
Community and Stakeholder Engagement Report

Roseberry Street Shared Path

Impact level: Four

Consultation period: 27 April 2021 - 31 May 2021

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1. Summary

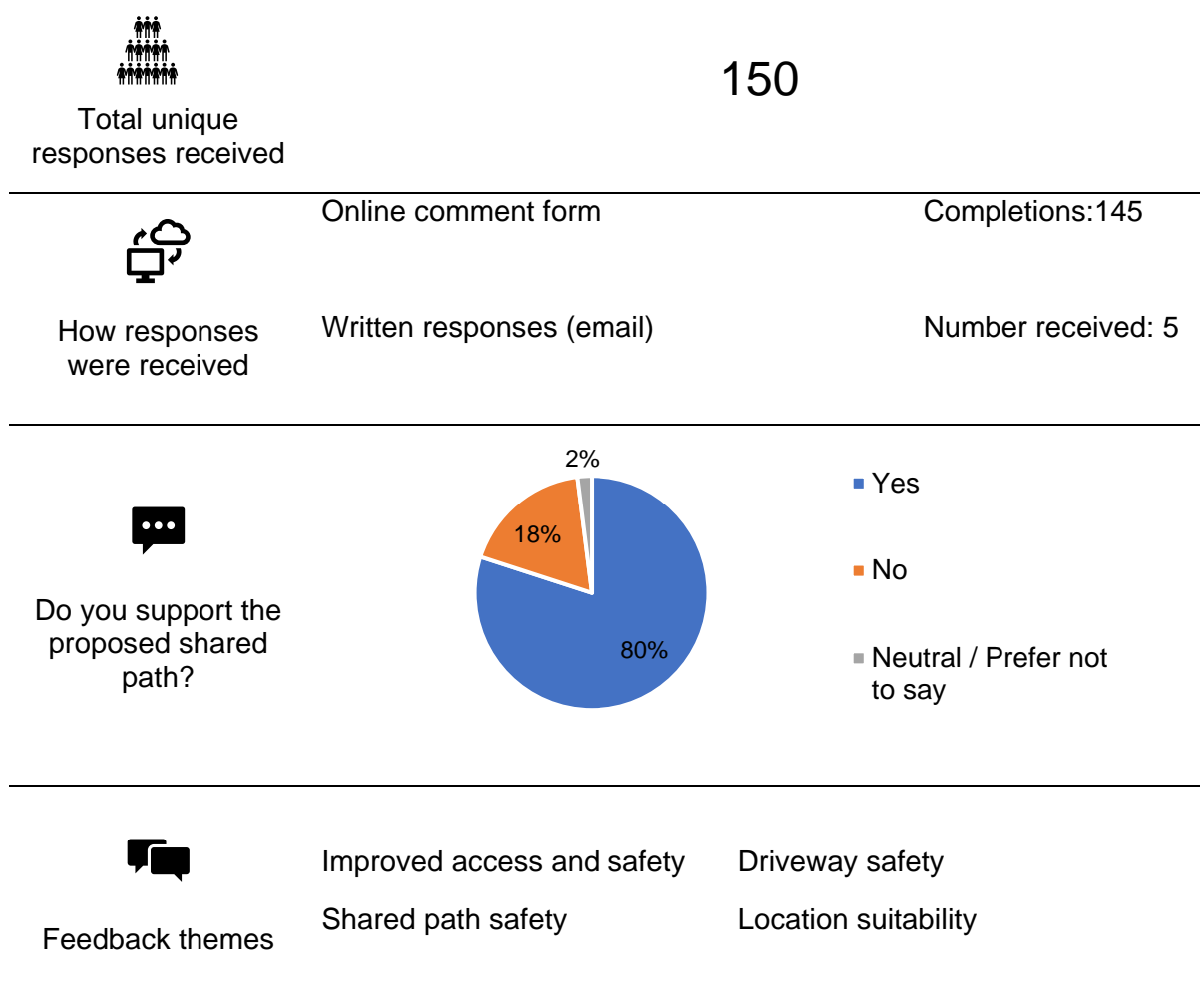
This report outlines the community and stakeholder engagement conducted as part of our proposal to upgrade the existing path along Roseberry Street conducted from 27 April 2021 to 31 May 2021.

The proposed establishment of a shared path along Roseberry Street, Balgowlah and Manly Vale aims to improve safety and connectivity for all path users, whilst also providing improved connection to supermarkets, fitness centres and surrounding shops and cafes.





Findings shows a high level of support for the proposed shared path along Roseberry Street with respondents citing the anticipated benefits such as improved access and increased safety.

Respondents who were not supportive of the proposal felt that shared paths were generally unsafe highlighting that they cause additional conflicts with . Concerns about the suitability of a shared path in this area, particularly relation to road safety and the interaction between path users and driveways were also raised.




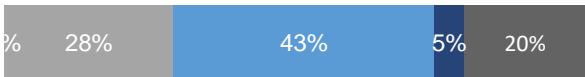
1.1 Key outcomes



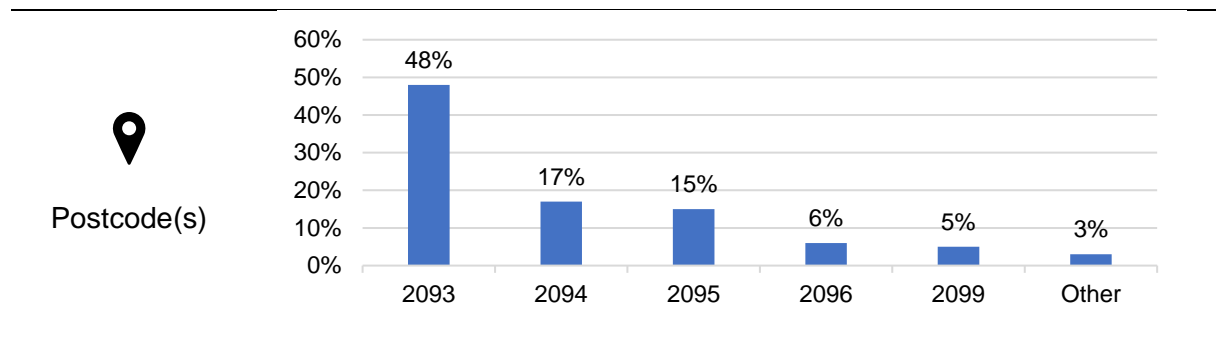
1.2 How we engaged

 Have Your Say: visitation stats	Visitors: 720	Visits: 860	Av. time onsite: 1m
 Print media and collateral	Letterbox drop: Postcode - 2093	Distribution: 400 homes	
	Site signs:	8 signs	
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 3 editions	Distribution: 20,000 subscribers	
	Council (weekly) e-News: 1 edition	Distribution: 150,000 subscribers	
 Key stakeholder engagement	Meeting: 1	Attendance: 2 people	

1.3 Who responded¹

 Gender	<ul style="list-style-type: none"> Male Female Other id. N/A 	
 Age group(s)	<ul style="list-style-type: none"> <25 yrs 26-50 yrs 51-75 yrs 76+ yrs N/A 	

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



2. Background

Our Move – Northern Beaches Transport Strategy in 2019 identified how we can encourage active travel to help break the reliance on cars as the main way we travel across our area.

Shared paths are one way we can achieve this while also providing opportunities for both transport and recreational benefits and promoting a healthy lifestyle through active travel.

We proposed an extension of our shared path network along Roseberry Street in line with Council's long-term vision for the Balgowlah and Manly Vale precincts.

The proposal included widening of the existing path to create a new shared 2.5 metre wide concrete path that will extend from Koorala Street to Balgowlah Road to offer better connection to supermarkets, fitness centres and surrounding shops and cafes.

The community were presented with a proposed alignment plan along with artist impressions of what it could resemble once constructed.

The project's impact level four Community and Stakeholder Engagement Plan was devised on a single stage approach.

3. Engagement objectives

The key objective of the engagement was to identify community and stakeholder concerns and gather local knowledge and values.

We aimed to provide accessible information so community and stakeholders could participate in a meaningful way.

4. Engagement approach

Community and stakeholder engagement for the Roseberry Street Shared Path was conducted over a five week period, from 27 April 2021 to 31 May 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.

A meeting was held onsite to discuss the proposals at the request of adjacent property North Shore Cement and Sand.

5. Findings²

Feedback collected during consultation indicated a high level of support for the proposed shared path along Roseberry Street with respondents citing the anticipated benefits improved access and safety would have for people walking and riding bicycles.

The majority (80 percent) on responses were supportive of the proposed upgrades to the path in Addiscombe Road. Most agreed that the anticipated benefits to access and connectivity for people walking and riding bikes in the local area was beneficial to the local community.

Feedback received that was not supportive was primarily relating to safety. See Table 1 for a completed breakdown of the issues raised.

Table 1: Issues raised in responses received (qualitative data)

Theme	What we heard	Council's response
Safety (Path)	Concerns that shared paths are dangerous or uncomfortable for pedestrians due to shared use with people riding bicycles.	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. Shared paths are designed to be as safe as possible with adequate width.
Safety (Driveways)	Concerns were raised that the shared path interacts with driveway crossings where cars and trucks need to cross.	There is an existing footpath that currently caters to pedestrians. Vehicles must currently give way to pedestrians and path users. The proposal will make the path wider and more prominent which should make vehicles more aware of crossing that path.
Location	Concerns that Roseberry Street is a busy area for vehicles (including trucks). Some respondents commented that	We acknowledge the area is relatively busy. This proposed shared path aims to make the area more attractive for people to walk and ride a bicycle which may also help reduce traffic congestion.

² Note: This report represents what Council has heard as accurately and transparently as possible by using consistent quantitative and qualitative analysis techniques.

	pedestrians and bicycle riders should not be encouraged into this area as it is too dangerous.	The path offers alternative transport options for people to access business and shops in the area and provides a path for bicycle riders to use rather than being forced to share the road space with vehicles.
Road crossings	Concerns that crossing Kenneth Rd is dangerous.	The project will upgrade the crossing point to make it safer. There is potential that this intersection may be signalised in the future which will further aid safer crossing.

During the consultation/exhibition. 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
Where will the extra path width come from?	The existing footpath would be widened towards the kerb.
Can street lighting be upgraded?	This request is out of scope for this project. Manager, Transport Network has been informed of this request.
Will bicycle parking racks be included as part of the project?	Bicycle parking exists in multiple locations along Roseberry Street or in close proximity. For example, Outside Roseberry St Café, Aldi, Woolworths and Bunnings. Further bicycle parking may be added if a suitable location is identified. Council's Development Control Plan requires new developments to include bicycle parking.
Why would people ride their bikes in this area? How will they carry their groceries, fridge, or lumber home on their bikes?	People are currently riding bikes in this area to access supermarkets and other businesses. It is understood that a bicycle may not be practical for all shopping trips, however shared paths create a safer and more accessible connection for people to access whether they are walking, riding a bicycle, using a mobility scooter or pushing a pram. The provision of shared paths and encouragement of active transport over car use is in line with Council's Move - Northern Beaches Transport Strategy.

Appendix 1 Verbatim community and stakeholder responses*

Number#	Comment/submission
1	We need a lot more shared paths and dedicated bikeways. The planned path needs to be wider to remove dangerous edges and allow enough room for users in opposing directions to pass. It also needs crossing at Kenneth Road. It needs to be linked to Manly West school. And the west side of Rosebery is a mess. It needs the same treatment to encourage cycling
2	There is no demand or need for this shared path. It would be better to sort out the traffic by making a Roseberry St one way and linking quirk road though as one way in the opposite direction. If anyone has done a study on this area this will make sense. Then at least we can get the traffic to 'move'. No one is cycling to the supermarket or gym, please just get the traffic moving.
3	The Northern Beaches is attempting to reduce the by 30% but the sales of electric vehicles is under 1% compared to the over 50% of New Cars in Norway being Electric Vehicles So adapting the Danish Bike Path Planning may help "the Northern Beaches Council achieve a 30% decline in GHG emissions, but providing a SAFE BIKE PATH solution for both kids and adults. The Manly Vale area is technically able to connect to Manly Beach within a flattish route.
4	Would be great for walkers and runners as the path is quite narrow, particularly around corners
5	Greater Manly Residents Forum, following discussions about the proposed shared path in Roseberry Street on 19 May 2021 voted to oppose this project at this time. Whilst the concept is a good one, executing a shared path in this area at this time will no doubt result in serious accidents involving pedestrians, cyclists and vehicles. Roseberry Street's extended peak times each day make it extremely busy. The combination of double-b trucks, semi-trailers, vans, and many commercial and private vehicles are drawn to the area by Woolworths, Aldi, Bunnings, Harvey Norman, Northshore Sand and Cement., furniture shops including SmithMade and Fantastic Furniture, Bing Lee, as well as Manly Freezers, 4 Paws Veterinary Clinic, F45 gym and various other business enterprises. All these vehicles vie for space on the road and with the massive number of delivery trucks it is a normal occurrence to find trucks double parked in Roseberry Street waiting their turn to enter a premises, causing other vehicles to drive around them on the wrong side of the road. It is the norm to find double-b semi-trailers reversing into or out of Northshore Sand and Cement with associated workers using hand signals to hold traffic for up to 7 minutes whilst they enter/exit premises. Walking or cycling along Roseberry Street between Balgowlah Road and Kenneth Road necessitates negotiating many very busy business driveways. It is not unusual to find traffic banked up around the roundabouts at Roseberry Street and Kenneth Road and Quirk Road and Kenneth Road. The entire area bounded by Kenneth Road, Condamine Street, Balgowlah Road and Roseberry Street is an extremely busy retail/light industry area which will be even more heavily impacted with the advent of the Northern Beaches Tunnel and the implementation of the Local Housing Strategy in the area. Putting in place a shared walkway in this area at this time is icing the cake before it is

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

132 online responses provided feedback in addition to the mandatory sentiment question.

	<p>even baked. GMRF asked the council to put this proposal on hold until the entire area is reassessed for future traffic needs and impacts.</p> <p>████████████████████</p>
6	<p>How about more eating area outside the sandwich shop next to Matt Black Like in manly and what they are planning for DeeWhy</p>
7	<p>this is one of the most dangerous streets in the area. most traffic is trucks. the grass berms need to be removed to make driving in Roseberry street safer for all concerned. as for even considering pushing a baby along there is so dangerous as is biking This is an Industrial area Not recreational. look at the next street where the small park is !!</p>
8	<p>I regularly ride my bicycle to Aldi and/or Woolies in Roseberry St. I'm a pretty confident cyclist, but it sure would be nice to be off the shared road for the segment of the journey from Kenneth to the shops.</p>
9	<p>But the path is on the wrong side of the road.</p>
10	<p>This is a great improvement to Manly Vale Balgowlah and will help greatly - particularly since the opening of Aldi - the pavement on the Eastern side is currently too narrow and very much in need of repair.</p>
11	<p>This will encourage more foot and bike traffic. We need bicycle parking!!!</p>
12	<p>Rosebery street is an extremely congested, dangerous street with traffic and large trucks servicing these large stores and supermarkets - it is NOT suitable to encourage PEDESTRIAN TRAFFIC - especially children- who have a liable to be the casualties- of the road traffic.</p>
13	<p>A pedestrian crossing in the middle of the southern block of Roseberry Rd would be great. It's hard for people to cross over. The bike path is on the east side & Most of the useful shops are on the west.</p> <p>Thx for giving bike riders space.</p>
14	<p>My workplace is in this area and I would love to see an extended shared walk way in this area. Improved lighting and path side seating would be wonderful for us workers. I am also interested in setting up an Artisans Market and wondering whom I contact to inquire about this...</p>
15	<p>better than being run over by cars and trucks.</p>
16	<p>Have previously submitted feedback about the missing pavement outside 20 Roseberry Street, which (ironically) is normally parked across by a Northern Beaches Council ute.</p>
17	<p>THE STREET HAS MANY BUSY DRIVEWAYS COMBINED WITH HEAVY TRAFFIC ALONG ITS LENGTH WOULD MAKE IT POTENTIALLY DANGEROUS FOR CYCLISTS. THE NORTHERN END OF ROSEB IS USED AS A SHORTCUT FOR MORNING AND AFTERNOON TRAFFIC. THE ROSEB/KENNETH ROAD ROUNDABOUT IS NARROW AND INSANELY BUSY AM /SCHOOL PICKUP/ AND PM. CROSSING KEN RD AT ANY POINT IS DANGEROUS DUE TO THE FAST MOVING TRAFFIC FLOW. THE QUIRK/KENETH RDS ROUNDABOUT IS ALMOST AS DANGEROUS AS ROSEB. INSTALL TRAFFIC LIGHTS AT EITHER ONE OFR BOTH ROUNDABOUTS WOULD SOLVE THE PROBLEM.</p>
18	<p>Excellent improvement to semi-existent bike and pedestrian path. Enormous improvement for cyclists in this busy (and at times exceptionally busy) road providing a means for cyclists to leave the road for the many cars and trucks using this thoroughfare. The nature of Roseberry Road has changed in recent times and making the pathways</p>

	safer and more attractive to pedestrians and cyclists will result in more local people accessing the numerous retail outlets without having to access the area by car. What a win for everyone !
19	Guys, Please open up Quirk Road! You are shuffling the deck chairs on the Titanic stuffing around with this - fine to do a cycle path but what's the point? Rosebery Street is a jammed nightmare after all the development. The lights at Condamine are overcrowded, Balgowlah Rd tailbacks go hundreds of metres back at the junction of Kenneth Rd. See attached. Do some updated research. You need more flow from Balgowlah / Fairlight up to North Manly / Freshwater. Right now at many times of the day it is way too difficult. Quirk Rd is sitting there as a solution to let traffic flow south to north in this area. Please open it up and let us breathe!
20	For ease of traffic flow and ease of viewing pedestrians particularly when they cross the road, could we remove all on street parking on Roseberry St between Kenneth and Balgowlah Rd. There is plenty of off street parking - Woolworth's; Bunnings; Harvey Norman, Fantastic Furniture etc.
21	It sounds great along the business section but as a resident between Kenneth road and koorala (on the corner 70 Kenneth road) I am concerned about bikes flying past our place when my 16month old son is playing on the grass out the front... especially right on the corner. I'd ask you to consider shortening the path to not include that small stretch between Kenneth and koorala
22	Long overdue.
23	This will lead to increased safety for walkers and cyclists.
24	This really is the most outrageous suggestion. As a cyclist there are already adequate provisions made in that area & no cyclist in their right mind would cycle down Roseberry Street. (I am a cyclist). Roseberry St is a disaster waiting to happen. It's usage has changed considerably over the past 15 years with way more industrial type retail outlets, as well as the B-Line car park right down the other end of the road. This has resulted in a massively increased usage by cars & trucks to places such as Bunnings, Aldi, Woolworths, Harvey Norman as well as the businesses set up in the small industrial parks scattered down the road. The road cannot cope with the change in usage as it is and this is NOT an appropriate option for the street. Unfortunately Council has not been on the front foot in anticipating the current issues once the change of retail mix started being approved. The parking in front of the shops is also a disaster waiting to happen.
25	Great idea and design
26	I think a shared path is much needed down Roseberry street, and it is important that it is unobstructed with telephone poles, and other obstacles to allow for safe passing given the volume of pedestrians and children on bicycles in the area. It also needs to be well marked for the drivers pulling out across the path. Thanks heaps for kicking this one off!
27	Awesome idea! Will make the street a lot safer
28	A crossing at Kenneth Rd as part of the path is required to make the path functional and foot traffic to flow on the path.
29	We should also be improving the roundabout at the other end of Rosebery St

30	Yes support it 100%. Really good idea. It should be on both sides of the street. Put a proper crossing at the Balgowlah Rd intersection. Improve the roundabout as well.
31	some very poor sections of path currently, with high usage for families which find it difficult and slightly unsafe, s new wide path would be great.
32	<p>This is one of the worst ideas that I have ever seen from the council.</p> <p>Have you thought of all the safety aspects of mixing, Children on bikes, many driveways, an already congested street, and an area with a street that ends up in a major street north and south.</p> <p>Why would people ride their bikes in this area? How will they carry their groceries, fridge, or lumber home on their bikes?</p> <p>Where are all the bikes going to park if they stop for a coffee or imagine them riding into Bunning's car park or even Woolworths?</p> <p>Some of these might seem lame but this project has not been thought through.</p> <p>The street is always busy and is often clogged with traffic. There is not enough parking in the street and area as it is, except when noncustomers use other businesses car parking facilities.</p> <p>The bike path does not lead onto any other major bike path.</p> <p>Bike riders already have a north-south shared path at Quirk Street.</p> <p>Do a risk assessment and think of the frustration of all the pedestrians and motorists that use this area.</p>
33	It looks good and connects three supermarkets but why not connect further to Manly West primary and Mackellar girls High schools
34	Safer crossing of Kenneth Road is desperately overdue.
35	Hi Roseberry Street would be the busiest street in Balgowlah on any day and more so at weekends. I am very concerned about the access to businesses that are along this street. Council trucks, trucks for Harvey Norman and Bunnings and Woolies all use this street to access the business. There are also people carrying groceries on the pavement, you have trees blocking the view from driveways to pull out onto Roseberry street making a quick access important. At the corner of Roseberry and Balgowlah Rd the shops have parking that makes it very congested and difficult. A bike path there where the customers are going into the shops from their cars and a bike path could be dangerous.
36	The proposed upgrade will improve pedestrian movement.
37	I enjoy cycling around the Northern Beaches. The more shared paths and cycling paths the better.
38	It will make that area safer for pedestrians
39	Because this street has such an high traffic flow with trucks & cars I feel it unwise to increase foot traffic which could be dangerous to pedestrians. If at all possible I would prefer pedestrians and vehicles to be kept on completely separate routes.
40	<p>It is a dangerous street, with large trucks and vans entering and departing several properties resulting in extremely poor traffic flow. If a wider footpath reduces the width of the road, traffic flow would become worse</p> <p>I would only support a wider footpath if parking on Roseberry Street is limited to one side of the street.</p>
41	The path is needed to keep cyclists safe along a road where traffic is often chaotic.
42	<p>Excellent Idea</p> <p>Well Done</p>
43	<p>I dislike these shared paths. As a pedestrian I find them rather nerve wracking and the bicycle users are usually going very fast and expect you to get out of their way.</p> <p>These paths are now seen as cycleways with the occasional use by pedestrians.</p>
44	Will make it safer and easier to walk around in a very congested street.

45	Roseberry St is already extremely busy and it seems that a shared path would restrict traffic and narrow the road even more. Is it intended to make roseberry st one way. If so I would support this if Quirk Rd became the alternate by opening it up.
46	That area is very congested for bikes in relation to car traffic, so I think it's a good idea. I don't see a lot of pedestrians using that area much.
47	Any shared path facilities in this neighbourhood are welcome given due to the busy nature of the surrounding streets. Pedestrians and cyclists definitely feel unprotected without something like this in place.
48	This sounds great - but until we work out a way to stop cars from swinging across the pavement/shared walks at speed into driveways, we are only increasing the chances of more accidents. Roseberry Street is a nightmare to walk down because of the number of driveways/access points/parking lots, and the fact that drivers seem to think they have right of way even across pedestrian paths. It is worse on Roseberry street because of the numbers of large vehicles often parked along the streets, or in driveways, etc., so cars don't see pedestrians. Council should have thought through a better plan for Roseberry Street a long time ago....
49	The more shared paths the better. It's too dangerous riding a bike in the road.
50	This road is far too busy for a shared footpath. There are so many businesses and retailers between Kenneth & Balgowlah Rds that have driveways used by B double trucks, garbage trucks, Hop Skip & Jump buses, council vehicles, couriers, tradies and the general public. This intense use needs to be monitored very carefully by pedestrians and so to add bike riders to their concerns will inevitably lead to accidents.
51	Shared paths with cyclists are a menace and a danger to pedestrians. Cyclists mostly do not ring a bell when nearing pedestrians and many travel at speeds which are inconsiderate and too fast.
52	More attention to the area towards Balgowlah Rd./Roseberry St. Parking is dangerous. Walking/riding and driving by the shops is very dangerous. Footpath needs to be improved and pedestrian crossing at Kenneth road as well
53	This is a great proposal. The current footpath has very light pedestrian traffic. It would provide safe access to Aldi, Woolworths, F45 and other businesses along that route. A very practical proposal
54	Safer and easier to negotiate than what is there at the moment.
55	Great Idea
56	The attached image from City of Sydney shows how Roseberry Street should look, with separated footpath, cycle lane and road. The plan should also include additional planting/trees to make up for the extra hard surfaces being laid to help decrease heat in summer. Northern Beaches Council's obsession taking the easy way out and building shared paths will look very short sighted in years to come. With the amount of units being built along Condamine Street over the past 5 years, there must be enough developer contributions available to the area to do this scheme properly and turn Roseberry Street into a genuine local high street worth visiting.
57	Will there be bike racks in numerous locations down Roseberry Street? I'm guessing there'll need to be at least 50 along the street. There's many driveways down this area that cross the proposed path - will the shared path when crossing these driveways be coloured green to indicate to drivers that pedestrians and cyclists have the right of way?
58	As long as you don't restrict the damn bicycles from the normal footpath I am not supporting spending millions for bike rides, which breach the cycle rules and there is nothing done for the safety of pedestrians! Please inform bicycle riders what the rules are, as most of them just know wrongly

	that they can use a normal footpath! Or have to walk over a pedestrian crossing. It is time otherwise I will lodge a legal courtcase!
59	People will continue to cycle along Roseberry Street regardless of whether this path is constructed or not. The path however would be the responsible choice for Council given that the number of people cycling is increasing all the time. It would be safer for the cyclists and reduce the current traffic bottlenecks along this street during peak hours.
60	Great idea. It's dangerous right now and would provide more options for the people keen to ride their bikes rather use their cars. Roseberry st is often choked with cars. I work in the street and would love my kids to ride to my work from our home in Fairlight but currently it's not safe. More wide bike paths in the area would be welcome by our family.
61	As a bike rider with kids this makes going to the supermarket so much safer to avoid the many fast cars and trucks
62	Suggest extend path along Kenneth Rd southside to Quirk Road providing a safe connection to the existing Kenneth Rd path towards Manly Aquatic Centre.
63	As long as you don't narrow the road, I'm supportive. The traffic on this road is already very heavy. It was totally untrue that it could handle another supermarket (like Aldi).
64	It is currently used for both bikes and pedestrians. Making this formal will mean less contention between the different users.
65	I strongly support this idea. As a resident in Manly Vale I often avoid cycling to this area as the road is so busy. The footpath is underutilised and I believe this would make it much more user friendly space.
66	I use a pram and would greatly appreciate this
67	Great
68	Good for safety of all pedestrians . Keep up the good work
69	I am supportive in principle of cycling infrastructure, it I am hesitant about this one because the linkages to the other path at the northern end would entail crossing a extremely busy intersection, and the crossing at the Aldi driveway is also likely to invite cyclist-car conflict. I am also not sure of the objective as there is a parallel link in a street to the east between Kenneth road and Balgowlah rd, so I would be interested to know what the extra path is aimed at achieving. The continued preferencing of share paths over separated cycle ways and use of separated paths that do not cross roads is concerning as the latter are safer and more likely to be used by a wider range of the population.
70	Great idea safer for pedestrians. Concerned about the trucks exiting from the Northshore Sand and Cement. Would like to see better lighting at the new pedestrian crossing.
71	I'm concerned about the business of Rosebery st, poor visibility of vehicles turning into driveways and traffic congestion. It's a safety and traffic concern and the woke road needs a review.
72	Wider and safer path for walkers shoppers cyclists absolutely necessary. Entrances and exits to major commercial properties made more visually aware
73	This will definitely improve Rosebery Street for pedestrians and cyclists. Please make sure that the shared path is continuous across driveways and side streets so that it is clear that shared path users have priority and vehicles have to slow right down to turn.
74	Not sure about this, Roseberry street is a very busy road, servicing three supermarkets, vehicles will be forced into a narrow corridor. Will there also be a reduction in speed to less than the current 50 kph?
75	My office premise is on Balgowlah Road Balgowlah and over the last 21 years since we have owned the building we have seen a very significant rise in vehicular traffic, and in particular since Woolworths, Harvey Norman, Aldi (recent) and Bunnings have

	<p>produced a very significant increase in light and heavy commercial vehicles, from Tradesman's Utes, pantech trucks to very large semi trailers. Many of which sit across the footpaths to unload (Harvey Norman trucks in the main) and so having a formal bike shared space is inviting the Council into a very risky situation with litigation should there be an accident which can be attributed to the council's decision to undertake this proposal.</p> <p>I see no evidence where there is a business case for this. Bicycle traffic studies being one element which would assist to making a considered decision.</p> <p>Weekend bicycle traffic might be a little more, but mainly on Balgowlah Road.</p>
76	<p>Terrific concept to enhance safety for all. It would also be advantageous to create pedestrian paths to Manly Vale Public School.</p> <p>For example:</p> <p>Extending the pedestrian path on the eastern side of Kenneth Road to Mildred Avenue and Link Street heading to the school. In addition, constructing a pedestrian path on The eastern side of Horning Parade and on Highview Avenue. Improving access to path/stairs on the eastern side of Highview Avenue linking to Condamine street lane. I understand there is council land on Horning Parade that could be linked to Highview Avenue as a stairway.</p>
77	<p>This Rd has many driveways used by large trucks. Especially North Shore sand cement as an example. I don't believe this is a safe idea. Also there is already a bike path running along Manly West park so don't see the necessity. Surely the money for this could be better spent.</p>
78	<p>Crossing the road at Kenneth Road remains a big issue in all directions.</p>
79	<p>Fully support this.</p> <p>1. Please consider how to manage the vehicles that park directly in front of 20 Rosebery St (which is the property immediately south of Aldi) - as these vehicles typically park across the path, causing inconvenience and safety issues. I suggest using bollards to prevent this. Important matter to address as this is a particularly high activity spot adjacent to the two supermarkets.</p> <p>2. The shared path should have priority over vehicles entering/exiting driveways (i.e. cyclists should not have to give way to entering/exiting vehicles).</p>
80	<p>Rosebery St is one of the most dangerous streets on the northern beaches. The traffic especially on weekends is atrocious, often banked up to Condamine St and onto Kitchener St. Pedestrians, bikes, cars and many trucks for delivering to multiple businesses make it a heavily congested area.</p> <p>The roundabout at Balgowlah Rd needs upgrading. The pedestrian crossing on that corner is very dangerous and should be moved away from the roundabout further down Rosebery St.</p> <p>Cars parked at Rosebery St shops near the roundabout reversing out and often cause traffic jams and together with car / truck traffic at Manly Freezers is a death trap waiting to happen.</p> <p>Cars shouldn't be parking on any side of Rosebery St. It's far too dangerous. Cars must not be parked in any of part of Rosebery St between Balgowlah Rd and Kenneth Road unless Council widens Rosebery St. Often I drive down Rosebery St with trucks illegally parked on both sides of Rosebery St. This is not being policed and makes it very difficult to pass.</p> <p>There have been numerous developments in Rosebery St over the last 10 years. Bunnings, Aldi, Woolworths and many more buildings, Yet Council has not used any money to improve Rosebery St. This is a disgrace. Council receives contributions from</p>

	<p>developers yet no monies have been used in any way to improve safety on Rosebery St !!!</p> <p>Rather than just creating a shared walkway for pedestrians, Council must come up with better strategies to improve car/ traffic in conjunction with pedestrian safety. Not just implement shared pathways merely to tick a box.</p>
81	Great idea. Might stop people driving between shops and entice them to walk in order to shop at multiple locations along Rosebery Street.
82	<p>I think there is need for better street infrastructure for the growing community in the Manly Vale/Balgowlah area.</p> <p>The current footpath is not really wide enough for prams, children on bikes or the elderly on wheelchairs/frames. Traffic congestion is also a growing issue along Roseberry Street, so the widened paths means a safer area with less exposure to the road for pedestrians.</p> <p>It would also be nice to keep growing the greenery in this area, to the idea of trees and planter boxes along the road is a fabulous idea to lift the area out of a strictly industrial landscape.</p>
83	Has to happen. The footpath is wide enough, traffic chaotic and congested. Currently unsafe for bikes and pedestrians. Also include a sign at pedestrian crossings telling bike riders to dismount. Illegal and dangerous.
84	Good to see some infrastructure for cycling. The road is currently challenging to ride on. I would prefer a dedicated cycle way, as negotiating the path with pedestrians and prams will also be dangerous.
85	<p>It would be a welcome improvement on that side of the road as it is a tired and somewhat unkempt section of footpath.</p> <p>As well, lighting in the street is required, especially walking from the B1 Bus Stop and along Rosebery Street at night. While on the topic of lighting, Hill Street (at Balgowlah Road end) is bereft of lighting altogether. If attempting to walk from B1 Bus Stop (Condamine Street) to Sydney Road, to get transport to Manly, it is a bit scary as there is only one light near the Manly West Public School.</p>
86	Widen the footpath if you wish BUT more importantly, concentrate on the road traffic situation and give some consideration to motorists for a change. You have ruined Manly for the people who live and shop there and you have plans to do the same in Dee Why. You are prioritising people on bikes (the rudest, most self centred group), and pedestrians who NEVER EVEN LOOK before they step onto a pedestrian crossing because they are totally concentrating on their phones. Try spending some money on education for those groups.
87	I think it is a good idea to improve the foot path but I am not comfortable sharing paths with bikes as I find them intimidating . They often speed and don't ring their bells. Maybe there can be more controls regarding bikes
88	Shared path is a good idea, but the biggest issue on Rosberry St is the parking of trucks (both North Shore Sand & Cement & Harvey Norman deliveries) in the no stopping zones.
89	This path is important for kids to cycle down. It is dangerous other.
90	<p>Yes, shared path is a good idea. Important to put extra safety measures in place to stop cars/trucks dashing out of driveways in front of bikes & scooters. Eg. wide yellow lines painted at driveway exits to remind drivers to stop & check for cyclists & pedestrians. Also do this on other side of road particularly outside Bunnings where many drivers don't seem pedestrian aware.</p> <p>Locate signage for cyclist low height or paint on path as they don't gaze upwards.</p> <p>Improvements to crossing at roundabout are much needed. It scares me to see</p>

	<p>schoolkids trying to cross there.</p> <p>Extra bike racks outside popular businesses. Bike racks at Woolworths badly located as you have to cycle through carpark.</p> <p>Extend bike path to Mackellar Girls High & Passmore Reserve.</p> <p>Maintain existing cycle track through Quirk Road. It's very good as no worries with driveway exits or trucks.</p>
91	I am all for shared paths and more trees along the side of roads. However there are far too many butchered trees in the district due to their interference with overhead powerlines. Please consider whatever mechanisms local council have to enforce powerlines underground and out of site so that trees can grow into their natural shapes and enhance not hinder the visual landscape.
92	However - with the boom in e-bikes travelling at 25kph plus, 'Shared Paths' are not safe for pedestrians. There should be a dedicated cycle lane on this road as there's no reason to maintain street parking in a street with excessive off street parking (B-Line car park/ Bunnings/ Woolworths/ Aldi/ Harvey Norman/ Fantastic Furniture etc).
93	this street is so dangerous so this is welcome. i use this with my bike all the time as i shop and train there and do not have a car. it is by far very dangerous and unwelcoming most times. i also would like to add the parking outside the rosebery street cafe should not be the way it is. that is a congestive obstruction and also a super danger to all users and drivers and people.
94	I am supportive of more shared paths - they provide an opportunity for those less confident to bike with cars around, and make it easier for those driving cars too.
95	How about widening Roseberry St to 2 lanes each way. There is plenty of space and traffic hold up can be extreme at some times, particularly around the southern end with cars backing out of the front-in parking. It sometimes affects traffic on Balgowlah Rd.
96	<p>Only if the Roseberry st is not made narrower.</p> <p>as this street with a roundabout at each end , is such a bottle neck, any time if the day..</p> <p>We use Balgowlah rd and Kenneth st regularly..</p> <p>We also shop in the Roseberry st precinct,</p> <p>The parking opposite Manly Freezers in Roseberry st is quite dangerous, with lots of trucks coming and going .</p>
97	fantastic!
98	Better still would be to have a separate pedestrian and cycle ways
99	<p>So happy Council is proposing this path!!! thank you.</p> <p>Currently, it is so dangerous trying to ride down this street, so most of the time, I just ride on the footpath which is too narrow and in poor condition. Thank you for making our neighbourhood more bike safe</p>
100	<p>The COVID era has seen many hundred more bicycles in use.</p> <p>Not all recent users are road savvy/aware so any opportunity to create shared paths to facilitate a whole range of people riding and walking safely should be encouraged.</p>
101	It is essential as many shared paths are built for the benefit and safety of those not wanting to or unable to use a car.
102	<p>As a parent with a toddler living in nearby Kenneth Road, this shared path extension on a busy Roseberry St thoroughfare is very much supported and welcome!</p> <p>Great idea!</p>
103	Sound fantastic thank you
104	Connects key areas via active transport
105	This is fantastic. On road cycling on Roseberry is a bit of a nightmare as lots of merging traffic from supermarkets etc. Footpath is also low quality (especially around ALDI where it's gravel in places) so this will make a huge difference!

106	Absolutely support this; please consider the safety of crossing for pedestrians across Kenneth rd section. As it is currently is a dangerous spot -
107	Great Idea The path near Manly freezers is too narrow, lots of mums and dads struggle with prams etc, especially when the hedge has overgrown
108	I just think it will make entering and exiting 50 Roseberry Street parking more hazardous as it's already a busy road. Good that you are keeping the existing trees though. Please don't get rid of those.
109	Absolutely - I regularly walk to Aldi with a pram from Balgowlah and the footpath is terrible and uneven! Definitely needs an upgrade.
110	Yes this is great but please please please please install more pedestrian crossings as part of the project. This area is becoming busier and it is becoming increasingly unsafe to cross Roseberry Street. Crossings are needed at the very least around the roundabout at the intersection of Kenneth Road and Roseberry Street and across to Coles at Koorala Street. Thank you and regards, [REDACTED]
111	How about to build a proper crossing for pedestrians around roundabout on Kenneth road and Roseberry street. People are speeding and driving like a crazy to get to the lights on green light. It's very dangerous to cross there!
112	I visit this area on foot nearly every day. There are very few cyclists but many pedestrians often with lots of shopping bags crossing between Aldi and Woolies. It could be quite dangerous crossing the cycle section as riders often travel at high speed and without care as in other similar shared path areas eg Balgowlah Road. Also there will be a sacrifice of grass and vegetation for yet more concrete. It is an unnecessary change in my view.
113	Crossing at the roundabout at the intersection of Kenneth & Roseberry St Manly Vale is extremely dangerous. And encouraging more foot/bike traffic will endanger more lives. Cars are extremely impatient during peak periods and I have witnessed people driving over the roundabout, driving into the lane heading in the opposite direction in an attempt to get around cars that are trying to enter Kenneth Rd from south side of Roseberry St. Having a shared path on Roseberry St between Koorala and Kenneth seems pointless as it goes nowhere. Having one down Quirk Rd on the eastern side makes more sense based on the bike and human traffic I witness.
114	I think the other side of the road needs the work and the angled parking needs amending urgently.
115	I'm always in favour of better routes for cyclists. We don't have a car, and some parts are dangerous or unsuitable for bicycles; especially when transporting kids. Also, please take bikes with trailers or boxes in front (bakfiets) into consideration when planning. Thank you!
116	Very belated after thought and window dressing. All those businesses many with their respective car parks should never have been allowed. It is packed with cars and often the roundabouts are blocked due to volume of traffic. The flow of traffic is often blocked as people wait to turn into car parks etc. It is not pedestrian or people friendly area and the foot path is not going to change that

117	I work around here and it could be a lot nicer. A new widened path would really improve not just access, safety and the ability to connect biking areas - but it would uplift the street which is very busy and starting to get a bit run down.
118	Please build this ASAP. The amount of traffic on Roseberry St makes it dangerous to ride.
119	Does this mean the 90deg parking area goes, that would be good, but then were is parking going to be provided. Surely not Bunnings and Harvey Norman .
120	Must do something about roundabout for pedestrians, prams and cyclists crossing on Kenneth rd and Rosebery street In all directions.
121	It's time 🙌🙌🙌 And we are soooooo grateful for the Woolworths/ALDI crossing. Many thanks to Council for saving our lives 🙌
122	<p>I drive a car, I cycle and I walk - and the more room there is for all of us, the better. I feel that cyclists are particularly badly served in Sydney and that they, more than anyone, need better facilities. The fact that increasing numbers are riding E bikes which are heavier and faster and often ridden by older people makes that more important than ever. It has been estimated that in three years time, the sales of E bikes will outstrip those of conventional bikes and I've seen nothing by any council to take that into account when planning for the future. In fact the reverse seems to be happening - it is now impossible to cycle from Manly to Warringah Mall, for instance. Beyond ridiculous and demonstrates a poor lack of foresight. Please don't say there is no need for a cycle path because no-one cycles to Warringah Mall. We have all stopped because it is now too dangerous or, if you use the lift to cross the road, time consuming.</p> <p>I would also like to see signage along all bike paths changed to align with that in cycling-friendly Canberra. There, on shared paths, warning signs are directed equally at pedestrians as well as cyclists reminding them to stay on the left and keep dogs under control. On the N Beaches there are an absurd number of signs ordering cyclists to ring their bell with the result that cyclists are regularly shouted at to ring their bells when there is clearly no need.</p> <p>I'd also like us to follow Canberra in saying that adult cyclists on shared cycle ways do not need to wear helmets. As a former competitive cyclists, I would agree that cycling is a dangerous sport (although when I started racing, even Tour de France riders didn't have to wear helmets). However, it is a very safe form of transport. We need to promote it as such.</p>
123	<p>nice idea, but from where does the extra width that the proposal will need arise ?</p> <p>roseberry street is already a major congestion zone, that will not become any less busy in future</p> <p>the pedestrian crossing adjoining balgowlah road at the roundabout, and the perpendicular parking albeit well established by existing businesses, are clumsy, obstructive, and inappropriate for the situation</p> <p>some years ago i suggested that the power lines on the east side of the road were buried when the initial redevelopment of the street was undertaken - this would immediately widen the available pedestrian area and / or allow for a green barrier between cars and pedestrian traffic</p> <p>the concept image arrangements surely misrepresent the available space, unless you intend to narrow the already very limited width of what is a two way major traffic conduit, or somehow intend to make the traffic one way only</p>

	<p>short of redeveloping quirk road for cars to traverse burnt creek across manly west park, roseberry street will remain a major pinch point for any traffic between balgowlah and kenneth roads - there are no other conduits</p> <p>i'm keen to see the concept as a technical drawing rather than an artist's fantasy</p>
124	<p>Yes I think that a wider footpath is a great idea! But ! At Manly Freezers, in particular, has a dreadful time reversing into their loading dock! With parked cars opposite , that particular point it is a very dangerous spot for pedestrians! Cars bank up and then you will have people on the roads! It's just Not a safe combination!</p> <p>Also "brookvale sand " on the same side with large trucks , it would be an area I'd avoid with encouraging kids, prams etc! Maybe stop the wider path at Kenneth road!</p> <p>I think a planner / councillor should sit in a cafe on Rosebery street near Balgowlah road and observe! You'll be shocked by the traffic in Rosebery st! Cars/ trucks/ etc!</p> <p>It's definitely an Industrial area and not residential ! All reversing!</p>
125	What a misleading concept image - raod traffic is always gridlocked
126	An excellent proposal and fully supported. The new pathway is needed and would better utilise the current messy footpath arrangement on the Eastern side of Roseberry st. It would mean less cars in this busy area.
127	<p>There is a serious traffic problem in Roseberry Street mostly caused by the continuous presence of very large delivery vehicles. For this reason it is imperative to open up Quirk Road to through traffic and restrict Roseberry Street to one direction traffic flow.</p> <p>Regards</p>
128	<p>The bike path without effective and safe traffic control at the Roseberry Street and Kenneth Road roundabout, is delivering infrastructure that does not provide safe passage across roads for those that use it - making it pointless.</p> <p>The road is extremely busy, cars do not slow down, they drive on the wrong side of the road to get around traffic (including over the roadabout), adding a pathway that will encourage use by pedestrians and cyclists to try and cross this busy and dangerous intersection - so traffic control is absolutely required.</p> <p>Traffic lights at this intersection is the best option for the level of traffic that goes through it now.</p> <p>The Roseberry Street and Kenneth Road intersection traffic can be reduced by connecting Quirk Road between Kenneth and Balgowlah Road.</p>
129	I live nearby and walk along that existing path several times a week because of the supermarkets, VET and other retail furnishing businesses. It's crowded, with cyclists, pedestrians and dog walkers. a shared path would mean that it's safe to even push a pram or for an elderly person, to use their walkers. I can't wait for this to be built.
130	<p>I live, exercise, shop and work in this area,</p> <p>Walking every where at different times of day</p> <p>I have never had a issues with the foot paths.</p> <p>Save the money and fix up the traffic issues</p>
131	great initiative, lots of young families in this area and this will provide a safe option for children get outside and ride their bikes. keen to see some design detail for the treatment of the kenneth rd crossing. can we also get the street lighting upgraded to?
132	Excellent. We need more bicycle paths in the area to get to the shops safely.

Email Submissions:

#133

An excellent proposal for Roseberry, especially as it

- is a busy street with many goods vehicles, not known for showing consideration to cyclists.
- connects to an existing shared path on Balgowlah.

However, the path continues to Koorala, but stops short of connecting seamlessly to the another existing shared path along Condamine. Why has this opportunity been missed?

Further, while the work is underway (assuming it's approved) could you take the opportunity to reduce the street signage clutter in Roseberry? Some signs can be aggregated, but also (and despite Council's policy on the use of yellow lines) several *new* No Stopping poles have been erected - more than half a dozen in all? Can these be replaced with yellow lines? -

#134

The above is NOT a good idea.

The volume of traffic & congestion in both directions of Roseberry Street is considerable, with vans moving in & out of retail parking bays e.g. Harvey Norman, & cars moving in & out of stores such as Bunnings & Woolworths: widening the shared path & thus reducing traffic flow even further would be catastrophic for drivers & pedestrians alike.

) Pedestrians & cyclists need to be provided for in parks away from busy retail areas.

#135

Attention Mr Phillip Gray – Transport Project Officer

Dear Sir

Thank you for your correspondence (Ref: TrP2021/144766) of 26 April in relation to the Path Upgrade – Roseberry Street, Balgowlah & Manly Vale.

I am writing specifically in relation to Strata Plan 32449, 34057, 34792 – 28-34 Roseberry Street, Balgowlah – ‘Balgowlah Business Park’ and attached is an image of the Council footpath which presents a very real safety issue and my question and request to you is for Council to address this trip factor at the earliest possible time.

I thank you for taking the time to consider that works could be undertaken in the near future and not have to wait for funds to be raised in this regard, as in the case of the proposed Shared Path.

#136

Dear Phillip,

I don't have a problem with the Roseberry Street Shared Path as long as council doesn't take any more street parking away from Roseberry Street. The only reason this street has become so busy is because of Bunnings, Woolworths and then Aldi moving into the street. I am pretty sure Bunnings is going to take action soon with people parking in their car park for the cafes and not for shopping in the hardware store.

Kind regards,

#137

SHARED PATH- Roseberry Street Balgowlah area.

There is approx. 90 plus submissions.

In looking at the 2 images provided its clear that the “SAFE and Separated” cycleway space for Adult Cyclists is NOT CATERED.

So the proposed 2.5 m wide “shared pathway” for Mums with Prams, and kids on bikes should be revised.

- a) The path could be widened to the KERB, but this requires “re-locating the trees and Undergrounding the Powerlines.
- b) To provide a “SAFE and SEPARATED” adults bike path, the adjacent KERB-SIDE parking lane could be re-purposed. It is safer than riding thru the normal street.
- c) So as the wider “options” have been omitted. So the 90 comments may be limited to the 2.5 m wide pathway proposal, instead of ALSO providing comment on a “SAFE and SEPARATED” bike path for adults.
- d) In Bourke Street Surry Hills is a Safe and Separated bike path that goes to the Supermarket near Taylor Square, and at Cleveland Street, Surry Hills. It is separated from the Footpath which is on both sides of the Street. Perhaps both over 2 m wide. The Trees in the Footpath width have largely been retained. The bike path is well used by cyclists, cargo bikes and various e-bike users, including e-trike users (Mums with Kids in the Vehicle), and kids on journey to Bourke Street Primary School. The bike path is just one bike lane each way.
- e) So if Northern Beaches has a 30% reduction in GHG emissions Target, the more complex bike path deserves implementing.
- f) The below images illustrate Bike Paths in Copenhagen for adults and kids, unlike the Roseberry St proposed shared “Bike Path” within the Northern Beaches Area.

g)



Super bikeways

Main article: [Copenhagen Super Bikeways](#)

The Cycle Super Highways are a series of bike paths that connect Copenhagen to nearby suburbs.

This initiative began in 2009 when both Copenhagen and the neighboring cities realized that building new infrastructure would allow commuters to bike into the city and create more sustainable transportation options.

Since [traffic planners](#) believe it will be very difficult to raise the modal share substantially beyond the current 50% for its own residents, the city has begun targeting commuters entering the city from surrounding municipalities on trips in the 5–15-kilometre (3.1–9.3 mi) range, aiming to increase the number of bicycle commuters by 30% throughout the capital region.

The project involves a 500-kilometre (310 mi) network of 26 named and signposted routes following a uniform standard with high maintenance and good services such as automatic air-pumps and prioritized snow removal. While international media has created some hyperbole around the concept, labelling the network as bicycle superhighways, they are largely not grade separated. Rather the routes are regular cycle tracks receiving smaller targeted upgrades.



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Document administration	
Version	1.0
Date	27 August 2021
Status	Final
Related Projects	Northern Beaches Bike Plan