs to be traffic lights with bike crossing priority for at intersections. Most adult riders will still use the road if they have to dismount at every intersection.
11	Getting to and from the Mall from William St with a bicycle is a nightmare now you can't cross at the crosswalk. There are also no signs on Condamine indicating how to get on the bike path along Burnt Bridge. So cyclists that don't know will ride along the road. Three sets of lights don't work at The Strand over the southern most crosswalk.
12	Great idea

No.	Comments
13	Great idea - what with all the leisure & hospitality businesses having opened up & more into the future, be great to make Brookvale the link between Manly & Dee Why & the surrounding suburbs more family friendly & looking to the future of the area.
14	Great idea- safer for families, delivery riders and drivers...
15	Great idea - While its much nicer biking along the coast, it can be faster along the main road.
16	Great idea, but only when you make sure the other side of the footpath cannot be accessed with any bicycles, put a sign up please. Especially the delivery drivers are the worst. To be fair to bicyclist make sure paths or shared paths do not end in no-where and are connected together.
17	Great stuff. I suggest to include a shared path in front of the Brookvale Bline busstop to allow cyclists from Manly to reach Cross St. (Linking the current yellow and red line). And yes this means a joint responsibility of cyclists and bus travellers to manage the space in front of the bus stop. Not rocket science.
18	Great to see Council implementing more walking and cycling links in the LGA. I currently use Harbord Road and back streets through Brookvale to get to Warringah Mall, but the Harbord Road shared path has a lot of obstacles in it - I don't ride it downhill as it is more dangerous than riding on the road. It would be even better to see Council considering reallocating road space to bicycle riders, rather than forcing pedestrians and bicycle riders to share limited space while maintaining multiple travel lanes for motorists.
19	Great! The more off-road bike paths, the better! Thank you :)
20	Great! We enjoy cycling on the Northern Beaches and safe off road paths help a lot.
21	Has to be done asap
22	Hi, I live in this area with kids that go to schools and daycare locally. I fully support Councils push for 2.5m shared paths. This north / south link looks a good one. I think Council should look to prioritise an east / west link like you have proposed a future path on Winbourne Rd which would be great. This would provide benefit to multiple schools, the stadium and green space in the east. Keep up the good work and keep me posted. Cheers,
23	Hi. This is as a great initiative. Fills in done missing links to get kids and adult safely to schools and sporting facilities. Also helpful as an increasing number of afterschool activities are located in the industrial estate and a long walk from bus stops.
24	I am a Brookvale resident and cyclist. Overall I think this is a good idea but safety needs to be a priority, both for pedestrians on shared paths and for cyclists regarding motor traffic. There is little pedestrian traffic on the paths proposed. The highest risk is going to be Mitchell Road and its junctions, especially at roundabout junctions given the high volume of tradie traffic in the area. What is the plan to safeguard cyclists at these intersections?
25	I cycle this route once or twice per week. I'm in favour of the cycle-way as proposed. I would definitely use it when cycling North. However, I would probably continue to use the road when travelling South, for speed.
26	I love the idea of increasing the walk ways especially along mitchel rd. It would also be great if mitchel road was made safer. It's extremely challenging to Cross all the side streets as it's a very busy strip of road (especially during peak times, with afternoons the worst)
27	I ride daily to Warringah Mall from North Manly along Pittwater Rd since they have closed the crossing at Warringah Mall it's very unfriendly for bike riders to go to the Mall there are many bike stands in the Mall but no right way to get into the mall by bike the lift is not friendly for bike riders as the bike takes up to much room & you have to be in the lift twice. You ride up to Cross St. the path is narrow & all your doing to crossing at lights which you only had 1 crossing to deal with. Please help the bike rides that could from Manly to Warringah Mall with a bike path.
28	I suggest we reconsider the need for a route along Mitchell Rd. which is one of the busiest and most dangerous roads in Brookvale. The concept is for a shared path but, in reality, almost no one walks along Mitchell Rd. so the path will be almost exclusively used by bicycle riders. However, serious bicycle riders (those mainly riding to work rather than for recreation) will always choose the fastest route and shared paths, although safer, are slower. A shared path along Mitchell Rd. has to cross several roads and the intersections are mainly roundabouts so I'm not sure exactly where the shared path will cross. As a regular bike rider in that area I would steer clear of Mitchell Rd. It is quicker to ride along Pittwater Rd than Mitchell Rd. (at most times of the

No.	Comments
	day). If a route has to be found between Cross St and places to the east, why not just extend the path along Orchard St. along the route shown with a red dotted line as a future extension of the path, and connect to Harbord Rd. which is a much safer route. I see no benefit in using Mitchell Road.
29	I think it's a fantastic idea. Brookvale has such an increasing amount of people sharing the pathways and this can only be a positive for the community.
30	If the "shared" path is anything like the "shared" path around Narrabeen Lagoon, then pedestrians will be taking their lives in their hands. Kamikaze bike riders travel at excessive speeds and obviously cannot read the signs about using bells or other warnings for pedestrians. Consideration MUST be given to active policing of the bike riders on shared paths to ensure they act responsibly and not as if the path belongs to them alone. These observations are not based on hearsay, they are based on experience - my partner walks our two dogs (on leash) twice a day and at least weekly tells me of near misses and/or verbal abuse from bike riders. And lest I am accused of being a bike hater, I have two of my own.
31	I'm looking forward to this. Riding through Brookvale is always a challenge. Pittwater road is very dangerous and Mitchell road very busy at peak hour so a shared path is very welcome. I'm keen to know the proposed crossings of busy roads such as Winbourne road, having used the path along Harbord Rd, crossing Headland road is particularly dangerous.
32	Looks good.
33	Looks like a good plan, carry on.
34	Love more off road cycle paths Brookvale to curl curl and Brookvale to manly fairly flat areas
35	Mitchell Road can be excessively busy, especially in peak afternoon when most of the trades finish in the area. On one hand it will be safer for bicyclists to be on the shared path, on the other hand the roundabouts can be aggressively used by cars/other vehicles and perhaps it would be safer for bicyclists to use another route. At least on the major roads (Pittwater & Harbord) there are traffic lights and no roundabouts that get aggressively used.
36	Pedestrians and bikes don't work. The bike riders come through at full speed expecting everyone to jump out of their way. They often don't ring bells or don't even have one on their bike. The first bike person might ring a bell but the other bikes following don't. Wow I'm supposed to know that. I don't walk at lagoon anymore due to the terrorist bike riders aggressively riding and bumping their way through. There are no restrictions on bike riders speeding through and on top of everyone else. There is no speed limit and they can have dogs on leash. Or off leash because they know no one will catch them. Make it a walking only track.
37	Please make signs to ensure cyclists have warning bell on bike for approach. If walking with a friend you need to know to step behind in time. Like they do in Canberra Thank you
38	Please provide a separated cycleway instead of a shared path. Pedestrians walk side-by-side (not single file) and there is too large a speed difference between cyclists and pedestrians.
39	Really good idea. Now just need a decent shared path through Dee Why town centre, as opposed to around it.
40	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. 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!!
41	Shared paths are GREAT but they do have a major problem. They are not always safe for pedestrians. When cyclist zoom along at speeds that equal car travel, dinging or not dinging bells, it does NOT feel safe for pedestrians. Issues to be addressed for shared paths include: [*] what is the speed limit? [*] what's allowed on the shared path - people walking, prams, bicycles, mobility scooters, people running, skates, scooters, dogs, ELECTRIC bicycles, etc. All of them ????? [*] conduct. For such mixed traffic, 'rules of the road' are needed. Think it's heading for a nanny state? There was a time when foot paths were for pedestrians but nowadays 'foot' paths have become just 'paths' and anything not powered on four wheels goes.

No.	Comments
42	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.
43	Sounds good and much needed. Thank you! I use the shared path from the mall to Curl Curl regularly but have only attempted to reach DY via Griffin Street which isn't too busy but very steep! A clear and more level route would really help increase cycling in the area. 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.
44	Sounds great. I am a cyclist and a fan of anything that encourages people to get out of their cars and cycle for local transport. The route needs to be away from traffic and car fumes or it defeats all the health benefits of cycling.
45	Sounds like a good idea
46	Thank you for your great ideas. One part of the path I think could be dangerous. People won't ride down Mitchell. They will stay on Pittwater road because it's so much less hassle and a direct way to reach the b line. Please keep the path on this main road. Plus Mitchell is dangerous... cars on both sides, so many roundabouts, so many driveways and big vans. So dangerous. I would not ride there. Thank you
47	<p>Thank you. North - south bike paths along Pittwater road will be much improved with this latest development. Thank you.</p> <p>My suggestions for next stage: East - west bike paths along Warringah road linking to Pittwater Road and existing Harbord Road to Manly paths And Bike paths linking south - east from Warringah road down Beacon Hill road to Warringah mall and Manly would be my priority. See green lines in submission attachment 1 below. Thank you</p> 
48	<p>Thanks for the opportunity to comment.</p> <p>There is little space nor time so its a matter of being rather direct which can seem undiplomatic. Firstly - share paths don't work effectively. There is too much conflict with bicycles travelling at 30km/h and walkers travelling between 2-5km/h. This is well proven.</p> <p>Ideally Council should see professional advice as to bike paths from consultants with decades of experience in the Netherlands and Denmark. The current Australia paradigm is amateurish at best. Consider, for example, the grade from Dee Why Hill down into Mitchell street. Speeds of up to 60km/h are easily achieved by a bicycle on that segment. I know from personal experience riding the road as its dangerous not to stay at the same speed as general traffic. This means most cyclist (as at the spit Mosman) will NOT use the shared path and remain on the road as pram pushers with kids, elderly walkers etc are a significant hazard to cyclists on shared paths. Cyclists are also a hazard to such users at speeds over approx 15km/h.</p> <p>There is already significant conflict on the not urban Narrabeen lake cycle path. Every weekend</p>

No.	Comments
	<p>there are many near misses between slow users and cycles. It DOES NOT WORK.</p> <p>The design of the infrastructure in terms of accessibility is good as mitchel road would be a good cycle arterial except its underused given the round about are VERY DANGEROUS to cycles.</p> <p>This means that even with a shared path and the required pedestrian style crossings at the round-about it will NOT WORK as cyclists will either step off the shared path or find other ways to maintain momentum and be noticed visually by motorists at the roundabouts.</p> <p>There is a safe design solution for separated cycleways at roundabouts but it does not work as a shared pedestrian system.</p> <p>Furthermore the shared arterials entering the proposed network - the yellow existing - are already poor and under utilised as they are an afterthought system with sharp corners, power poles in dangerous positions etc and if a time based observation is undertaken it can be demonstrated that cyclists will predominantly remain on the roads in preference to the afterthought design as it is safer.</p> <p>As per previous submissions to the bicycle plan I strongly advise NBC to obtain PROFESSIONAL ADVICE in respect of the proposed cycling expansion as I can see my rates being WASTED on poor design that actually does not address demand, does not increase cycling and causes more conflict and hate against cyclists from both vehicle drivers and pedestrians.</p> <p>Only City of Sydney council are delivering solutions appropriately in NSW. Consider their methodology and approach and seek to replicate it as a minimum.</p> <p>1) Provide separated cycleways - purpose built</p> <p>2) Alleviate existing danger spots - ie: Wakehurst Parkway bridged with NO VERGES and dangerous drainage Channels on the existing verges (understand this is NSW Gov but Council can lobby)</p> <p>3) Provide pedestrian friendly open spaces and level pathways without trip hazards and separate pedestrians from roads and cycling.</p> <p>Treat this as a major infrastructure proposal, engage professionals, and please stop wasting my rates on amateur 'solutions'.</p>
49	<p>The existing shared path from Manly should connect up in front of the Bus Depot to the proposed Pittwater Road path. Without this connection, it is a very tenuous link from south to north.</p> <p>Thankyou.</p>
50	<p>The path needs to start further south-west so it connects to the "Connection to Manly Strategic Centre". This will allow cyclists to access the "grade crossing to warringah mall" which was closed off with the introduction of the barriers (this was a shame, making cycling actually more difficult in favour of car traffic!)</p>
51	<p>The proposal assumes that all people not driving are not quickly trying to get from A to B. Cyclists who are trying to move fast are not compatible with walkers, prams, wheelchairs and mobility scooters!</p> <p>The proposed route removes the downhill benefit of Pittwater Road to cyclists and replaces it with dangerous roundabouts and more stops at junctions. This will result in the track not being used by bikes.</p> <p>I expect that few cyclists would use this proposal and even fewer 'walkers, prams, wheelchairs and mobility scooters' as it increase the distance walked, is not scenic and the waiting times at roads will be significant.</p>
52	<p>The proposed shared path link is a sensible and much needed connection to improve the safety of cycling in Brookvale.</p> <p>I'd like to suggest that the path along Winbourne Road between Harbord Road and Mitchell Road also be completed in this first initial stage. This is a common route due to its link to Manly Selective School and it should be connected into the existing network ASAP, and not left for a later date.</p> <p>The proposed other future paths are also much needed and are good suggestions.</p> <p>A future shared path should also run along the North side of Headland Road, between St Lukes Grammar School at Quirk Street, and Harbord Road. This would connect the existing network to St Lukes, and could be extended along Headland Road to the existing bike path at Griffin Road in the future.</p>
53	<p>These proposed routes are good, they'll help us to ride to Warringah Mall and connect through to Dee Why. I hope they will be more than just taking part of the footpath though, as we see with the</p>

No.	Comments
	current shared paths. It's time to allocate space on the roadway for bikes, and to protect riders from cars with physical protection.
54	This is a fantastic idea. Well done council.
55	This is a good plan. There is a real need to extend cycleways in our community.
56	This is an excellent initiative with so many people keen to cycle and walk rather than taking public transport
57	This is such a great initiative which will be great for the area. Given that there will be an increase in foot and bicycle traffic through the Brookvale industrial area the council might also want to consider implementing speed reducing devices such as speed bumps or road obstacles. Some of the streets are currently used for drag racing by motor enthusiasts especially around the Winborne/Carter road end of the industrial area with complete disregard to the safety of other road users. More families with children are frequenting the area for after school and weekend activities and speeding cars are a great concern.
58	This would be great to link major areas of the area. This is very important for riding with younger children. The footpaths between the mall are already being used for this purpose.
59	Too much emphasis has been given to bike Riders who think they own the roads. They don't even pay like the car owners. Very difficult when coming across a group who couldn't care less about other road users.
60	What a great proposal. It will encourage more people to walk or ride their bikes.
61	While I comment the council to improve the facilities and conditions for cyclists around the Northern Beaches, I do have general concerns about the approach taken. Pushing cyclists onto the footpath is in many cases less then helpful to encourage more cycling and to reduce motorised traffic. In fact most of the proposals in this plan and others seem to have the main objective not to inconvenience motorists, never mind the poor pedestrians having to share their path with cyclists, or the cyclist who have to move at walking speed to avoid being sued by pedestrians walking around staring at their phones. A prime example on where the MTA's and council's priorities are can be found at the removed pedestrian crossing across Pittwater road near the Warringah Mall bus stop. Access to the mall is no next to impossible for cyclists approaching from the East and South East. The tiny lift up to the pedestrian bridge can barely cope with normal pedestrian, stroller and wheelchair traffic, let alone cater for the large number cyclists who used to cross at the light controlled pedestrian crossing. There are numerous roundabouts along the proposed route with quite heavy traffic at times. These are difficult and dangerous to negotiate by cyclists moving along the adjacent footpath. Any experience commuter or sport cyclist is much better off staying on the road and flow with the traffic. Children and family outings may be better served by shared paths, but I can't see many of those using this particular route. If the council is prepared and committed to bring any real improvement for cyclists, it should take example of any of the major cities in Europe. They took a much more radical approach to reduce motorised traffic and speed and made a real effort to give cycling priority in terms of space and safety.
62	Why not join the existing Brookvale (<i>sic</i>) Oval path to the new one while you are at it? Seems like a small addition.

Appendix B - Submissions received via email or in writing

Good Afternoon,

I am concerned in regard to your ref 2020/488184, I can not find this on your website for the shared pathway.

Mitchell Road is one of the busiest roads in Brookvale are you suggesting that it will no longer have parking in front of the business's and this will now be a bike lane?

Do you realise how busy Brookvale is to have a bike path?

We have big trucks turning up all day delivery goods??

This will be total mayhem with a lot of road rage I assume?????



[REDACTED]

Att. Phillip Grey .

I have owned and run businesses in the Brookvale area since 1971 .

I have recently sold my business at [REDACTED] Chard Rd . [REDACTED]

Brookvale is a mess with traffic and people in the main industrial areas .[with respect]

Your plan to redirect Orchard /Mitchell Rds to Cycle will cause more Chaos

The existing [marked yellow on your plan] is the correct way to go .It has obvious space on all roads , away from the industries and traffic .

It also links with the other East cycle paths from the east side , Curl Curl etc .

Make it safe , stay on the yellow path plan .

[REDACTED] Wattle Rd Brookvale 2100 .

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.

(Email contained additional text in relation to Queenscliff Shared Path Project)

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,



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