
Community and Stakeholder Engagement Report

Abbott Road North Curl Curl, Shared Path

Impact level: Four

Consultation period: 23 August – 19 September 2021

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1. Summary

This report outlines the community and stakeholder engagement conducted as part the Abbott Road, North Curl Curl Shared Path project conducted from 23 August to 19 September 2021.

We sought comment on a proposal to build a new shared along Abbott Road between Griffith Road, North Curl Curl and Harbord Road, Brookvale.

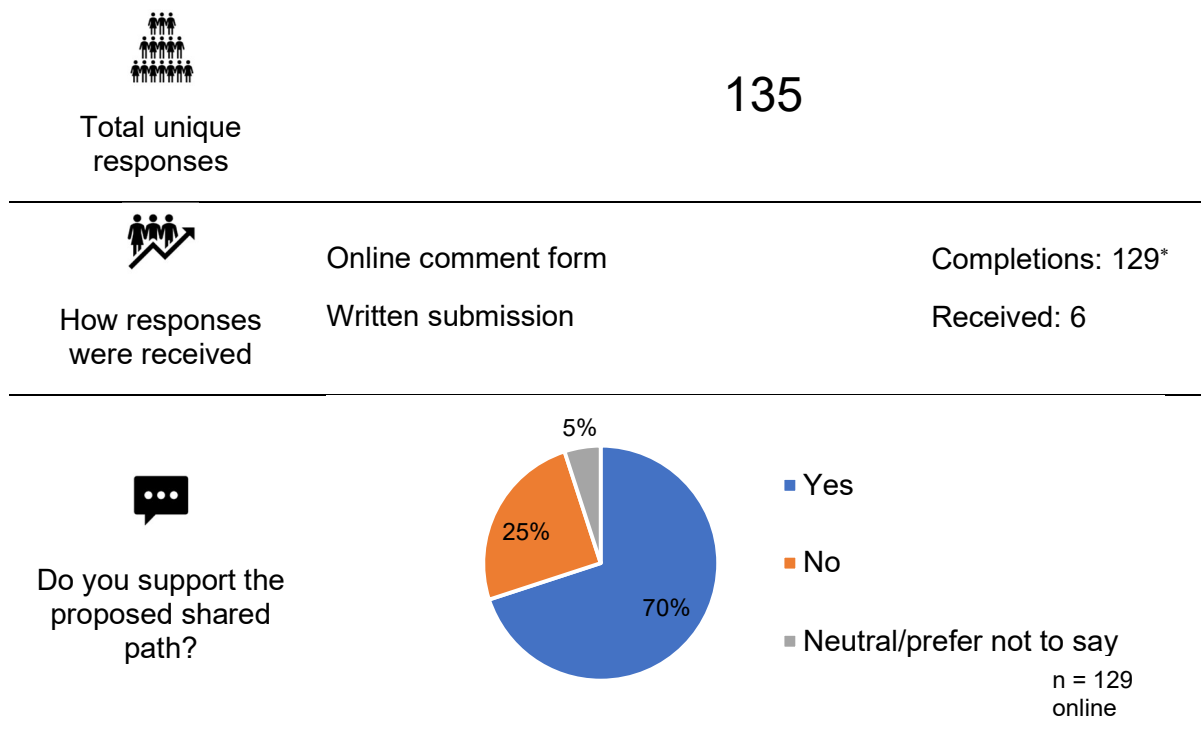
The proposed concept plan included a new 2.5 to 3m wide concrete shared path to provide safer pedestrian and bicycle route connection to Northern Beaches Secondary College and Curl Curl North Public Schools along the Abbott Road corridor.

The feedback collected during consultation indicated a high level of support (over 70 percent) for the proposed shared path upgrade, citing the anticipated benefits for all path users. However, many comments stated a preference for the path to be located on the southern side of Abbott road adjacent to the netball courts to avoid conflicts with resident driveways. Council has revised the concept plan based on this feedback.

The proposed path will now be located on the southern side of Abbott Road between Pitt Road and Playfair Road. This location is now possible due to the coinciding works to the netball courts. Council is proceeding to detailed design based on a revised concept plan available on our Your Say project page.





Those not supportive of the proposal raised safety concerns and questioned impact on existing trees, as well as the increase of hard surfaces on the environment.

1.1. Key outcomes

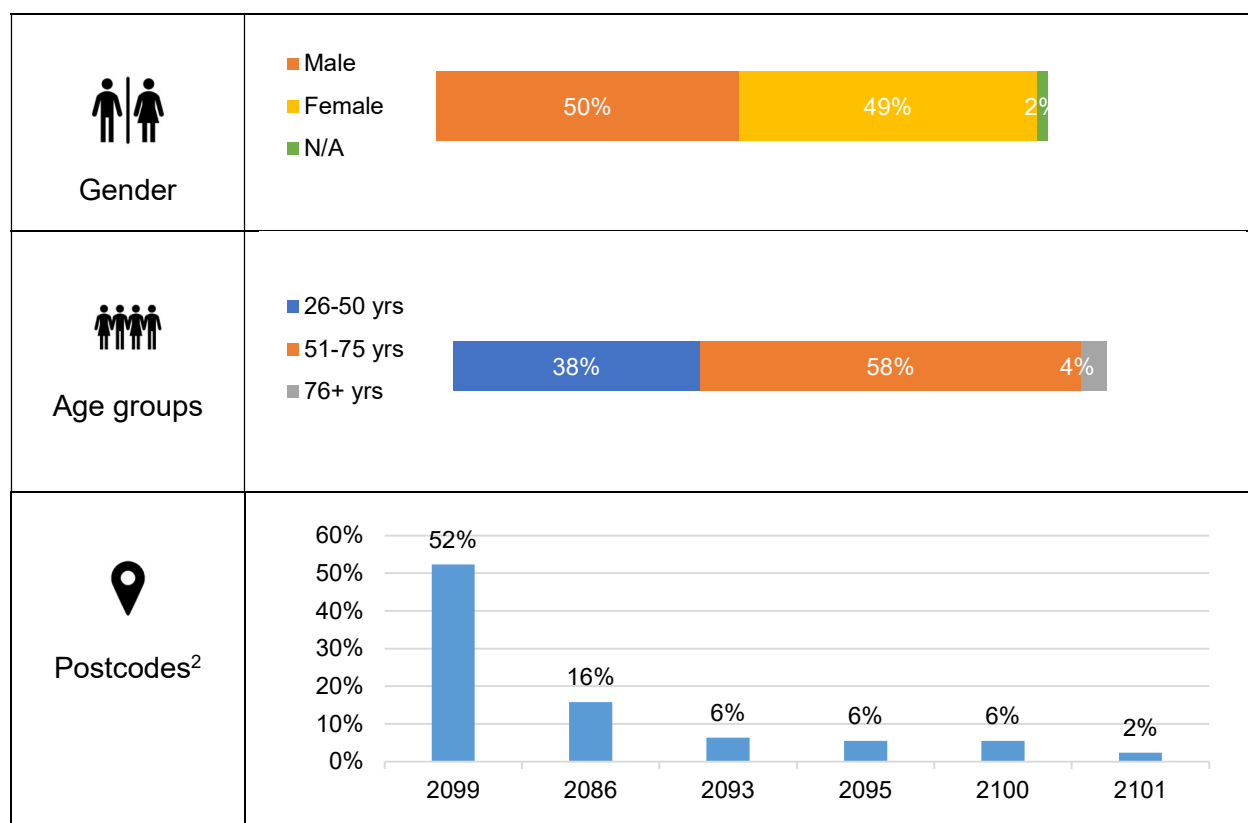


* Not every respondent made a comment in addition to answering the sentiment question

1.2. How we engaged

	Visitors: 507	Visits: 644	Av. time onsite: 2m 23sec
Have Your Say			
	Letterbox drop: Adjacent residents and property owners		Distribution: 89
Print media and collateral	Site signs used: Yes		Number of signs: 12
	Community Engagement (fortnightly) newsletter: 2 editions		Distribution: 22,000 subscribers
Electronic direct mail (EDM)	Council (weekly) e-News: 2 editions		Distribution: 150,000 subscribers
	Key stakeholder engagement		
	Emails: <ul style="list-style-type: none">• Curl Curl North Public School• Northern Beaches Secondary College Manly Campus• Manly Warringah Netball Association• Curl Curl Parkrun• Running Stars• Manly Warringah Softball Association• Curl Curl Knights• Harbord Harlequins Rugby• Curl Curl Football Club• Manly Seaside Baseball• Northern Beaches Cricket Council• Manly Warringah Junior Cricket• Friends of Curl Curl Lagoon		
	Meeting: <ul style="list-style-type: none">• Friends of Curl Curl Lagoon		Attendance: 4

1.3. Who responded¹



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

² Top 6 of 17 post code areas that respondents identified as being from.

2. Background

The project is in line with Council's Move Northern Beaches Transport Strategy and was identified in the Northern Beaches Bike Plan as a future connection within our safe cycling network aimed at providing additional active transport options across the Northern Beaches.

Council received funding through the Federal Stimulus – School Infrastructure Program to construct this safer pedestrian and cycle route connecting to Northern Beaches Secondary College and Curl Curl North Public School.

3. Engagement objectives

Community and stakeholder engagement aimed to:

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

4. Engagement approach

Community and stakeholder engagement for the Abbott Road, North Curl Curl project was conducted over a four-week period, from 23 August 2021 to 19 September 2021.

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

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

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

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

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

5. Findings

Most respondents (more than 70 percent) were supportive of the project as they felt the proposal would benefit pedestrians and bicycle riding in the area. However, a number of comments noted potential safety concerns with the path running adjacent to residential driveways. This has led to the project team re-assessing the concept design to remain on the southern side of Abbott Road between Pitt Road and Playfair Road. Detailed design has now commenced taking this amendment into account.

Comments that were not supportive of the project have been themed and responded to in Table 1 below.

Table 1: Issues raised and our response

Issues raised	What we heard	Council's response
Path location (Northern side of Abbott Road)	Many of the objections to the project were based around the path being located on the northern side of Abbott Road adjacent to residential properties. Concerns raised were that this proposed situation was dangerous, and the path should remain on the southern side of Abbott Road	<p>Due to the concerns from residents, the path location has been re-assessed and amended to remain on the southern side of Abbott Road between Pitt Road and Playfair Road.</p> <p>This is now achievable due to the current works to the netball courts, allowing the courts to be moved slightly which will allow adequate space for the path, court runoff and maintain existing trees and car parking.</p>
Safety – pedestrian and bicycle conflict	Concern that shared paths are dangerous or uncomfortable for pedestrians' due potential conflicts with bike riders.	<p>Transport for NSW Centre for Road Safety released a discussion paper on shared paths in 2015. The concluding remarks, based on evidence, stated that shared paths represent a relatively low safety risk.</p> <p>It is important that the shared path is designed to be as safe as possible with adequate width. The intended width of this path is 2.2 m.</p>
Safety – driveways	Concerns were raised that the path is unsafe as it is difficult for people exiting driveways to see path users.	<p>The path location has been re-assessed and altered accordingly to be located on the southern side of Abbott Road, away from residential driveways.</p> <p>However, it should be noted that utmost care should be taken when exiting driveways as the onus is on the vehicle driver to ensure they do not impede path users. There is an existing footpath in this location where people currently walk, ride wheeled recreational devices and where children (and accompanying adults) are legally allowed to ride a bicycle.</p>
Safety – crossing locations	Concerns were raised that the proposed crossing point near number 108 Abbott Road was noted to be potentially unsafe due to visibility.	The concept plan has been re-assessed and there will no longer be a crossing in this location due to the path being relocated to the southern side of Abbott Road in this section of the design.

Environment	Some respondents were concerned that more hard surfaces in the area is detrimental to the environment.	Hard surfaces would be increased, however the environmental effect of runoff due to increased hard surfaces in an existing urban street would not greatly impact the surrounding environment.
Environment	Some respondents were concerned that the proposal may result in loss of trees.	<p>An important consideration for this project is to minimise any loss of mature vegetation. The path alignment has been refined to reflect this. Over the 1.3km path project, there is one casuarina tree and one large shrub/small tree that has been identified for possible removal due to safety concerns. This will be assessed by Council Tree Officers before any decision is made on removal.</p> <p>We also expect environmental benefits through the increase of active transport options over the use of cars.</p>

During the consultation period, Council received a number of questions either through direct contact or within feedback received.

Table 2: Questions and Council's response

Question	Council's response
There is an existing shared path through John Fisher Park. Why is this needed?	The proposal offers another option for people to walk and cycle for recreation and transport in what is sometimes a congested area. Multiple routes offer choice and appeal to different users. Multiple routes also form loops that provide greater recreational benefits.
Why wasn't this proposed as part of the Curl Curl North Public School upgrade?	The school upgrade was undertaken by the NSW Government. The proposed shared path was previously identified in the Northern Beaches Bike Plan as a future project. Council has only recently been able to secure funding from the Federal and NSW Government to construct the path.
What about additional connections?	<p>The Northern Beaches Bike Plan identifies other proposed connections. These projects will be progressed when funding becomes available.</p> <p>A shared path connection is currently being constructed on Playfair Road, North Curl Curl.</p>

	Council is currently developing a safe cycling connection from John Fisher Park to Freshwater Village. This will connect to the existing shared path network that continues to Manly.
Will there be increased cycle racks on the new paths for people using the ovals?	Council is continually providing additional bicycle parking where required across the local government area. The priority of this project is to provide the path connection. If budget allows, bicycle parking in key locations may be provided as part of this project.
Is there sufficient space to widen the path without removing the trees? (at building near Spring Road)	Subject to detailed design, it is proposed that the trees will remain in place and a narrower path will be located between the building and Abbott Road. If the building was to be redeveloped in the future then there may be opportunity to provide a wider path in this location.
Will the proposed crossing (at eastern end of Curl Curl North Public School) increase the level of flooding during heavy rain? Will council fix the drainage to prevent flooding? Will council provide a stormwater and drainage assessment?	This location is at the low point of the catchment and hence flooding may be unavoidable at certain times. This area and the crossing treatment is subject to detailed engineering design and consideration will be placed on stormwater, drainage and flooding as part of the crossing treatment design process.

Appendix 1 Verbatim community and stakeholder responses*

Number	Comment
1	AN excellent plan and much needed
2	Well overdue, excellent idea. Encourages the local community to stay active and connect Curl Curl and Freshwater.
3	Great to see safe transport alternatives being constructed in line with Councils safe cycling network.
4	This would be a half decent shared path if the riders weren't forced to cross the road TWICE!!! Come on you can do better than this surely!!! Make it one path along one side all the way. Let me guess what was at stake that stopped you from doing a decent design.. car parking??? Get with the 21st century and STOP PRIORITISING CAR PARKING!!!! CARS ARE NOT THE SOLUTION. Doesn't your core planning strategy document say that? So act on it!
5	Overdue as already being used by many as such purpose as outlined in your plan. A fantastic plan that will assist with existing foot and bike traffic from all users in the area Thankyou
6	I find many bike riders have a sense of entitlement and do not indicate when they are approaching from behind. Also, I have been knocked over by a learner on the shared path around Narrabeen Lakes, so I am not a fan of shared paths. There needs to be a lot more education into being mindful of others on these paths.
7	Additional path is needed to connect proposed path to bridge over lagoon near cricket nets. During winter season, only way to cycle to this pathway coming from beach direction is through netball courts that are very crowded or the long way around near softball fields. Path past Carpark near community centre would help. And when are we going to get a proper hockey field?
8	Please use the funds on sporting fields. Just tell people how to walk instead of giving them a line to stay left. Yes, I walk often around the netball and Weldon Oval (both need water), very sad how the grounds are left to injure a player one day. Also, I don't use the concrete paths as they cause knee arthritis.... yes, years of walking in the Sydney CBD on concrete.... I use the grassed footpaths, so please leave the paths for me...thanks.
9	Yes please. Cycled on this road last Friday with my wife. V car centric, not easy for occasional cyclists. Proposed share path can only improve & promote cycling.
10	We would cycle a lot more with this path, and similar initiatives.
11	Will there be increased cycle racks on these new paths for people using the ovals?
12	While the proposed path might provide safer access for students to the secondary college, I think the money would be better spent upgrading the paths along both sides of Greendale Creek. This would be more likely to attract recreational use and with a safer crossing or two on Griffin Rd, provide a better way of accessing the beach

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

13	Please consider separated cycleways. These are a much better option for cyclists and pedestrians.
14	I do not support these concrete paths that the council is pushing everywhere , they are not appealing at all , the council is suppose to be going green not grey concrete everywhere ., so much for taking care of the environment . I do not support wide pathways on Abbott road opposite the net ball courts , that is pure madness , these so called pathways are going to be used by all sorts of bikes, scooters , skateboard many of them electric and a lot of them can move quickly causing problems for residents getting out of driveways, and it would only be a matter of time for a major accident to occur, money would be better spent on finding a new home for netball , then everyone could use the park for what is was designed for
15	Move the pathway on the netball side , not on the house sides
16	Paths should be at least 3 metres wide Speed limit for bikes 10 kph Bikes are not to be ridden across Crossing or at right angle to direction of road Riders must dismount as required by law Council to enforce in design
17	Hopefully this is just the start and it will be upgraded to a separated cycleway later. More people cycling will mean fewer cars so the space should be there.
18	Separate active transport lanes to and from a key sports, recreation and education area is absolutely needed and will be well used.
19	This will connect a number of high thoroughfare paths around the park area and will include part of the route of parkrun which will be appreciated by that group also. It is not clear however what is being proposed at the site where there is a narrow path between building and existing trees at the eastern end of abbott road - is there sufficient space to widen the path without removing the trees?
20	This would be of great benefit to cyclist and pedestrians.
21	Excellent proposal
22	The latest lock-down has highlighted how important it is to have a diverse range of paths across the Northern Beaches. Please provide lots of signs and maps (YOU ARE HERE), together with how long it will take to (say) reach the beach, so that it's easy for people to know where they are.
23	Very busy area with children, sporting activities and dog walking and cycling
24	I strongly support the bike path down Playfair Rd however feel that a wide bike path along Abbott Rd soccer fields is unnecessary. There is already the shared path along the lagoon for cyclists which is well used. Abbott rd at the rear of the cars is a high pedestrian area - always full of kids putting on soccer boots, eating, getting ready for training etc and a bike bath encouraging people riding fast along there is not needed.
25	The more NBC bike paths are better.
26	I support the path but a better solution will be a dedicated cycleway
27	There are already multiple footpaths and cycleways in this area. Please direct funding to areas which have nothing.
28	The more wide pedestrian paths the better! However, please include notices to dog owners regarding compulsory leashing of their pet and diligent collection and disposal of dog poo. Dog poo piles are everywhere on and beside paths in the Curl Curl area and many dogs are not under the proper control of their owners. Greater signage and enforcement of responsible behaviour by dog owners should be incorporated in the implementation of these new paths for the safety and enjoyment of walkers and cyclists.

29	should be great with heavy usage of pedestrians and wild kids on bikes. Fully support it
30	I think this is a great initiative and we are all for building better cycling infrastructure in Warringah. My only suggestion is to build the path on the park side along Abbott Road where possible and it seems the space is available. This negates the opportunity for a car reversing out and hitting a child unnecessarily.
31	Fully support this project. Safety of children is so important in this extremely busy sport precinct. I particularly support the plans in the section along Abbott Road, North Curl Curl (East of Netball Courts). As an organiser of Running Stars - Curl Curl and also a regular Curl Curl parkrunner this upgrade would be greatly appreciated.
32	General bitty-ness of paths in general along the side of this road - that this plan addresses. Well frequented sportsfields need proper paths nearby like this plan has. Fully support.
33	Shared paths cause too many accidents! Too many trees and shrubs will have to be destroyed, trees that we need so much for creation of rain, storage of CO2, shade and habitat for our unique fauna. I understand the necessity of minimisation of car reliance, however, surely there are other ways to create more possibilities for bikes and pedestrians, without the destruction of existing trees and shrubs!! Maybe minimising the width of roads, creating coves so that cars are forced to wait and let each other pass. This will be safer for all road participants as well, as driving speeds will slow down!!
34	I wanted to raise my concerns regarding the bike path and crossing on Abbott Road. Firstly the suggested crossing outside 108 Abbott Road - Please can a member of the council come to the road and drive towards the suggested crossing in a winter sunny afternoon. As you hit the car park - you are blinded by the winter sun and the restricted area signs are regularly hit by cars as they cannot see anything approaching this area. I am sure you will have details of the reported accidents taking out the road signs at this very spot and cannot believe that a crossing in the extremely dangerous area has been suggested. We will without doubt have a "Sophie Delazio" situation occur in due course. I can only think that this area has been suggested as no one has pointed this out previously. I am more than happy to meet anyone and drive the route so you can see the danger. Secondly - the shared bike path - great idea if was on the park side of the road where there are hundreds of acres of grassland and space - no driveways etc. Most of the houses between Lillie St and Pitt Road have fences at the front of their properties. The reason for this is because we have 3000 + people descend on us every weekend for Netball, Soccer and Rugby. So the fences offer a privacy. Whilst great to offer privacy - it is extremely difficult to reverse out of our driveways and have clear vision and have to back out very slowly. Additional foot

	<p>traffic / bike traffic on this side will again create accidents as kids will undoubtedly wizz down the hill and get hit by reversing cars. Surely - there is no question in safety that the bike path should be put on the side of the road that has no driveways and adequate space/ grass area for passers-by.</p> <p>The section of path closer to Lillie Street also has a raised high path and the street has a number of electrical pylons. Again the opposite side of the road has neither - it is crazy to consider the residential side.</p> <p>To try and get out of Abbott Road on a Saturday is absolute hell - the traffic is banked up for over a kilometre - to add an additional Hazard for the residents to negotiate in trying to exit their driveways is just ridiculous. I ask for a member of the council to attend on a Saturday to view this for themselves.</p> <p>It is very easy to look at the street and make suggestions on a quiet midday weekday - but the reality is very different on weekends and also the issue of the winter sun is my main concern for the position suggested for the crossing. There is not a chance that an accident will not occur there. Every afternoon cars swerve at the last minute to avoid the width restriction signs - as I said previously a number do not manage in time and go straight through - damaged all in its path. Again the council will have records to show how many times this area has been hit by cars that are blinded by the sun.</p> <p>Please feel free to contact me to discuss / walk through / drive through.</p>
35	<p>I would prefer that the whole cycleway was put on the park side of the street. The proposed crossing outside 108 should not be placed here because people speed over the hill and there are often cars running into the posts already because of the low angle of the sun in winter. There will be a fatality. Very very dangerous spot.</p> <p>In general I accept the fact that a cycleway would be helpful for the school children.</p> <p>More thought, much more thought should be put into the placement of all the crossings.</p>
36	<p>I consider that a cycle path on the northern side of Abbott Road between Pitt and Playfair Roads would be unsafe due to the number of concealed driveways on this section of the road. It would be far safer to avoid this hazard by locating the cycle path to the parkland on the southern side of Abbott Road, avoiding car contact.</p>
37	<p>Plenty of road space & this will be a great piece of infrastructure, promoting clean, healthy movement.</p>
38	<p>Like the idea of a flat and safe pathway. Too many trip hazards at the moment as there is either no path or broken, dangerous paths.</p>
39	<p>I live in Freshwater and would welcome the proposal for improved cycle paths to Curl Curl. I require off road cycle paths for safety. I do not consider it safe to cycle on onroad cycleways.</p> <p>The specific proposal at Curl Curl greatly enhances the opportunity to cycle on paths, shared with pedestrians.</p> <p>This is particularly useful in this area because of the heavy use of the sporting fields, especially on weekends.</p> <p>This proposal would encourage cycling, and walking, on greatly improved paths which would benefit many families in addition to individuals such as myself. It would have flow on health benefits.</p>
40	<p>Dear Phillip,</p>

	<p>I'm writing in regard's the proposed shared path along Abbott Road, North Curl Curl.</p> <p>While I absolutely support the idea, and giving riders safe travel is such a great way to stay healthy (exercising) and get around safely, I do have some concerns I'd like to address.</p> <p>We were extremely surprised to see that the proposed path is planned to go on the house side of the road. As you would be aware, Abbott road is a high traffic and pedestrian area, being close to both sporting fields and the primary school. On Abbott Road the path goes from the field side of the road, and the pedestrian/cyclist then has to cross the road, to the house side of the road, only to cross back again at the end of the road. The danger for the pedestrians and cyclist is far greater than it needs to be, having many more roads to cross and the risk of cars coming in and out of driveways.</p> <p>Cycling along this new path (no doubt at high speed often) in front of the houses is not ideal, both from a cyclist perspective and the occupants of the house. Numerous houses have driveways which will cross the intended cycling path, creating danger to both cyclist and home owners when reversing out of driveways. Our driveway is very blind and we have a big car. We do reverse out slowly as it is, but the danger would be far greater making this path where it is proposed. Further, numerous young children live in the area. Having a cycling path across driveways creates addition danger to young children who may walk out the front of the house and onto the cycling track. Children will likely not hear or check for the bikes, creating additional risk for cyclist and small children. We have young kids, and are concerned about the additional danger this path will create for them, in what is already a high traffic area.</p> <p>Given the vast amount of space on the corresponding side of the road, it seems like a very unusual choice to put the path immediately outside of the houses, and across driveways. We would strongly suggest that the path continues along the sporting fields side of the road. If there is concern about children running in front of the bikes on the sporting fields side of the road, we would suggest a small fence is erected, to stop this from happening.</p> <p>We are a fit, healthy young family. We are in support of anything that encourages people to be active and a good path is great for that. However, we absolutely do not support the proposal at the expense of the safety of the pedestrians/cyclists and our children.</p> <p>We would suggest keeping the path on the field side of the road. Where that sits exactly, would need to be thought through. I've thought through a few ideas, which I'd be happy to share. Of course each will have a number of hurdles to address, but nothing that can't be worked through.</p> <p>I very much hope we are able to come up with an amended proposal.</p>
41	Safety for kids
42	<p>As a long term resident I support the plan but only if the entire path is located on the southern side of Abbott Road. Where the path is proposed to be on the northern side in front of homes opposite the netball courts is a dangerous idea. Most blocks are narrow and there are multiple driveways and already, now that we have a footpath, exiting your own property is so dangerous. Please note while I live in Abbott Road I live opposite the soccer fields so this does not affect me</p>

	directly but unsupervised children on bikes and scooters are already in danger.....whether their parents are with them or not! Residents should not be put under this additional stress....traffic due to sporting activities etc is already difficult to deal with.
43	<p>This is a great proposal that will benefit the curl curl community, although I think building this along Pitt Road would have provided greater benefit to the community. Most students of Curl Curl North live to the north of the school within the suburb, and cycling connections from this area are in need of safety improvement. I support further work on Pitt Rd, including connections to the Surf Slub in the East.</p> <p>I hope that no trees are required to be removed for this project. In fact, I hope that the project incorporates plans to add additional street trees along the corridor, providing shade under the path. The Northern area of John Fisher Park has such minimal tree canopy, what is there can't be lost and more should be added.</p>
44	Shared paths promote cycling as an everyday activity, not one reserved for the Lycra Brigade. Nice work!
45	Long overdue
46	<p>I support the proposed shared pathways on the Northern Beaches.</p> <p>I am in support of more crossings on Abbott Road. I am very concerned about the proposed crossing on the east side of Curl Curl Public School increasing flooding on the proposed corner of Abbott Road. Will the proposed crossing increase the level of flooding during heavy rain? Will council fix the drainage to prevent flooding? Will council provide a stormwater and drainage assessment?</p>
47	Fantastic idea - really support the proposals to allow safer bike riding for kids to get to school.
48	Letter attached
49	Great idea, great proposal and alignment, will be well utilised.
50	<p>Shared paths should have speed limits, which are enforced. The Council's FAQs states "Shared paths provide a safe passage for people wanting to ride at low speeds. The road is still available for those wanting to cycle at higher speeds." I suggest a reasonable speed limit is 10km per hour.</p> <p>Cyclists on shared paths should be required to use a proximity warning device, when passing a pedestrian in either direction.</p> <p>I suggest elevated video-cameras be installed to support compliance measures and general public safety.</p>
51	Absolutely overdue and necessary infrastructure.
52	<p>I am not against the shared cycleway only the placement and the crossings placement for these reasons. I object to the cycleway moving to the Dee Why side of the Road at 108.</p> <p>There are 13 Driveways, 5 Light posts and two Poles to be negotiated on this side of the road between S-bend at Pitt Rd and Playfair Rd.. ACCIDENT WAITING TO HAPPEN. Residents backing out of their driveways will run into these people .Freshwater side (park side) from 108 to Community Centre only 3 driveways and 2 Light posts.</p> <p>Cycleway makes more sense on park side . LESS DANGER.</p> <p>I strongly object to the placement of the crossing at 108 also that it is to be a RAISED crossing.</p> <p>Cars wait at the Pitt Rd S-bend and then speed down the hill. SOMEONE WILL BE KILLED.</p> <p>Also strongly object to the noise a RAISED crossing will cause. THUMP,THUMP day and night.</p> <p>Our three houses effected all have our bedrooms on the front of our houses.</p>

	I have lived and paid in rates in the area for 47 years and strongly object to the proposed cycleway and crossings as proposed.
53	Construction would also enhance participation in Curl Curl Park run as the surface is more reliable and removes trip hazards behind the building
54	We already have designed cycle ways marked on the roadway. The paths are not wide enough to be shared with cyclists. It will be dangerous. We don;t need anymore concrete.
55	It will be dangerous near the netball courts where many girls come to play netball. Also there is a bike path near the lagoon so it is doubling up the pathways.
56	<p>Shared paths are supported only where there is no option to provide separate bike paths. Shared paths are not ideal. Shared paths:</p> <ol style="list-style-type: none"> 1. Are dangerous to cyclists and pedestrians and are not recommended by the Pedestrian Council. 2. Do not allow bike traffic to flow consistently. It is necessary to slow constantly to avoid driveways, bus stops, pedestrians (who frequently do not keep left). 3. Do not encourage bike commuting as they do not allow consistent speed to allow for appropriate commuting times. In addition they are unlikely to remove cyclists who are exercising from the road, again as they do not allow for the same speed and constant flow of a roadway. <p>The Northern Beaches is blessed with wide roads by Sydney standards, particularly in the Freshwater, Curl Curl suburbs. Additionally, almost all housing in these areas has off road parking, and there is adequate street parking in areas like Abbott Road to remove some parking and allow for a properly separated bike path. If this can be achieved in busy cramped streets in the City of Sydney, there is no reason why the Northern Beaches Council with all its advantages cannot provide a proper separated bike network.</p>
57	For the safety of all users, Council should consider stepping away from 'shared' paths throughout the LGA - they are mostly far too narrow; instead, we need dedicated paths for pedestrians only (often walking with their little ones and/or their dogs, or are elderly - who all too often venture on 'wrong' side of the path) and we also need separate safe paths for cyclists (who tend to speed past pedestrians, rarely ringing their bells) - both pedestrians and cyclists need to learn proper path use courtesy - I have read and understand / appreciate your FAQ notes re separate cycleways but still believe separate paths is safest option by far - of alongside roads, make two way pedestrian paths on one side of the road, and two way cycleways on opposite side of the road
58	I very recently cycled with my wife and children in this area on a leisure cycling tour on the weekend, and the absence of a cycling path in this area stood out to us. I'd be great to have this added.
59	<p>Hi</p> <p>This is a great idea that will make it easier for bike riders to move about the suburbs.</p> <p>Lets make it happen so that families can get out and about on their bikes safe</p>
60	You must prohibit e bikes from using these paths and make it clear that cyclists give way to pedestrians. These are serious safety risks which will be exacerbated by making these paths more 'roadlike'.
61	This is sorely needed. Please get it done as soon as possible.
62	Dangerous for cars reversing out of driveway - would be much safer on the opposite side of the road where all the grass is and NO driveways - it's a NO BRAINER for safety.

	Pedestrian crossing - too close to brow of hill - cars zoom down as it is not a stop intersection and would not safety stop in time - very dangerous both ways in t winter and summer sun morning and evening East to West and blinds drivers along that section. Very dangerous for children or anyone wanting to cross there - idiotic
63	<p>I think the plan looks good and is well needed.</p> <p>I would look to add another safe pedestrian crossing more towards the Griffin Rd end to help all the people coming from the north side of Abbott Rd get onto the new shared path. Ideally between Spring Rd and Blackwood Rd. There are lots of people and kids who cross here to get to the skate park and to access the soccer fields, especially busy on a Saturday morning. Cars go fast, and it can be a dangerous and wide place to cross.</p> <p>Please consider this in the plan.</p> <p>Thank you.</p>
64	Please ensure that there is good vision of cars coming out of driveways. This road is extremely busy at weekends and the path crosses many driveways.. it is good though because it makes a path accessible to children wanting to ride to school.
65	<p>The junction with Pitt and Abbott is a continuation road and not a stop sign - therefore cars fly down the hill and will not have adequate breaking time - i believe it is 37 meters for a car traveling 50K - that is not safe as the crossing will be upon cars before they know it. The sun hits your vision in both directions but mostly in the afternoon and is extremely dangerous as temporarily blinds vision. The poles in the road are often knocked over - this would be a person and worse a child. A crossing is usually outside a school or row of shops or busy section - the only time this would be used is on a Saturday - the traffic will be even more backed up from the Netball, Football and rugby - bringing even more out of control congestion to an already mental situation. I guess more parking will be taken away from the residents in the vicinity of the crossing - again an absolute nightmare at the weekend for anyone who dares to try and leave the road and park again that day. The thudd / thudd each time a car crosses over the crossing will out weigh the actual usage of the crossing - the residents have to put up with so much traffic and annoying issues related to the road conditions / parking already it is crazy. Residents will have to reserve onto the crossing which they cannot see clearly due to their front fences. To sum it up - DANGEROUS < DANGEROUS ,DANGEROUS- number 1 concern. Without doubt an accident will happen if a crossing is installed at the proposed position. The 2 crossings in place on Abbott Road (both outside schools are completely adequate - both on flat sections of a clear vision road and in a sensible position which is usually regularly for children crossing for school.</p>
66	Already to much road traffic and congestion for cars. Not enough bicycle traffic to warrant this!
67	<p>Shared paths are a hazard to both pedestrians and cyclists due to :</p> <p>The close proximity to the playing fields.</p> <p>The close proximity to car parking areas.</p> <p>The probable use as a spectator/team standing, sitting and temporary equipment storage during/ on playing days. Observe pedestrian/ netball players etc. behaviour on the Abbot road to Park street pathway.</p> <p>And the general lack of care by pedestrians in using the shared path and traversing the path to access their cars and to access the playing fields.</p> <p>As a regular cyclist I consider, for example, the Queenscliff to South Steyne shared path too dangerous for a cyclist to traverse. This due to similar hazards to those I anticipate will occur on the Abbot road path.</p>
68	great idea to keep everyone safe

69	<p>Loss of parking again for the residents between Abbott and Playfair , where the residents of 17 Lillie and 72 Abbott road notified of this design before it even went into the concept design ? , having lost 4 parking spacers of Playfair and Lillie because of the yellow corner lines now this plan takes another 2 parking spacer away because of the pedestrian crossing on the Playfair /Abbott corner , bad design of a pathway Crisscrossing over Abbott numerous times , when there is an existing pathway already on the lagoon edge that would connect to the school and other pathways, it has been mentioned about extra concrete in the park , what is the difference between ripping up grass in front of houses and replacing it with concrete ,, this council is wasting our rates money , they were suppose to be giving it back , council has gone made</p>
70	<p>I absolutely support new and improved bicycle infrastructure. However, there is plenty of room on both sides of Abbott Road to provide segregated paths for cars, pedestrians and bicycles. This is a step in the right direction, however it's still not good enough, rather than reducing the flow and thus speed of cars, all we are doing is increasing the amount of concrete (heat islands) for a shared path. Part of your mission for this project is to reduced the Northern Beaches' reliance in cars, to truly do that, you need make cycling and walking more efficient (and safer) than driving. Widening a footpath will not achieve this goal.</p>
71	<p>Great to see these paths extending to a usable network, keeping kids and recreational riders off the road and safer</p>
72	<p>The yellow shared path construction going from Abbott Rd, up past Curl Curl Nth school to Pitt Rd, comes out onto Pitt Rd. Riding along Pitt Rd to Griffin Rd is horrible, but I use the pathway, so will this pathway be widened as well? Also, the shared path from Park St (Sth of Curl Curl lagoon) will go across the lagoon bridge and smack bang into the kiddies playground and then across a netball court to get to Abbott Rd. What is the plan for this section?</p>
73	<p>Excellent idea. Not sure about crossing Abbott Rd (ie dividing the path into portions on opposite side of the road), but I guess that's the only option right at the paved netball courts, unless the courts were pushed south, back towards the creek. Would be great if the path is extended south along Griffin Rd, paralleling the beach all the way to Freshwater.</p>
74	<p>Ver much In favour of new cycle paths safe for all family to use</p>
75	<p>Looks great and well needed. Why does it need to cross the road twice as that seems unsafe and may not be used consistently? It would appear safer just to use the school crossing?</p>
76	<p>If this project is funded though the school infrastructure program why wasn't the planed pathway submitted with the school plans , ? Why can't the proposed pathway connect with the existing pathway around the back of Hudson oval instead of ripping up more grassed areas for concreting , there is already a concrete corridor though the netball courts to connect to the school with an existing crossing and the pathway would already connect to the other massive pathway that was constructed on the Southside of the lagoon ,</p>
77	<p>Do you realize this exact shared path for the point A to point B location already exists in a safe location in John Fisher park - it runs from Abbott Road Manly Selective along the lagoon to the school and netball courts ? No driveways, no cars no roads, no roundabouts - please explain to me how the proposed path is safer but offers the same start and end route ?</p>





Photo of existing shared path through parkland

78	<p>Wanting to know if Council has looked at the building of a cycle/walk bridge from Long Reef carpark near near Surf club across to Dee Why via sand hills dunes walk into Dee Why surf club then up into North Curl Curl and onto Freshwater then Manly. From Dee Why you could hook up with Dee Why to Narrabeen or across cycle bridge to Long Reef and Collaroy. Keeping people safely off the road and increasing our cycleways. Could easily be build while all the construction equipment building Long Reef surf club.</p> <p>With lockdown it highlights the desire for residents to enjoy their area...it is crowded and being loved to death. Long Reef headland presently unsafe to walk thus extra people using Narrabeen lakes walk. We are loving our outdoor time on the Northern Beaches.</p>
79	<p>Very much overdue due to high pedestrian/cyclist traffic.</p>
80	<p>There's already too much concrete everywhere and with it will come inevitably more signage...just take a look at South Curl Curl beach parking areas for silly multiple signage Council placement.</p>
81	<p>Instead of concreting everywhere and moving cycles from the roads to pedestrian paths, how about removing car parking spaces and/ or narrowing car usage on roads (to give space to cyclists) - give back spaces to pedestrians - concrete jungles are not the answer.</p>
82	<p>As a resident of Abbott Road I strongly object to the proposal with regards to the section opposite the netball courts. I already struggle to come out of my driveway</p>

	with people walking up and down the path. It will be incredibly dangerous if bikes are added. There is plenty of space in the park, and already a path next to the lagoon. If this was widened and the surface improved this would be a far safer option than having kids walking and cycling over 17 driveways and 2 roundabouts. It also makes sense to have the entire path on the south side of the road rather than have a crossing so close to the junction with Pitt Road.
83	Safer for kids and reduces the erosion that occurs where there are no paths.
84	<p>OPPOSE IN THE STRONGEST POSSIBLE TERMS.</p> <p>Mingling cyclists with pedestrians is extremely unsafe for all pedestrians, but is especially unsafe for children and for less mobile pedestrians. All bike riders travel at speeds that cause serious / critical injuries to pedestrians but with no / minimal injury to the cyclist when they collide. Put bicycles on footpaths and you will make it impossible for children and young teenagers to walk anywhere safely by themselves.</p> <p>Keep bicycles on the road where they belong - bicycles now have sufficient safeguards built into the road rules to protect them.</p> <p>The goal must always be ABSOLUTELY NO LOSS OF TREES: trees provide essential habitat for native birds and every single tree must be protected.</p> <p>Incremental removal of trees is always wrong.</p>
85	I support the construction of this shared path to encourage active safe transport which connects to other shared paths on the Northern Beaches
86	The idea to have a cycle path along Abbott road from 110 heading east is the most dangerous. The driveways will open onto a cycle path. Multiple driveways are affected and many cyclists will be at huge risk of injury or worse. There is a free range of options on the netball fields to accommodate it. I am forcefully opposed. Also will there be street parking outside houses. 100-102 it is already difficult to get out and see safely with cars parked not to mention netball and soccer season.
87	It would be wonderful to have the pathway to safely walk or run all the way along the road.
88	Another great initiative. Fully supportive
89	UNSAFE , ALREADY A SHARED CYCLE PATH BETWEEN ABBOTT ROAD AND GRIFFIN ROAD.
90	I often walk along here and it is dark and without a footpath
91	I run along Abbott Road every weekend, a new wider footpath will make it easier and more enjoyable for both runners and walkers.
92	This is a really important upgrade to a very popular track/circuit for most local families. We use this area almost daily, and would really appreciate the upgrade proposed.
93	Fantastic! especially good because so many kids (and kids at heart) like to ride to the nearby netball courts via these routes
94	This new path should end up getting a lot of use and encourage more (older ?) people to exercise on an easy level path.
95	Abbott Rd is busy, especially near school start and finish times, and can be dangerous for cyclists. I have regularly ridden in that area but I'm becoming more reluctant to ride on Abbott Rd as it gets busier so a bike path will improve safety and encourage more cyclists.
96	<p>The proposed pathway does not provide a safe pathway for pedestrians or cyclists. The proposal to create a wider pathway on the housing side of Abbott Road creates a new issue of safe access of vehicles into and exiting their property. There is an acute angle in front of houses #s 106 to 92 from Lillie Street west towards Pitt Road junction and would not easily provide a safe flat pathway.</p> <p>There are considerable safety issues regarding vehicular access / exiting houses,</p>

	<p>especially when reversing with trailers, boats, caravans in tow. Children often ride quickly and do not consider safe crossing of driveways.</p> <p>There is a perfectly good shared pedestrian & cycle pathway on the northern and southern sides of the Greendale Creek & Curl Curl lagoon currently in use and providing a safe pathway between Harbord Road and Griffin Road.</p>
97	<p>Dear Phillip,</p> <p>I had to email this as I wasn't able to attach photo. Please check email.</p> <p>For safety reasons I'm dismayed to hear of the proposed shared path along Abbott Road, North Curl Curl. I have attached a photo to explain my thoughts below.</p> <p>While I absolutely support the idea of a cycle path, giving riders a shared cycle track is such a great way for families to stay healthy and get around safely, however, I have grave reservations about your proposal where children would have to cross 4 roads and the cycleway also going across some 20 driveways (where cars ALL HAVE TO REVERSE OUT!! When a much safer alternative is available. Given the vast amount of space on the sporting field side of the road, it seems like a very unusual choice to put the path immediately in front of houses</p> <p>My suggestion to stay on the sporting field is perfectly do-able but would need a bit of clever thought, like going in between trees and around a tree root (all detours children would love), but the advantages is that it WOULD NOT require crossing any roads, and only need to go across 2 carpark entrance driveways, a much safer and desirable alternative, and a win win.</p> <p>If there is concern about children running in front of the bikes on the sporting fields side of the road, I am sure if you felt it was dire you could come up with a way to safeguard this. It would be far preferable than a child getting knocked off their bike while crossing a driveway or a road, which is much more likely as many children get knocked over in this way many times each year.</p> <p>The first part of Abbott road where it joins Harbord road, your choice is perfect to have it off the sporting fields, but then when Abbott Road goes off to the right to continue to follow the sporting fields your suggestion is to get the children to cross the busy road on a blind corner to then travel on the North side of Abbot Road which is the house side in front of the houses no's 72 – 110. Having to then cross 4 roads (3 of which can be very busy) and a total of 20 driveways!!</p> <p>PLEASE keep the cycle path on the sporting field side of the road all the way from Harbord Road to Griffin Road. I can see no problems (that cant be solved) there might be a tricky bit travelling very close to the Netball courts (where I have drawn the orange line in the photo below, there might need to be a bit more thought for just that short stretch in front of the school, certainly not unsolvable, as this path (with the zebra lines is 2.4m wide). Whereas the path from the CC Youth & C Centre to Griffin Road is only 1.5m wide. Perhaps there could be a Road sign that asks bike riders to dismount and walk if there is a netball game in progress. Or even better traffic lights that the Netball umpire could turn red on the few occasions a game is in progress, so they would have to dismount and walk. Kids would love that.</p> <p>I very much hope someone will seriously look at an amended proposal. I have spend a lot of time down at the courts taking measurements and looking at how it</p>

	<p>would work, so please feel free to contact me if you have any questions.</p> <p>I have attached a photo the below dot points explain the markings on it.</p> <ul style="list-style-type: none"> • Yellow line shows my proposed route for the bike track all on the same side of the sporting fields (sorry for wobbly line but I found it hard to do ?) • The short Orange line is the only section of the whole track under my proposal that might be a bit tricky, but solvable. • The 4 short blue lines show where children would have to cross the road under your proposal. 
98	Great plans to improve safety for our children and other users!
99	<p>Bikes and pedestrians should never use the same thoroughfare, as many bikers disregard pedestrian and dog safety by speeding and not ringing their bells. Pedestrians cannot enjoy their walks as they are having to constantly look behind them for speeding bikes.</p> <p>Bells on bikes should be mandatory as well as bike registration.</p>
100	<p>Whilst I support shared paths, I don't support this current concept plan for the following reasons:</p> <p>The section of path between 108-60 Abbott Road should be located on the park side to provide one continuous path, eliminating all potential safety risks and provide users with a more enjoyable and safe experience. The current location of this section will cross 18 resident driveways, two roads Lillie & Playfair Roads, and requires pathway users to cross at 108 Abbott Road and then again at 60 Abbott Road to ensure continuous use. This current plan could open the council and residents up to liability risk should an incident occur.</p> <p>The raised crossing proposed at 108 Abbott Road would be directly at the foot of a hill. This location would be extremely dangerous for users and drivers, as cars already come down that hill at speed when turning into Abbott Road from Pitt Road. The western afternoon sun when driving from east to west on Abbott Road is an existing daily hazard for drivers. Adding in the need to look for crossing pedestrians would be a major safety issue as there have already been numerous accidents directly out front of 106-110 Abbott Road over the years. An incident will occur within the first year of installation if a crossing is placed here.</p> <p>All electricity poles / telephone cables in the section of path between 108-60 Abbott Road are located on that side of the road providing an additional hazard for users. When any electricity/telephone maintenance needs to take place, this section of pathway would be unusable for a given period of time.</p>

	<p>Traffic congestion on Abbott Road is already high during the week and especially on weekends when sporting activities take place. By adding in four(4) new crossings in that section of road between 108-60 Abbott Road will only add to the existing traffic congestion problems, with cars continually having to stop for pedestrians/users of the pathway.</p> <p>Project cost saving. By placing the shared path on the park side between 108-60 Abbott Road this would remove the need for four (4) new crossings which would be a cost saving for the project and money council could use to fund other projects in the same area such as the Playfair Road proposed shared path.</p>
101	<p>The bike path should continue on the South side of Abbott Rd between the netball courts and Reub Hudson oval. This will avoid 4 x road crossings each of which will deter cyclists from using the bike path and increase the risks of collisions with vehicles. The proposed route would also cross 13 or 14 driveways all of which increase risks for cyclists as cars enter and exit private properties. On the South side there is one car park entry to negotiate. This proposal does not really consider what will be practical for cyclists.</p>
102	<p>please included the two suggested extensions to proposed works to create a complete loop around Curl Curl lagoon that is safe and family friendly (similar to Narrabeen Lake loop). See attached image with mark ups.</p> 
103	<p>My main concern is safety: both pedestrians and cyclists . I walk Abbott Rd and through the park from Harbord Rd to Griffin Rd daily; very few cyclists will give a warning that they are about to overtake you. I always thank those who do so. Education should be a priority, most of us can ride a bike but we should do so safely and with consideration for others, and learn the rules (I realise that we are being bombarded with rules and regulations at the moment but this should be a basic requirement for all) . How many cyclists dismount when using a PEDESTRIAN crossing if there is no bicycle crossing light? The following website is very informative, perhaps some of the relevant points could be uploaded to the council website and/or included with our next rates notice. https://www.nsw.gov.au/topics/roads-safety-and-rules/bicycle-safety... Regards</p>
104	<p>Please incorporate some form of shared path along Griffin Rd to make this a loop joining the existing shared path. Even better, please extend that to create a decent shared path between Curl Curl beach and Dee Why. Griffin Rd is really busy and it's the only on road cycle between Manly and Dee Why.</p>

105	<p>A path on the southern (Sports field / netball courts) side of Abbott Rd makes sense but I definitely do NOT agree with the proposed path (Photomontage2) portion on the northern side of Abbott from Playfair to Pitt Rd.</p> <ul style="list-style-type: none"> - Volume of traffic makes it dangerous for children to be crossing Abbott Rd, especially on netball / sport days. - Adding crossings will result in heavier traffic build-up. - Eastern sun (mornings) and western sun (afternoons) impacts driver vision along Abbott Rd now. By adding road crossings, increases the chance of pedestrian/vehicle accidents. - The flow of the path will be maintained if path is continued on the southern side of Abbott Rd. No reason why it could not be continued inside the existing fence for that portion. There was historical opposition to further hard surfaces within the park, but that was prior to the new hardcourts being constructed.
106	<p>Thank you for the opportunity to comment on the proposed Curl Curl to Freshwater shared path. Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty-five years, and has over 30 affiliated local Bicycle User Groups.</p> <p>Our mission is to make cycling better for everyone in NSW, and we support improvements to the pedestrian environment and advocate for new cycling routes that incorporate dedicated paths within the road environment and in green corridors, providing connections to jobs, schools and services for daily transport and recreation trips. Cycling provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.</p> <p>We applaud Northern Beaches Council's efforts to roll-out the cycling network developed for the Northern Beaches Bike Plan 2020.</p> <p>Bicycle NSW generally supports bicycle infrastructure that is separated from pedestrians. As this is designated as a local route, it runs largely along parkland and there are other east-west routes to create sufficient capacity, we consider a shared path to be appropriate.</p> <p>However, we urge the Council to have braver discussions with the community and sporting organisations to avoid moving the shared path to the north side of Abbott Road between Pitt and Playfair - if it is constructed here, it must be considered a temporary measure. Negotiating 3 roundabouts and multiple driveways is unsafe and southern side would be much better for bicycles.</p> <p>Both TfNSW and Northern Beaches Council have policies that prioritise space for active travel over parking. Please take this opportunity to create new infrastructure that aligns with these policies. There will never be enough parking for netball. The loss of a few spaces (perhaps by turning the right angle spots to parallel) will encourage the modal shift needed to meet climate, health and liveability imperatives as more families cycle to sporting fixtures.</p> <p>Kind regards, Bike Planner Bicycle NSW</p>
107	Duplicate submission
108	See file

109	After speaking to North Curl Curl School parents and the neighbors this weekend - it appears no one would allow their children to ride on the residential side of the road due to the 17 driveways and therefore making this a ridiculous option. Please listen to the people that live and breathe the street 24 hours a day 365 days a year - or you will have a serious accident on your hands.
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Submission attachments – Via Your Say

Dear Northern Beaches Council

Re: Abbott Road, North Curl Curl Shared Path

As owners and residents of XXX Abbott Road, North Curl Curl, we welcome the idea of increased shared path networks to improve connectivity and safety, per the Northern Beaches Council Transport Strategy 2038.

However, we oppose the current concept of a wider path on Abbott Road between Pitt Road and Playfair Road on the grounds that it does not provide a safe environment for all users. The *Our Active Travel Future Directions* of the Northern Beaches Council Transport Strategy 2038 states:

2. *Deliver safe, active travel across all modes of transport for school-aged children and young people.*
3. *Provide a safe environment, both on and off-road for all users and end of trip facilities to make it a realistic option for commuting.*

The current concept will not deliver, nor provide a safe environment for all users between Pitt Road and Playfair Road due to:

- a) Reduced user safety.

Like many of our neighbours, we are required to reverse out of our driveway – twice per day at a minimum – which already impedes clear sight of path users. Added to this, the high front retaining wall of our neighbour's property limits our view even further, making it even more difficult to see path users until we are almost on the path. School-aged children and young people currently use the path to ride bicycles, scooters and skateboards at high speed without any awareness of cars entering/leaving properties.

- b) There are a number of existing large power poles on the path. Increased traffic on the path will make it difficult to navigate around the power poles, particularly (i) when some poles will be in the centre of the proposed widened path, and (ii) where the ground is not level [see (c) below].

- c) The land on either side of the existing path is currently not level in areas along Abbott Road.

Example One: between the existing path and properties at 98 - 104 Abbott Road. Extending the width of the path towards these properties will increase the height between the path and properties, therefore increasing run-off.

Example Two: between the existing path and the road between 94 Abbott Road and Lillie Street. Extending the width of the path will increase the height of the drop from the path to the road. This will reduce user safety, especially as user traffic increases, and could lead to children falling/riding their bicycles onto the road and oncoming traffic.

- d) Lighting. The Strategy states: *Consider proper lighting along footpaths and cycle ways. Currently there are too many dark footpaths which is unsafe for women, children and cyclists.* Any proposed additional lighting beyond the current street lighting should be on the field side, away from houses.

In summary, we feel that increased user traffic on the proposed Abbott Road path between Pitt Road and Playfair Road, particularly school-aged children on bicycles, scooters and skateboards, will not provide a safe environment for all users. We propose that the shared path is on the field side, opposite the properties between Pitt Road and Playfair Road, in line with the remainder of the proposed path.

Regards

Share Path: Curl Curl – Abbott Road

I support the proposed location of the shared path east of Curl Curl Youth and Community Centre, but not the proposed location to the west of this building (Abbott Road West).

I would prefer that the shared path in Abbott Road west is located adjacent to the northern boundary of John Fisher Park.

This is a preferred location for reasons include safety, recreation and continuity with the shared path in Abbott Road east.

SAFETY

The route on the northern side of Abbott Road requires:

Crossing Abbott Road at two new locations (E and W of existing pedestrian crossing).

Crossing Playfair Street and Lillie Street (a minor road).

Traversing numerous private driveways.

Safety concerns due to road crossings and private driveways.

Many children will be using the share path, so it is important to avoid or reduce conflict with traffic.

The John Fisher Park route crosses two car park entrances but requires no road crossings.

PROXIMITY to ROAD

The shared path on the northern side of Abbott Road is very near to the kerb, as the verge has little space for a setback from the roadway. This reduces the safety of the shared path, particularly for children.

Safety concerns and conflict with cars increases the need for vigilance, particularly for parents.

This increases stress levels and reduces the relaxation / recreation benefits of walking and cycling.

TRAFFIC DISRUPTION

Two new road crossings are required across Abbott Road.

Frequent use of the crossings in Abbott Road will disrupt traffic.

During busy times this could cause of congestion along this route.

For many cyclists and pedestrians, crossing to the northern side of Abbott Road will be an unnecessary diversion.

NETBALL COURTS

Used for about 6 months mainly on Saturdays.

That is about 26 days of the year, whereas bike path used every day of the year.

If necessary, shift boundary of grassed courts to south to accommodate path.

TREES

Existing trees provide some shade on northern boundary of the Park.

Leave space for additional tree planting along the northern boundary of the park.

Throughout the year many days are sunny as well as hot, so shade provides relief.

COMMENT

Based on the Frequently Asked Questions (FAQ) reference below, the location of the shared path is based partly on constraints and preliminary feedback. However, from observation, the impact of a shared path along the northern boundary of the Park on the netball courts, existing vegetation and car parking appears to be minimal. The FAQ does not give specifications re the constraints or if there is scope for adjustment.

The advantages of an alternative route via the Park warrant consideration.

Reasons:

1. Increase in hard surfaces at the edge of the Park is marginal, but has benefit for recreation.
2. Minimal conflict with netball courts and avoids N-S traverse across netball courts.

Having walked the route, there appears to be adequate space for a shared path inside the northern boundary of the Park for most of the route west of the Curl Curl Youth and Community Centre.

Between Curl Curl Sports Centre and Creative Space:

Roadside parking is provided within this section, so space is required for pedestrian access within the boundary of the Park.

Between Creative Space and opposite Manly High School

A preferred route is south of the existing fence in John Fisher Park, not alongside the road. The advantages include visual amenity, potential shade and safety. Walking or cycling beside a roadway provides active transport and exercise but is not so conducive to health and recreation.

In conclusion, consider the feasibility and benefits of relocating the proposed route of the shared path in Abbott Road west within the boundary of the Park.

REFERENCE:

FAQ

[Why is the path not in the Park along Abbott Road between Pitt Road and Playfair Road?](#)

It is difficult to locate a path of adequate width (2.5m) in this section of the park without impacting netball courts, existing vegetation and car parking.

There has also been some opposition to further hard surfaces within the park, leading to the preferred location being located on the northern side of Abbott Road.

[There are already east-west connections along John Fisher Park, why do we need another?](#)

The proposed path provides connections along the northern boundary of the park. This location provides more direct access to schools and offers routes along the road corridor which benefit from improved visibility and street lighting.

Additional routes also offer greater recreational value by creating more opportunities for walking, jogging and cycling loops within the park.

Unique submissions received – Via Email

Hi Phillip

I've just been reading the proposal for the shared cycle path on Abbott road.

In general I think it's a great addition to the area, especially between harboard road and the turn off to the netball courts.

I do however have reservations on the section between pit road and playfair road.

I live at 88 abbott road on the corner of Lillie street.

Increasing the width and increased cycle traffic across all the driveways on this section of road I think is not going to result in a very safe path.

I already stress when my son zooms down the path – as someone could easily be reversing out a driveway and not notice a cyclist.

Additionally there are quite a few electricity poles in the path already, which I assume cannot be moved, so these will create hazards as well when there are more cyclists on the path.

Finally between Lillie street and Pitt road, the path is quite high in sections again I think creating additional safety concerns when cycling with young kids.

The path along the soccer fields is really nice to have the kids on as you don't have to worry about cars and driveways and they can easily go onto the grass to pass other users.

I would really like to request you to see if anything can be done to allow the path to stay along the park end.

Netball season is only a few month a year – whereas the cycle path will be used all the time, so it would be great to have it done right without compromises.

I think this is a great opportunity to increase the amenities in the area, so every effort should be made to do it in such a way that will maximise benefit for the long term.

Thanks very much

Good Morning Phillip,

I wanted to share some additional thoughts I have on this matter.

Stormwater. In addition to the concerns raised below, I do believe that widening the path on this section will put additional strain on the stormwater system due to additional run off. Having the path along the fields will increase the hard surface, but at least any runoff will be onto the grass.

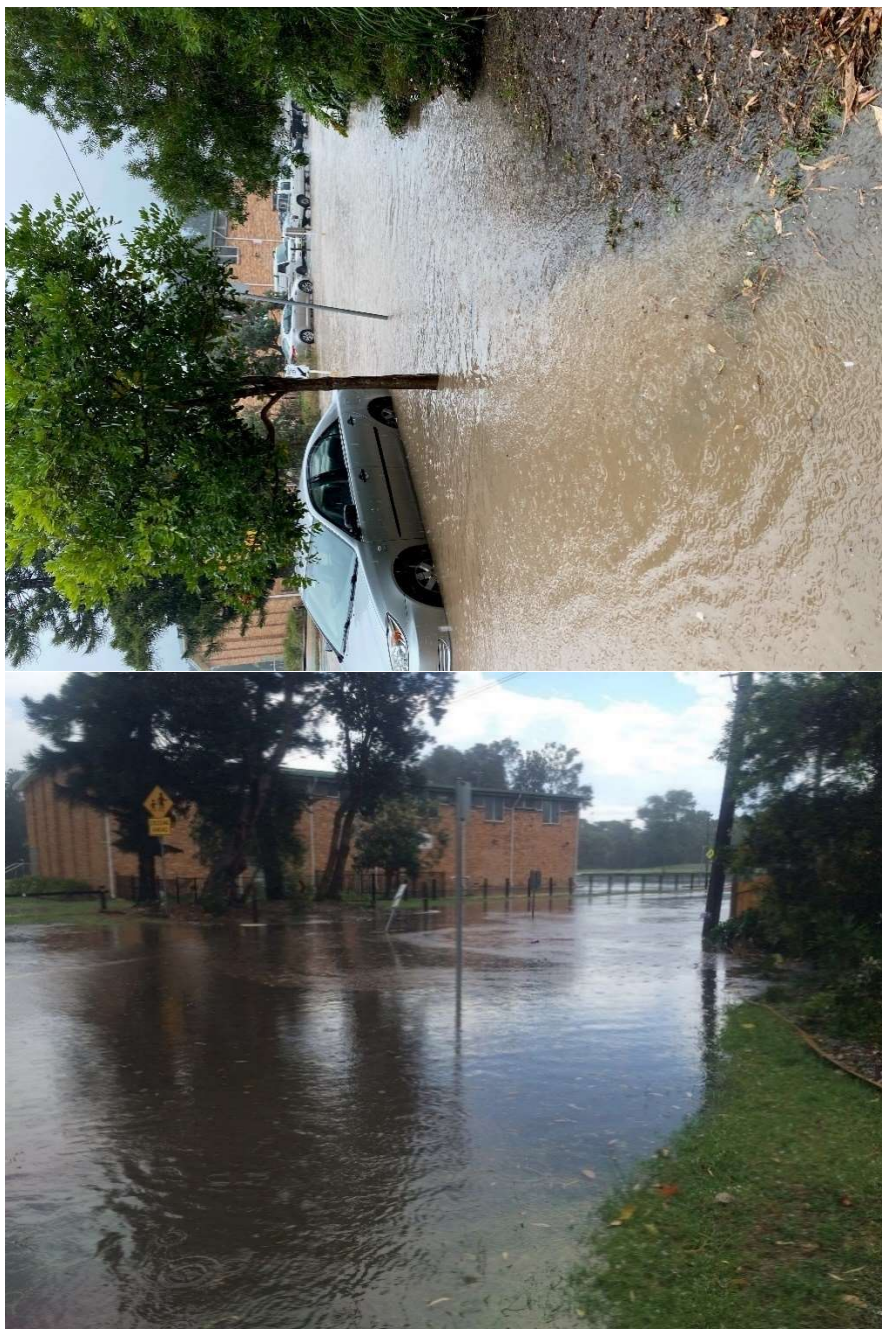
Crossing at Playfair road. I know the school raised concerns of this as it will increase the amount of traffic backup during drop off and pickup times. Having the path on the field side, will allow the use of the existing pedestrian crossing in front of the school entrance.

I do however think that putting in a pedestrian crossing across the current narrowing near no 108, and a new crossing on the bend near no 60 will be beneficial on two fronts.

Firstly allowing pedestrian and cyclists to safely cross onto the new path, but also serve as a much needed traffic calming device. As you may know there have been many concerns of speeding on Abbott road, and these I feel will go a long way in addressing this longstanding issue.

Thanks again

Hi Phillip,
Thanks for talking to me about the proposed shared path/Abbott Road, North Curl Curl.
I've attached some photos of outside 60 Abbott Road when it floods. Please take this into consideration when planning the new crossing.
Kind regards,





Hello Phillip,

I have had a look at the proposed shared path on Abbott Road, North Curl Curl.

I have major concerns over the section from the junction of Pitt and Abbott roads the path crossing over to the northern side of the road and then switching back over to the southern side of the road.

I can't work out how you plan on widening the path to accommodate cyclists. This is a heavy pedestrian section most of the day everyday and with a lot of driveways, I can't see how this can be done safely. As it is now, the cyclists come flying down this strip very fast and don't use their bells to indicate they are coming. I would have thought that it made more sense to make a cycle path on the southern side of the road all the way from Harbord road to Griffin road.

There is already a path that cyclists use down by the lagoon so why can't this be made into a shared path and keep them off the roads away from the houses.

In regard to Playfair Road, again this is a high pedestrian area all day everyday. I regularly walk up to the shops so I am very familiar with this street. I'm not sure how you could make that a shared cycle path safely. I am very much against the proposed plan.

Regards,

Abbott Road,

North Curl Curl

HAVE YOUR SAY SUBMISSION

The concept plan is well conceived with useful FAQs and it has my full support. However, I believe there are opportunities to make it even better.

Two of the cogent reasons given for the project are:

- Enhanced walking and cycling connectivity to schools (with Federal stimulus funding) and
- Family oriented additional loop path options, around Harbord Lagoon/Greendale Creek.

Accordingly, I posit two additional links.

1. In my submission to the Bike Plan 2 years ago, I suggested that the path which terminates at the amenities block near Mike Pawley Oval, be continued for just over 200m to the Freshwater Campus, where it could seamlessly link with the **existing** shared path on Harbord Rd. There was already a clear preferred rough path, but since Covid it has been far more heavily used and had become much wider, as the attached photos attest.
The first was taken from the amenities block heading W, while the other two were shot from the existing path next to Freshwater Campus car park.

2. For some reason the proposed new shared path on Griffin terminates at the pedestrian refuge crossing (in itself poorly designed, involving the removal of 2 bike lanes and its corollary - the creation of a hazardous squeeze point for cyclists). Why doesn't the widened path extend for less than 200m, utilising the existing footpath (see screen shot) to link with the **existing** path in John Fisher Park, adjacent to the well designed, bike friendly pedestrian refuge?



These extensions would satisfy both the criteria (school and loop) cited for the project and would mean that not only would there be a complete loop of Harbord Lagoon/Greendale Creek for the first time, but there would be multiple safe, off road circuits for pedestrians, cyclists and family groups. Council's own aerial map below graphically depicts where the 'missing links' could be integrated, .

I'm certain that council planners will also have noticed these opportunities, so I do understand that funding is always an issue in such projects. I suggest, however, that it would be cost effective with disproportionate public benefit, to complete all the potential links during the **one** enterprise.

A key stated purpose of the Bike Plan is to expand the N Beaches cycling network and especially to link existing bike/shared paths and bike lanes. Improved connectivity encourages greater public usage and underpins Council's active transport policies. An enlarged project would achieve all these objectives.

As well as encouraging other N Beaches' cyclists to comment, I am also copying the 3 Crs who represent the Curl Curl Ward, because I believe this (expanded) project will be of great public benefit. If realised in full, I anticipate it would quickly be seen as a shorter version of the immensely popular circuit of Narrabeen Lagoon.

Please see attached signatures of all the residents along the stretch of Abbott Road. We believe that installing a shared bath path on the residential side of the road where there are 17 driveways, 18 poles, 2 roads and 2 roundabouts would not be a safe option and that installing on the opposite side of the road where there are zero driveways, zero poles, zero roads to cross and zero roundabouts would be a much safer option or use the existing shared cycle path that runs from Abbott Road to Griffin Road along the lagoon.

I have tried to upload the pages on the council (have your say) but only allows one page at a time -I will continue to try.

Kind regards

(Council Note: Document attached with 30 signatures. Not included due to privacy).

Document administration	
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