
Community and Stakeholder Engagement Report

Pittwater Road, Queenscliff – Pedestrian and cycle bridge

Impact level: Four

Consultation period: Tuesday 25 January 2022 to Friday 18 February 2022

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1. Summary




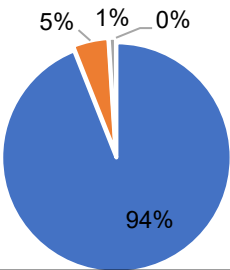

This report outlines the community and stakeholder engagement conducted as part of the proposal to construct a 3m wide pedestrian and cycle bridge in Pittwater Road, Queenscliff over Manly Lagoon exhibited between 25 January and 18 February 2022. This proposal is dependent on grant funding, meaning we can only commence detailed design and construction if we successfully obtain funding under the Transport for NSW (TfNSW) Get Active NSW program.

The feedback collected during consultation indicated a strong level of support for the proposed pedestrian and cycle bridge upgrade noting the much-needed safety benefits.

Many of the comments reflected the current bridge is too narrow and poses pedestrian and cyclist conflict. The close proximity to traffic was also raised as a key concern noting the need for a pedestrian safety fence.

The outcomes of community engagement accompanied our grant application to Transport for NSW.

1.1. Key outcomes

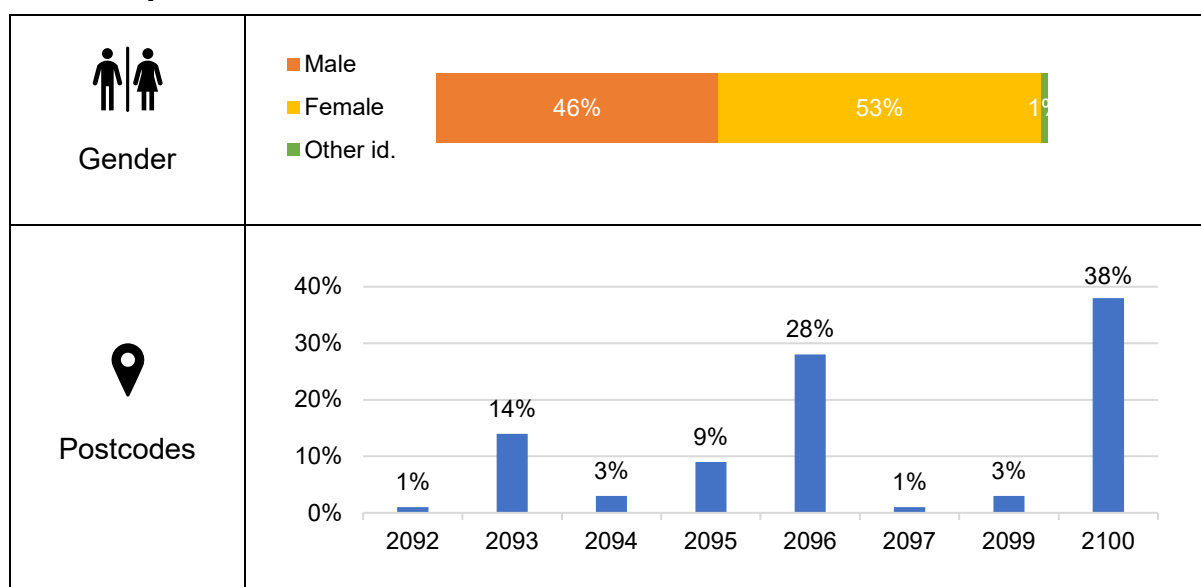
 Total unique responses	285*	
 How responses were received	Comment field/upload Written responses (email and letter)	Completions: 205 Number received: 8
 Online sentiment question: Should funding for this proposal be approved, do you support the pedestrian and cycle bridge upgrade at Pittwater Road, Queenscliff?	<div data-bbox="751 1373 981 1641">  </div> <div data-bbox="1150 1451 1406 1608"> <ul style="list-style-type: none"> ■ Support ■ Support with changes ■ Don't support ■ Neutral/undetermined </div> <div data-bbox="708 1648 1059 1693"> Total responses = 277 </div>	
 Feedback themes	<ul style="list-style-type: none"> - Access safety concerns when using existing bridge - Access and safety improvements - Infrastructure and bridge design 	

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

1.2. How we engaged

 <p>Have Your Say: visitation stats</p>	Visitors: 632	Visits: 768	Average time onsite: 1min 54secs
 <p>Print media and collateral</p>	Letterbox drop: 2095, 2096, 2100 Site signs used: Yes		Distribution: 380 Number of signs: 2
 <p>Electronic direct mail (EDM)</p>	Community Engagement (fortnightly) newsletter: 2 editions Council Disability Newsletter: 1 edition		Distribution: 22,000 subscribers Distribution: 1286 subscribers

1.3. Who responded¹



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

2. Background

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

Concerned pedestrians and cyclists have contacted Council many times over the years regarding the current width of the bridge over Queenscliff Lagoon raising safety and access concerns for all users.

This bridge is part of a well-used shared path network leading to many destinations and often results in conflict between users.

The proposed improved connection would provide greater accessibility for our community to travel to Westfield Warringah Mall, public transport, local schools, facilities, and many other local destinations.

The grant application process required Council to provide documented community engagement indicating the level of support for the intended project. Pending funding approval, we will undertake further conversations with the community on the detailed design of the proposed pedestrian and cycling bridge over Queenscliff Lagoon.

3. Engagement objectives

Community and stakeholder engagement aimed to:

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

4. Engagement approach

Community and stakeholder engagement for the Pittwater Road, Queenscliff – Pedestrian and cycle bridge proposal was conducted between 25 January 2022 to 18 February 2022.

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, site signs and resident notification letters.

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, support with change, not support or neutral sentiment as well as any other feedback they wished to contribute.

Email and written comments were also invited.

5. Findings

The feedback collected during consultation indicated a high level of support for the proposed pedestrian and cycle bridge upgrade, highlighting the anticipated benefits for all users.

Many of the respondents who supported the proposal cited significant safety benefits from improving this connection.

Some feedback reflected the current bridge is too narrow and often causes pedestrian and cyclist conflict. Concern regarding the lack of a pedestrian safety fence on the existing bridge was also raised.

Some respondents raise concerns that the proposed width of the bridge may not be wide enough. Other issues raised reflected possible safety concerns and conflict between cyclists, pedestrians and driveways.

Feedback indicated that the future bridge should be aesthetically pleasing as well as functional.

In addition to comments about the proposed bridge feedback also reflected additional pedestrian safety measures be undertaken with the installation of additional pedestrian crossings at Pittwater and Queenscliff Roads.

Table 1: Key issues raised

Theme	Issues, change requests and other considerations raised	Council's response
Access and safety improvements	<p>Some feedback noted that the bridge upgrade needed to be wider than 3m.</p> <p>Those supportive of the proposal noted the existing bridge is a long-term issue that needs to be resolved for improved community safety. Noting a pedestrian fence is needed now.</p> <p>Other feedback indicated that an upgrade the existing path on the western side of Pittwater Road was also needed.</p>	<p>The proposed 3m wide shared user bridge will improve access for all users.</p> <p>The bridge will be wide enough so that riders do not need to dismount from the bikes.</p> <p>The bridge will improve safety as it will separate users from vehicle traffic.</p> <p>The upgrade of the bridge on the western side of Pittwater Road is not included in the scope of this project as the priority network is on the eastern side of Pittwater Road. There is a future shared path proposed for the western side of the road and an upgrade to the bridge may be considered at this time.</p> <p>Council has requested that TfNSW provide a pedestrian fence on the bridge and will continue to lobby for this to occur on both side of the road, regardless of the funding submission.</p>

Theme	Issues, change requests and other considerations raised	Council's response
Infrastructure and bridge design	Some of the supportive comments also stated the bridge structure design needed to be more aesthetically pleasing than the existing bridge.	<p>Should funding be approved we will engage a consultant to design detailed plans and will investigate environment impacts on Manly Lagoon.</p> <p>We will also be working further with the local community on other considerations, such as lighting impacts.</p> <p>We have recently commenced work on a similar project in Pittwater Road over Narrabeen Lagoon.</p>
Pedestrian crossings	Several comments requested pedestrian crossings in Pittwater Road and Queenscliff Road and Aitkin Avenue.	<p>A pedestrian crossing in Pittwater Road is not an option available to us at TfNSW Technical Directions to not allow them to be constructed on roads with more than one travel lane in each direction.</p> <p>We are not proposing to upgrade the pedestrian refuges currently in place in Queenscliff Road, however, will consider them on a future works schedule.</p> <p>Council will be constructing the Queenscliff Headland ramp that will provide improved pedestrian facilities in the local area.</p>

Appendix 1 Verbatim community and stakeholder responses*

Number	Comments
1	This proposal will significantly improve the safety of the community. It will encourage greater walking/riding, resulting in fewer car trips. Council should also add pedestrian crossings on Pittwater Rd at Queenscliff Rd and Aitken Ave.
2	As a resident who lives very close to this bridge, I am really hoping we get the funding for this project. It will make it so much safer for children (and adults) riding to school, the beach or manly shops.
3	Much needed as presently is dangerous and unsuitable for pedestrians and bike riders to share especially if riders have to push their bike
4	There is high pedestrian and cycle use of the footpath on the present bridge. However, the existing bridge is highly unsafe as it is too narrow. Cars are passing pedestrians and cyclists at high speed within 400mm without any barrier or safe separation.
5	Providing a safe bike path across Aitkin and Queenscliff road would also improve safety for younger children using the bike path
6	This is a primitive design. This location needs something more than a crude engineering solution. I would employ an architect urban designer to come up with an aesthetically suitable structure, if not an inspirational one. Lindsay Hunt, Manly
7	This project will benefit the the whole community encouraging more people to walk/ride resulting in fewer car trips. For safety reasons, council should add pedestrian crossing on Pittwater Rd at Queenscliff Rd and Aitken Ave.
8	This has always been a spot that needed you to alight on the bike and walk which meant we cycled a different way, so this addition will be most welcome.
9	Great idea.
10	I will provide a more detailed comment asap. Initial opinion is that a shared bike and walking bridge separate to the road bridge is needed and well overdue.
11	I worry about my safety and that of my children every time we cross this bridge. Pedestrians and cyclists are so close to the traffic, and very exposed given the bend in the road and the lack of a barrier.
12	Support proposal as planned
13	Great idea.
14	Currently this bridge is so well used and it is dangerous for both cyclists and pedestrians and buggy's etc. On both sides. Definitely needed asap.
15	This will improve safety and convenience for locals.
16	110% support better cycling infrastructure. I often use the path to cycle from Fairlight to Warringah Mall and the existing bridge is too narrow that I end up on Pittwater Road - not ideal.
17	Excellent. Badly needed.
18	If putting a cycleways along oliver st freshwater, it needs to continue on Pittwater Rd and link up with cycleways to manly (& ideally warringah mall too)
19	The existing bridge needs a guard rail on the street side aspect now. It is incredibly dangerous and nearly results in many accidents. The cars are moving fast and I have been forced off the path in the past by bike riders who refuse to walk across.
20	Much needed!
21	Installation of a separated pedestrian/cycle path will improve public safety outcomes for all road users.
22	3m is not wide enough for shared pedestrians and cycles. People with kids, dogs, prams etc will be a hazard as they tend to drift and not to stay on one side..
23	It's a death trap waiting to happen based on the volume and diverse traffic. It should have been addressed years ago as a basic safety measure.
24	It is paramount for pedestrian safety
25	This is the one section of the shared path/cycleway which has been a hazard. Having to get off your bike and push it along here especially when there are people walking on the bridge leaves you quite vulnerable to falling onto the busy road.

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

Number	Comments
26	great safety proposal
27	This will make it safer for all cyclists and pedestrians
28	Yay! Strongly support this
29	This looks like a great initiative. teh existing bridge footpath is very dangerous as there is no safety rail between pedestrians and traffic at 60Km/hr. A dedicated new bridge will improve safety immeasurably.
30	Present setup is an accident waiting to happen with buses cars and trucks travelling at speed with no protection offered to pedestrians and cyclists if something goes wrong
31	Excellent proposal which is LONG overdue. Current solution to totally inadequate path width is a forest of signs which are ignored by cyclists. It's a crucial safety project which should be given the highest priority as the path is currently hazardous.
32	This is urgently needed; without it there will be cyclists knocked off the narrow existing footpath onto the busy road. This is heavily used by pedestrians and cyclists
33	clearly existing inadequate facilities need major upgrade
34	This proposal will significantly improve the safety of the community. It will encourage greater walking/riding, resulting in fewer car trips. Council should also add pedestrian crossings on Pittwater Rd at Queenscliff Rd and Aitken Ave. ²
35	With the amount of Buses, trucks, Utes and SUV which speed over the bridge, I also feel unsafe cross it with kids. I feel like a serious accident is eminent with the way it current is!
36	It is essential to prioritise the construction of safe and connected infrastructure for pedestrians and cyclists. I support the application for NSW Government funding for Northern Beaches active transport infrastructure, look forward to detailed designs.
37	Please please please do this. The amount of times Ive seen people stack it on the bridge cause they get caught on it is too many to count. Also the wide gaps in the railing is no safe for the kids travelling across to the park. They can easily fit under
38	the plan would be far safer than the current arrangements on Pittwater RD. An alternative is to build the new bridge at the end of Riverview Pde through the golf course into Keirle park, thus removing any interaction with the main rd.
39	I use this route several times a week and the proposal will significantly improve safety. Suggest also that a pedestrian crossing be added on Pittwater Road at Aitken Ave.
40	About time it was upgraded it is a bad accident waiting to happen
41	This proposal will significantly improve the safety of the community. It will encourage greater walking/riding, resulting in fewer car trips. Council should also add pedestrian crossings on Pittwater Rd at Queenscliff Rd and Aitken Ave.
42	The current path is too narrow and extremely dangerous. Bike fail to dismount as required. This looks like a safe solution for both pedestrians and bike riders
43	Currently the pedestrian and cycle bridge there is dangerous. It's too narrow and, without a fence/wall on the traffic side of the bridge there is a high risk of people accidentally falling into oncoming traffic.
44	This is so overdue and necessary. It makes me feel very nervous walking across it with my children and dog. One year my father in law stepped off the walkway, without thinking, onto the road to give way to a pedestrian. A safety barrier is needed
45	his proposal will significantly improve the safety of the community. It will encourage greater walking/riding, resulting in fewer car trips. Council should also add pedestrian crossings on Pittwater Rd at Queenscliff Rd and Aitken Ave.
46	An excellent idea. My dog has jumped onto the road many times as a bike rider has refused to dismount on the bridge.
47	Definitely required for safety of young cyclist and pedestrians. Current structure is very unsafe for young cyclists. Much needed
48	"This proposal will significantly improve the safety of the community. It will encourage greater walking/riding, resulting in fewer car trips. Council should also add pedestrian crossings on Pittwater Rd at Queenscliff Rd and Aitken Ave."
49	This proposal will significantly improve the safety of the community. It will encourage greater walking/riding. Council should also add pedestrian crossings on Pittwater Rd at Queenscliff Rd and Aitken Ave.

² Identical submission received from 11 different respondents.

Number	Comments
50	Long awaited, safety for both pedestrians and cyclists
51	"This proposal will significantly improve the safety of the community. It will encourage greater walking/riding, resulting in fewer car trips. Council should also add pedestrian crossings on Pittwater Rd at Queenscliff Rd and Aitken Ave."
52	I don't understand the plans-hopefully wide enough for cyclists/walkers to use. Also ask that the jacaranda tree in Aitken Ave near the bridge is not harmed.
53	This proposal would be of great benefit. A lot of pedestrians use this bridge to get to and from Queenscliff park. Mothers with prams and bike riders make it hard to get by sometimes as the footpath is so narrow. School children use it to every day
54	very important to improve safety and provide better cycling ways. Please outline location of bridge.
55	With the huge amount of traffic now and this being a pedestrian and cycle way from Manly to Warringah Mall it really is a 'no brainer'. It is also a terrible accident waiting to happen !
56	"This proposal will significantly improve the safety of the community. It will encourage greater walking/riding, resulting in fewer car trips. Council should also add pedestrian crossings on Pittwater Rd at Queenscliff Rd and Aitken Ave."
57	A pedestrian & cycle bridge upgrade is long overdue. The current bridge that has a relatively narrow path for the amount of foot & cycle traffic has no barrier to fast moving heavy road traffic.
58	As a local family of 9 kids that have grown up here - always frightened us the narrow cycle path and combined pedestrian paths - extra crossings also needed as so many people walk / ride this way to the beach
59	this is fantastic as the bridge currently is very dangerous for cyclists + pedestrians & dogs etc to pass
60	This proposal will significantly improve the safety of the community. It will encourage greater walking/riding, resulting in fewer car trips. Council should also add pedestrian crossings on Pittwater Rd at Queenscliff Rd and Aitken Ave.
61	This proposal will significantly improve the safety of the community. It will encourage greater walking/riding, resulting in fewer car trips. Council should also add pedestrian crossings on Pittwater Rd at Queenscliff Rd and Aitken Ave
62	This is a long overdue initiative which will significantly improve accessibility and safety for bike riders, pedestrians and vehicles.
63	For Safety it's needed
64	Excellent idea. Very dangerous at present with shared bridge walkway
65	Well done Northern Beaches Council- a great proposal which will benefit many.
66	This has been long awaited. The current road/ walk bridge is quite unsafe for pedestrians and cyclists. This will benefit so many people - young and old.
67	This is a busy cycle and walk way to go into manly and queenscliff, any upgrade to the existing paths would be a major improvement in safety
68	Absolutely critical as it's currently a death trap. Needs to be minimum 3m wide, I'd suggest 4m to accommodate th number of bikes & growth
69	This is a pinch point when cycling from Freshwater to Manly and can be dangerous for cyclists when cars and bikes are brought together like this. There is a clear need for a bridge to separate care from bikes at this point for the safety of cyclists.
70	It's currently too narrow and dangerous and would be so much safer as a wider bridge with guard rails on the side that is next to the traffic. Can't wait for this to happen! Thanks so much.
71	As many use this each and every day, bikes, twin prams, children, elderly walkers and when two of these meet it is very narrow and potentially dangerous as they try to pass each other on this narrow path next to a very busy road
72	Current situation is unsafe, especially if a young child gets clipped and falls onto the road and into passing traffic
73	Dear Council Team,The new pedestrian and cycle bridge looks like a great idea. I am assuming it will be on the Aitken Avenue side of the present bridge? As both a pedestrian and cyclist I can say this bridge is really needed! KindRegards [REDACTED]
74	This has been a danger for cyclists and really needs fixing.
75	As an octogenarian I use this bridge often and feel I'm risking my life every time.When heading north I cling to the fence thou I should be on the traffic side. Lots of young mums often have to wait for to cross if they have wide strollers,for which I tha

Number	Comments
76	The current bridge is far too narrow for safe travel of kids on bikes. My heart skips a few beats every time we cross with 3 young kids. An upgrade would be used well by the whole community. Please approve funding for this project!!!
77	Excellent proposal for safety
78	If this is a viable project it will need to be on both sides of the bridge
79	I live around the corner and use the bridge most days. Currently it's a hazard and I cross as quickly as I can as it's not wide enough and gets very busy. Plus most don't get off their bikes and walk. Will increase safety for walkers and bike riders.
80	The concept drawing is difficult to understand but I support any upgrade to the path as I use it several times a day when I walk my dog and it always feels hazardous as cyclists continue to use it. The path feels very narrow and close to traffic.
81	Currently not safe for both pedestrians and cyclists, very heavily used daily and especially on weekends
82	It's a very busy area that deserves an upgrade for cyclists
83	The footpath on the existing bridge is only 1m wide and has no barrier to the roadway. Given the bike and pedestrian traffic, it is a miracle someone has not been killed falling into the path of traffic.
84	A very dangerous section of a busy road where there is currently insufficient room for cyclists and pedestrians to pass each other. Risk is that someone ends up on the busy road as they pass and into oncoming traffic. A barrier is needed. between the
85	This bridge is far too narrow for the amount of pedestrians using it. It just takes one kid to trip and they're on the road.
86	We need a safer bike/pedestrian/dog/pram bridge crossing.
87	It would be good to see how this connects with current but overall this is a major improvement for safety.
88	OMG this is the best news of the century! I walk over this bridge every day and EVERY day I walk across on high alert. I've seen so many near misses it's ridiculous. I'm still recovering from 2 broken arms after being hit from behind by an electric Seg
89	Could this be nicer architecturally?
90	Fully support
91	The current crossing is intended for pedestrian only and is frequently unsafe as too narrow and no protection from the passing cars. This project will provide a safe crossing and include cyclists as well as pedestrians. For safety this is a great idea.
92	Much needed for safety of road and path users.
93	Great. It's extremely needed. It's frightening currently crossing with small children.
94	Awesome initiative!! Very much needed to keep everyone safe.
95	Safe for kids
96	Excellent idea - and after using the road & footpath for many years this is brilliant! Yes please
97	More cycling infrastructure please - this a step in the right direction
98	This path is currently unsafe for bicycles (whose path just stops at the bridge) and pedestrians. Glad to see this is being addressed.
99	Great idea to make this safer. We use the bridge daily, with kids and it's dangerous especially as cars speed by and there's no safety barrier between people and cars.
100	Glad to know many others are concerned about the narrow and dangerous pathway crossing on the bridge over Manly Lagoon.... it can't happen soon enough!
101	Great initiative, this is a key cycling connection into Manly from the north
102	This proposal will significantly improve the safety of the community. It will encourage greater walking/riding, resulting in fewer car trips. Council should also add pedestrian crossings on Pittwater Rd at Queenscliff Rd and Aitken Ave.
103	I walk & run this path 3-4 times a week, with my wife & young family. I find it very concerning with the current state of the path & how close you are to the traffic. Then you add in cyclists who, a majority of the time follow the rules of dismounting.
104	This is a fantastic development for all the local residents. The current bridge is incredibly dangerous for pedestrians, bike riders and dog walkers. This new bridge provides a safer walking/riding option.
105	Great idea and encourages more cycling, running, walking access into Manly and safe use of shared space.

Number	Comments
106	It would be great to feel a bit safer crossing the bridge.
107	This is an absolute must. My kids always have to hoo off there bikes and walk them across as it is to much of a risk otherwise. I appreciate council is doing this!
108	This is long overdue
109	A purpose built cycle path will make it safer for both pedestrians and cyclists
110	This bike track is so well used by families and having a narrow path so close to the road with no fence is truly scary. This will benefit the community enormously and will resolve a very real risk.
111	This upgrade is incredibly important. My family use this pedestrian path very regularly and it is flat out dangerous. Cyclists very rarely follow the signs to dismount when crossing the bridge and we often have near misses with them.
112	Fantastic news!!! Current narrow bridge pathway is a death trap!
113	This bridge is essential for the safety of non-car users, pedestrians, cyclists, parents with prams, dog owners. Please could we make it much more attractive as well as practical, this solution is basic and ugly. A pretty version in keeping with enviro.
114	This narrow bridge is very unsafe for pedestrians; it should be made wider to allow people to pass next to each other and to allow bike riders to pass without risking of falling into the incoming traffic
115	Great idea. Long time coming! Will make it a much safer crossing for all.
116	It's currently dangerous as is
117	I support this project 100%. It's only a matter of time before a young cyclist falls under a vehicle while crossing this bridge and the added convenience of a dedicated path will be fantastic. Thank you for proposing this solution. It is an absolute must!
118	This project needs to be highest priority. The consequences of not investing in this are unthinkable. My family have witnessed too many near misses, it is terrifying. We live just across the bridge on the Northern side and our children use it regularly.
119	This is definitely needed as we feel very unsafe crossing with bikes or people passing on the pathway. You feel very exposed to the traffic as it is a busy road.
120	Please also add a barrier/fence
121	I don't know the cost/budget implications but this is needed and will be used, and save potential pedestrian accidents when cyclists try to push past.
122	Totally support this. Urgently needed to ensure safety.
123	Yes please. Well overdue
124	The existing footpath is extremely dangerous for both pedestrians and cyclists
125	Yes finally! This is a much needed improvement.
126	Yes absolutely ness to be widened, it is completely unsafe to use as-is especially with children, a pram, a bike, a wheelchair etc.
127	Yes! This is a looong time coming. The bridge is currently so unsafe, even walking your bike across it's too tight for two people to pass. One little slip and you're flat out on Pittwater Road. I'd rather fall in the lagoon!
128	This is a busy and narrow bridge, on a busy road that is in need of an upgrade for the safety of all who use it
129	Yes- I regularly cycle along this route and is very narrow at this point
130	We use this bridge everyday to walk and often ride, this proposal is a great idea.
131	Great proposal!
132	Brilliant- as both a walker and a cyclist I think this is an excellent use of my rates
133	The volume of people crossing this bridge makes passing people even who have strollers quite dangerous.
134	We need it to be able to cycle safely from Manly Vale to the coast
135	I regularly ride a bike and walk along this bridge, it is extremely tricky close to traffic. It's a big accident waiting to happen. please widen this pathway at least on one or both sides to allow cyclists and pedestrians more space.
136	This is dangerous even when walking my bike with my toddler on the back I do not feel safe, needs to be widened with some safety rails on the road side as well. Thanks!
137	It must have a barrier on the road side - cars go past so fast, if someone slips off the path like a child they could be killed
138	Essential funding!! This has been an issue for local residents for far too long and it is too dangerous not to address.

Number	Comments
139	This bridge is frequently used by pedestrians and cyclists. It's a tight squeeze and at times it leaves you feeling very exposed and vulnerable, especially the close proximity walkers and cyclists are to very fast moving traffic.
140	I would suggest a few things, the footpath on the southwest side also needs attention. The path is dangerously narrow with bumps, and dangerous tree roots parallel to the path which can knock bikes down. There's also light poles and signposts in the way.
141	About time, amazing
142	Dangerous at moment
143	This bridge is currently extremely unsafe for pedestrians. I have seen many near misses and welcome a safer alternative.
144	It will dramatically improve the safety for all who use the bridge. Quite often people step off into road to let others past
145	We all have been cycling our kids over this bridge for years and as a parent I'm always slightly frighten crossing as one bad move on a bike or a left swerve from a car/bus and a fatality will result. About time! A wider crossing is long overdue!
146	I had a jogger trip and fall into the gutter as I was driving across. Upgrade absolutely necessary for safety reasons.
147	Us locals have been pushing for this for years - great to see - please make sure it is above the road height to avoid flood backup during heavy rains as this will affect local residents and the wildlife
148	This is a much needed and welcome project. The bridge is so dangerous at the moment
149	I think it's a great idea! Very unsafe atm....
150	This is brilliant news. If the path could be 3.5 m wide this would be even better as it would provide better passing room. Either way, all shared paths should have a very clear central delineation line as this will reduce cycle-pedestrian collision
151	The current footpath on the bridge is far too narrow for pedestrians and cyclists to share. As a pedestrian I regularly feel in danger of being hit by a bike on the bridge and have no space. It is very dangerous. This will improve safety
152	As a daily dog walker who has to use the current crossing over the lagoon I greatly welcome the upgrade.. It is extremely dangerous when walking a dog with other pedestrians/cyclists trying to pass and traffic passing so close. I support the upgrade 100%.
153	As a regular user of this bridge both on a bike and running/riding, I am fully supportive of the widening of the bridge. The current bridge is unsafe for pedestrians and cyclist's.
154	Desperately needed. The current pavement is dangerous.
155	This bridge is long overdue and will definitely improve non car traffic into Manly, along with making a lot of elderly residents that live just beyond the bridge more comfortable about safety on the bridge
156	Long needed. Local resident for 12 years .. so many near misses. Pleased to see it is being taken seriously
157	As one of the cyclists that does get off and walk, I'm stoked this is coming into play. It's fair too thin and poses a real danger, even when I am walking my bike across.
158	this is overdue and will be well used
159	About, this bridge is so dangerous for bike riders
160	This is currently a really unsafe pedestrian walkway/cyclist crossing over the bridge on a high volume road. Protected separation is required for the many pedestrians and cyclists who use this route every day.
161	Great to see this proposal and finally taking pedestrian safety seriously. As a high traffic area for vehicles, bicycles and pedestrians it is an extremely high risk area. This proposal will ensure I feel safe crossing the lagoon with cyclists around.
162	It's very dangerous cycling on the road with kids. The bridge is too narrow even if cyclists dismount.
163	Great safety upgrade
164	from the information provided it is not clear if this is a new separate bridge or if it is attached to the existing road bridge. There are opportunities for both sides of Pittwater road to be made cycle friendly. There is no path from Keirle park to the
165	Long overdue and will be welcomed by all who use it

Number	Comments
166	This is a dangerous piece of road with walkers, runners, cyclists & dogs all squeezing along next to the busy traffic - very supportive of improvements to widen this path and make it safer
167	Yes, great idea! We cycle here daily
168	Yes. There is a huge need safe passage for bicycles and pedestrians.
169	Absolutely! This needs to be conducted ASAP. I have been involved in a number of incidences of cyclists running into pedestrians. I'm surprised nobody has been killed yet. Cyclists need a designated laneway away from pedestrians to avoid further chaos.
170	The upgrade to a wider bridge is desperately required.
171	Try to separate pedestrians from cyclists as much as you can if possible
172	Given most cyclist ride across the existing bridge there is a serious accident waiting to happen. The proposal will save a cyclists death.
173	Great idea, look forward to seeing it progress. My family would definitely use this facility once built. And it will improve safety, particularly for the young ones riding across the lagoon.
174	Great opportunity to bypass this dangerous section. I'd suggest a connection to Queenscliff park bypassing the car park at the end of the current shared path through the park. As for the bridge itself I'd suggest designing it to appear light and open.
175	Brilliant use of public funds that will help pedestrians and bike riders co-exist safely.
176	As a 64 year old cyclist, I frequently cycle this route and would love a safe cycle bridge.
177	As someone who cycles and walks this bridge nearly every day, I strongly support this proposal as it will increase the safety and comfort of all users and encourage healthier habits in the community.
178	This is essential for the safety of pedestrians and cyclists. It is currently a dangerous bottleneck.
179	A new bridge or widening of the existing Eastern footpath is urgently needed to cater for ever increasing pedestrian and cycle traffic. Failure to remedy the present overloaded facility will surely lead to deaths and serious injuries.
180	Is there some way you can make bike riders dismount? There are elderly using this bridge all the time & many bike riders just speed by without warning of bell. I'm certainly glad there will be no chance of falling onto the road
181	This submission concerns the position of the bridge. The position should be away from the road to facilitate a separated path through the west of Hinkler Park.
182	All I want is a safe bridge to walk across currently no bike riders dismount making it unsafe
183	What great idea, would make sense as the bike & foot traffic is huge.
184	Too often I've seen near misses where pedestrian or cyclist will be injured or killed using the existing pathway due to cyclists not dismounting and buses using what seems to be a very narrow lane adjacent. Great initiative.
185	This is so far overdue it should be embarrassing. Can you fix up Kenneth Road as well. The MABCAC should be a focal point for safe cycling.
186	I will cycle across the new bridge.
187	I have a question - where is the bridge to be located? Cyclists use both sides of the current bridge as a cycle path.
188	Great concept that will greatly enhance the safety of pedestrians and cyclists
189	This is a very worthwhile project as it is basically unsafe for cyclists and pedestrians to be right next to the flow of oncoming traffic and so this potential danger can be solved
190	This is a dangerous bridge crossing, busy, people, dogs, bicycles. Path needs widening. Metal barrier imperative. Cars are currently too close to the path. Near accident yesterday.
191	Widening this narrow squeeze will help however adding a metal barrier is also important. Ideally running it past the bus stop too where the traffic also rushes past too close to the density of people on the path.
192	This NEEDS to be done! Whole families on bicycles, prams, dogs on leads... all trying to use the very narrow path across the bridge. It's crazy on the weekends
193	Very happy to see this bridge upgrade. This is currently a difficult section for bikes and is urgently needed.
194	It will improve both pedestrian and cyclist safety adjacent to what is a busy main road .
195	Long overdue! Will be a great improvement!
196	The current crossing is a definite hazard, being quite narrow with no barrier between users and vehicle traffic. The situation is exasperated by most cyclists ignoring the dismount instruction. The proposal is very good.

Number	Comments
197	Absolutely - a few less roundabouts and more investment on improvements like this
198	An excellent idea, the current path is too narrow and safety would be improved by widening it
199	This is a popular route for cyclists and pedestrians and the bridge will bring benefits for both. The existing footpath is quite inadequate.
200	Aesthetically looks like a cage.... I hope its wide enough for a cycling future... not just for the present but with cycling gaining popularity. Little room for cyclists going both directions + kids + strollers, plus dogs on leashes wandering across paths
201	Wonderful - and needed
202	I support the pedestrian / cycle bridge. In addition, safer cycle connections should also be introduced between Freshwater and Manly. The current 'share path' is not nearly wide enough and all other cycle connections are on-road.
203	<p>The proposal is good. I ride a bike and often use the existing bridge. Whilst I always dismount and wheel my bike across the bridge, many cyclists choose not to. This creates a safety risk for both pedestrians and cyclists as the footway is relatively narrow. Should a pedestrian or cyclist lose their balance when passing one another they could end up on the roadway and be hit by a vehicle.</p> <p>As well, the roadway is heavily trafficked at times with some vehicles travelling considerably faster than the posted speed limit. Because of this, when crossing the bridge I always feel exposed to the risk of a vehicle deviating and running up the gutter onto the footway.</p> <p>Separating pedestrian and cycle traffic from the roadway by having a separate crossing of the lagoon would eliminate this risk.</p>
204	<p>The proposed positioning of the bridge is not indicated in the proposal. It is assumed that the plan is to place it immediately adjacent to the road. I believe that the bridge should be located at least 15-20m to the East of the road (red line in diagram below).</p> <p>There are a number of reasons:</p> <ol style="list-style-type: none"> 1. Positioning the bridge here will not significantly add to the individual's walking time. 2. Pedestrians can cross Aitken Avenue further to the east, away from the road junction. This is currently quite dangerous as pedestrians often fail to look and cars are turning into Aitken Avenue from a fast, busy road. 3. This section of path connects to a parkland path through Manly Lagoon Park which provides a pleasant ambience for the walker. Currently pedestrians abruptly leave the peace of the park to walk alongside a busy road. The park path could be extended at a future date to run along the Western edge of Hinkler Park (yellow dotted line in diagram below) extending the recreational value of the park path. 4. There is a future opportunity in the Lagoon Park strategy to complete a loop path around the lagoon connecting Manly Lagoon Park with a return leg through Aitken Reserve (item 20 and blue dotted line in diagram below). The quality of this future loop will be significantly enhanced if the users are not forced to walk adjacent to a busy road. <p>In summary. The immediate requirement of the bridge is to remove the current danger for pedestrians and cyclists crossing the lagoon. The positioning of the bridge needs to take into account the dangers of crossing Aitken Avenue and to take the opportunity to later make the full 400m walk from the bridge to Manly Lagoon Reserve a pleasant experience for the walker</p>
205	<p>It would be ideal if the path was not shared, but instead there were dedicated pedestrian and cycle lanes on the bridge.</p> <p>This would reduce conflict between pedestrians and cyclists.</p> <p>I have lived in the Netherlands for many years and this concept of sharing paths between pedestrians and cyclists is never used.</p> <p>It has proven to not work work that well, because cyclists have to slow down all the time and pedestrians cannot casually walk without having to watch out for cyclists.</p> <p>I realise that there are probably financial and space constraints omnt eh bridge, but sepearate lanes should be the standard to aim for.</p> <p>For examples, please see:</p> <p>https://www.pinterest.co.uk/pin/355362226834558775/</p> <p>https://middenlimburgactueel.nl/2021/10/27/fietsbrug-laarveld-molenakker-wordt-30-oktober-geplaatst/</p> <p>https://bouwenuitvoering.nl/infra/bomenbrug-over-de-a9/</p>

Number	Comments
206	We have received your screed on this proposal but feel that a schematic or "mud map" to show what you actually mean and where exactly it is to be located would be advantageous. Part of this screed appears to be "padding" and not really definitive.
207	This is long overdue and has been a safety risk for our kids crossing. Buses so close it's scary. Cyclists should dismount, it's a pain, most do, but when they don't and you pass with pram, kids dog in tow, you hold your breath and feel the cars rush by you! Fix it. Fatality awaiting to happen.
208	Support. This will address the significant safety issues here. If a separate bridge is not possible then please install a barrier along the existing kerb edge on the bridge to prevent cyclists going onto the road.
209	<p>I'm writing to you to advise as a resident of nearby Pittwater Road, we completely support the Queenscliff Bridge Upgrade proposal.</p> <p>We have lived here for nearly 20 years and use the Queenscliff Lagoon bridge on Pittwater Road almost every day, via bikes, walking or driving in a car.</p> <p>Since our children were born (first back in 2014) I really noticed concern of crossing the bridge, pushing a pram, walking or riding a bike. The exposure to the rode along the bridge is terribly close and I have always felt unsafe crossing the bridge. Particularly as our children have grown and we all ride bikes to Manly. As we walk across the bridge, we feel very exposed to traffic in the outside lane closest to the bridge. It appears to be open to some sort of horrific danger. I would hate for it to be too late before something is changed to ensure you can cross this bridge safely on a day to day basis. There is not even a railing or a concrete wall protecting you from being exposed to a passing vehicle. Very frightening.</p> <p>We completely support the upgrade to ensure the safety and comfort of our neighbourhood as we enjoy being able to use it to its full potential.</p> <p>Thank you for considering my comments and support.</p>
210	<p>Having read the plans for more shared bike paths on the Northern Beaches, I wish to comment and share my concerns in regards to this.</p> <p>Firstly , I am all for bike paths,and am a bike rider myself, but the bike paths have to be amply wide enough if they are to be shared with pedestrians. Pedestrians are at risk of collision and injury if paths are not sufficiently wide.</p> <p>Secondly, and most importantly, bike riders need education on how to ride on these paths and how to cross roads on pedestrian zebra crossings and at pedestrian traffic lights at road crossings. Who is going to educate them? How can this be done? Signs on poles are a waste of time and money as bike riders do not look up at them and they are not getting the messages.The signs ,like "Dismount to cross" or "Get off Your Bike" and " Speed10 kms" have to be painted on the actual paths so riders can see them.</p> <p>Car drivers have to pass a licence test and obey rules and most adhere to the road rules and know those rules that concern being near bike riders.</p> <p>But , unfortunately, bike riders have very little education or none at all, on how to share a path, to ride amongst pedestrians , to ride on roads safely and how to cross the different crossings on roads. They do not have to pass a test for a licence to ride a bike.</p> <p>Many bike riders show they believe there are no rules for them by flying erratically off footpaths onto roads to cross a zebra crossing without giving car drivers any warning as to what are their intentions . This happens often at Boy Charlton Pool , Manly, zebra crossing, at the Queenscliff Beach zebra crossing and at the North Steyne Surf Club zebra crossing. The Queenscliff Beach crossing is a shocker for bike riders coming straight from out of the lagoon park onto Cameron Avenue ,cutting across from the avenue to shortcut across the Bridge Road crossing, without warning or dismounting, ,instead of riding under the bridge to the beachfront path.</p> <p>My main concern, Michelle, is that no one is educating the bike riders and there are no consequences for them doing the wrong thing. Even the Narrabeen Lakes shared bike path around the lake is fraught with danger on the weekends due to crowds. If the bike riders rode the path in one direction only it would be far, far safer for all concerned. Have some thoughts on making such a circular track one way for bikes and any similar future circular paths.</p>

Number	Comments
	<p>So please consider painted signs on path surfaces , for educating to dismount at zebra crossings, to give car drivers a fair go at stopping. To also indicate speed signs on the path surface, as more people have electric bikes and are upon pedestrians before they know it. To paint a bell symbol to educate to ring a bell before approaching pedestrian groups on paths. All this may help.</p> <p>If Northern Beaches Council is to have more shared bike paths rather than bike only paths , more so than ever, very serious plans need to be implemented in the education of bike riders in our community, for the safety of all path users.</p>
211	If Northern Beaches Council is to have more shared bike paths rather than bike only paths , more so than ever, very serious plans need to be implemented in the education of bike riders in our community, for the safety of all path users.
212	<p>I support all forms of transport as an alternative to cars. I am an avid cyclist. Cycle routes should be kept away from pedestrians as cycles present a danger. At the very least a speed limit should be imposed where segregation is absolutely impossible.</p> <p>Spend some of the money ear marked for the outdated Beaches Link Tunnel on improving mass transport, light rail, buses that actually stop at bus stops, and dedicated cycle ways. (I appreciate the funding probably comes from a different publicly funded purse).</p>
213	Bicycle NSW Submission

** Not all respondents that provided a response to sentiment question made a comment on the proposal. Any sentiment responses have been included in the sentiment graph within this report.*

Document administration	
Version	3.0
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Related Projects	Northern Beaches Bike Plan Move Northern Beaches
Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.

Northern Beaches Council
PO Box 82 Manly
NSW 1655

14th February 2022

Dear Northern Beaches Council,

RE: TfNSW Active Transport Funding proposals

Thank you for the opportunity to comment on the pedestrian and cycling infrastructure proposed for Council's application to Transport for NSW for funding under the 2022 Active Transport Grant.

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. Our mission is to *'make NSW better for all bicycle riders'*, and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that incorporate dedicated paths within both green corridors and the road environment, to provide connections to jobs, schools and services for daily transport and recreation trips. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.

Bicycle NSW supports all ten projects highlighted by Northern Beaches Council for inclusion in the application. 8 of are currently open for community feedback and are described briefly overleaf. Two more, shared user paths along Rosebery Street in Balgowlah and Pittwater Road in Brookvale, have already been endorsed by the community.

As the new Minister for Infrastructure, Cities and Active Transport, Rob Stokes MP, set out in a recent speechⁱ, smaller projects that stitch the suburbs together and enable people of all ages and abilities to get around without a car are much more sustainable than megaprojects. He stressed that the NSW Government will now focus on completing missing links in the active transport network. Such smaller projects have big benefits, and not only for reducing pollution and congestion. Active mobility improves public health, activates high streets, helps build social connections and addresses inequality.

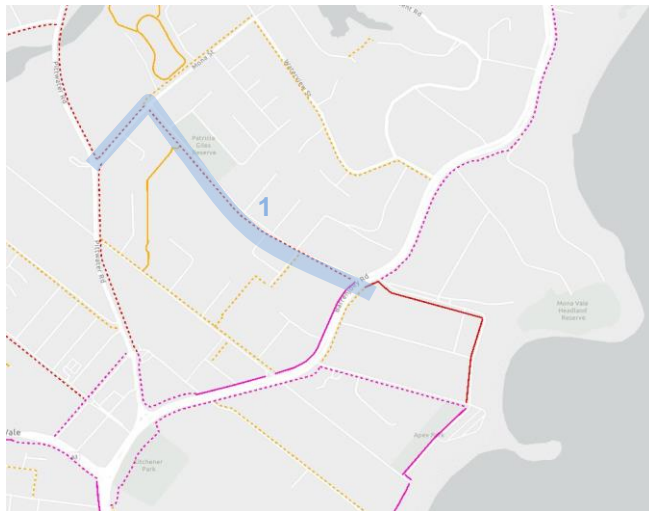
We applaud Northern Beaches Council's efforts to roll-out the cycling network developed for the Northern Beaches Bike Plan 2020ⁱⁱ. The proposed Safe Cycling Network includes a three-tier route hierarchy that matches the Transport for NSW cycling network hierarchy and aligns with the Principal Bicycle Network routes. The three levels consist of regional, district and local routes.

The Northern Beaches Bike Plan 2020 sets out the directions and actions required to help the community choose cycling as a transport option, create a safer cycling environment and meet the targets established in Move 2038 - Northern Beaches Transport Strategyⁱⁱⁱ to double the active travel trips and strive for a 30% reduction in journeys by cars. Cycling is already popular on the Northern Beaches - 40% of residents used a bicycle in the past 12 months compared to the state average of 25% - and **Council is showing its commitment to growing cycling.**

The 8 new projects to be included in the application:

1. Bassett Street, Mona Vale

An important Tier 2 District Route that will connect Pittwater High School, Winnererremy Bay and the local employment areas to the B-Line bus stop and the fantastic off-road cycle path that follows the coast south from Mona Vale.



Layers

- ✓ Safe Cycling Network Route Hierarchy
- ✓ Tier 1 - Regional Routes
 - Existing Network
 - Proposed Network
- ✓ Tier 2 - District Routes
 - Existing Network
 - Proposed Network
- ✓ Tier 3 - Local Connections
 - Existing Network
 - Proposed Network

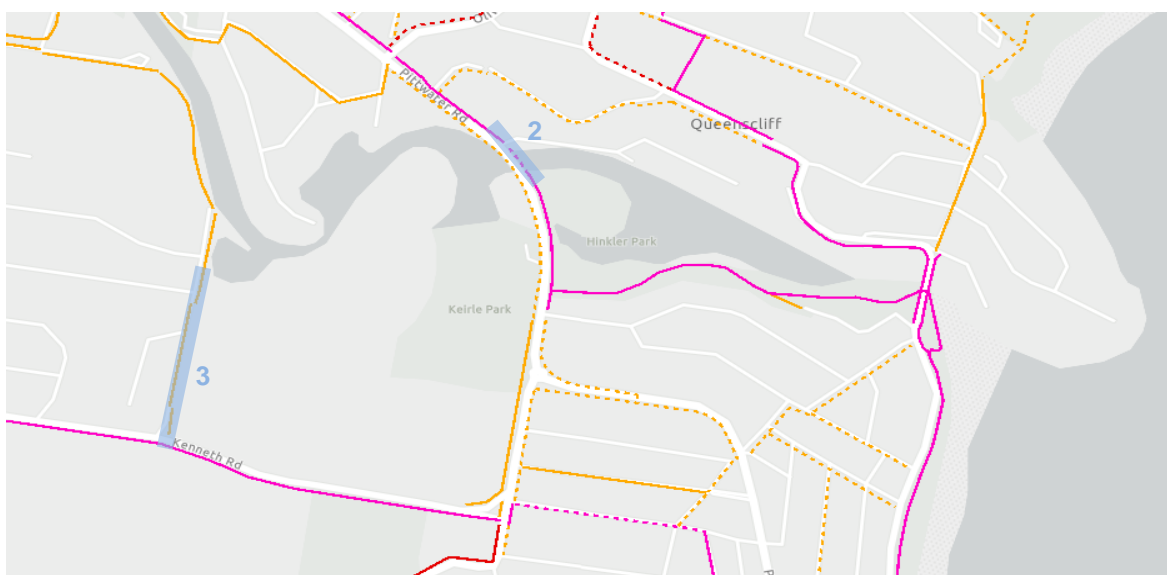
 Location of proposed shared user paths

2. Pittwater Road, Queenscliff

A new 3m wide pedestrian and cycle bridge will address the dangerous and uncomfortable conditions for people walking and riding on the existing bridge over Manly Lagoon. The narrow footpath is often crowded, pedestrians are very close to fast traffic and cyclists need to dismount. This can be a barrier to bike riding and is not appropriate for a Tier 1 Regional Route. There is very strong community support for improving access to Manly.

3. Addiscombe Road, Manly Vale

A new section of shared path in Addiscombe Road between the existing shared path along the lagoon with Kenneth Road. The project includes an upgrade of the existing pedestrian refuge in Kenneth Road to a combined raised pedestrian and bicycle rider crossing.

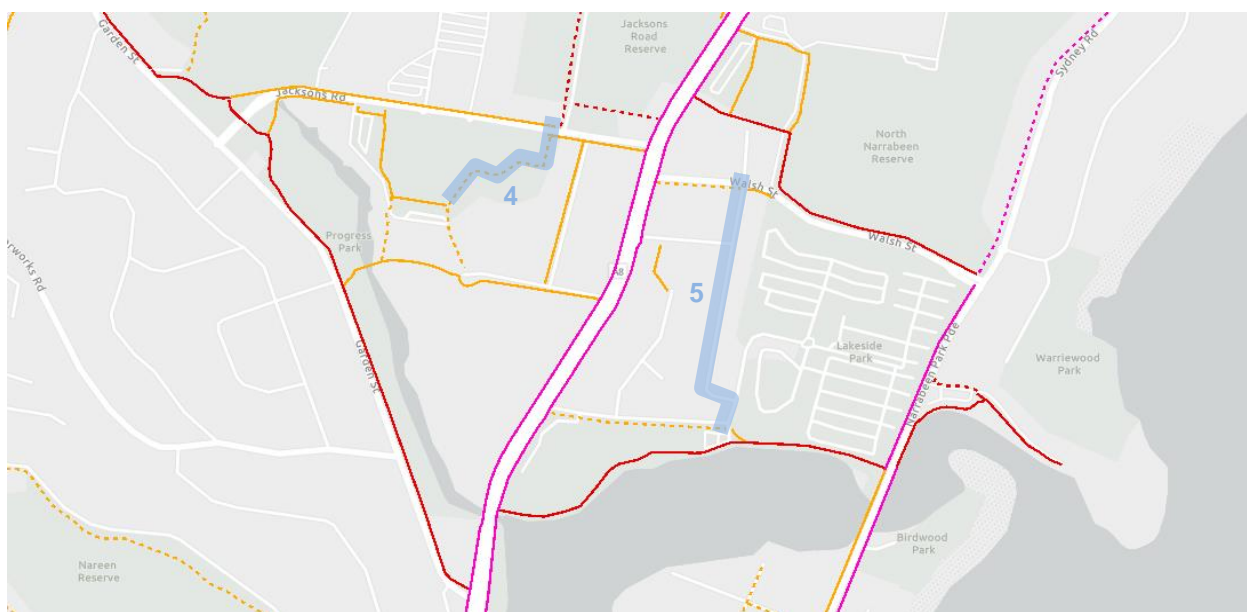


4. Jacksons Road, Warriewood

A shared path for pedestrians and bicycle riders through Warriewood Valley Sportsground which will provide active travel connections to the Narrabeen Education Precinct, sporting facilities, Warriewood B-Line, Warriewood Square and other key destinations.

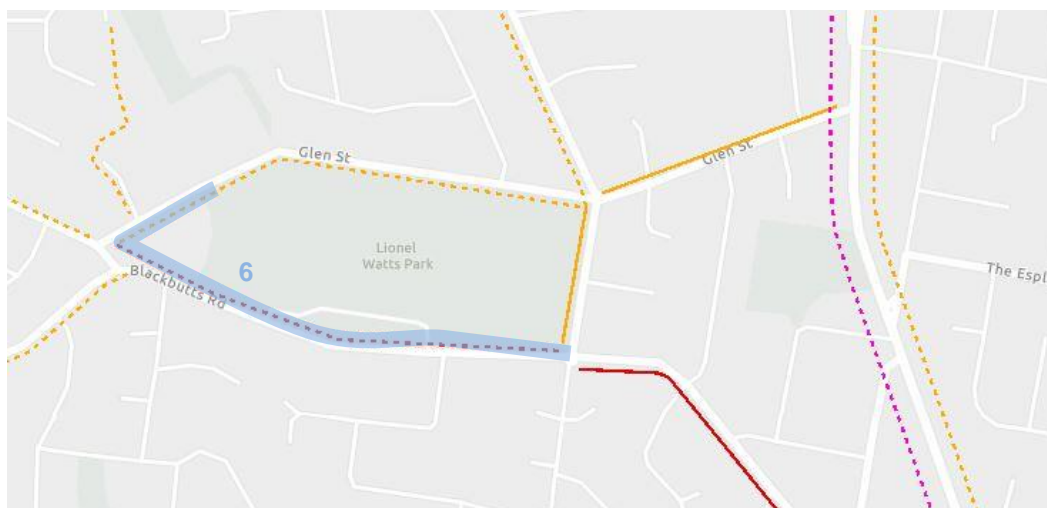
5. Collins Street, North Narrabeen

A missing link to join the existing shared paths along Walsh Street and Narrabeen Lagoon and provide a valuable connection to facilities such as Pittwater Rugby Park, Warriewood B-Line and recreational facilities around Narrabeen Lagoon.



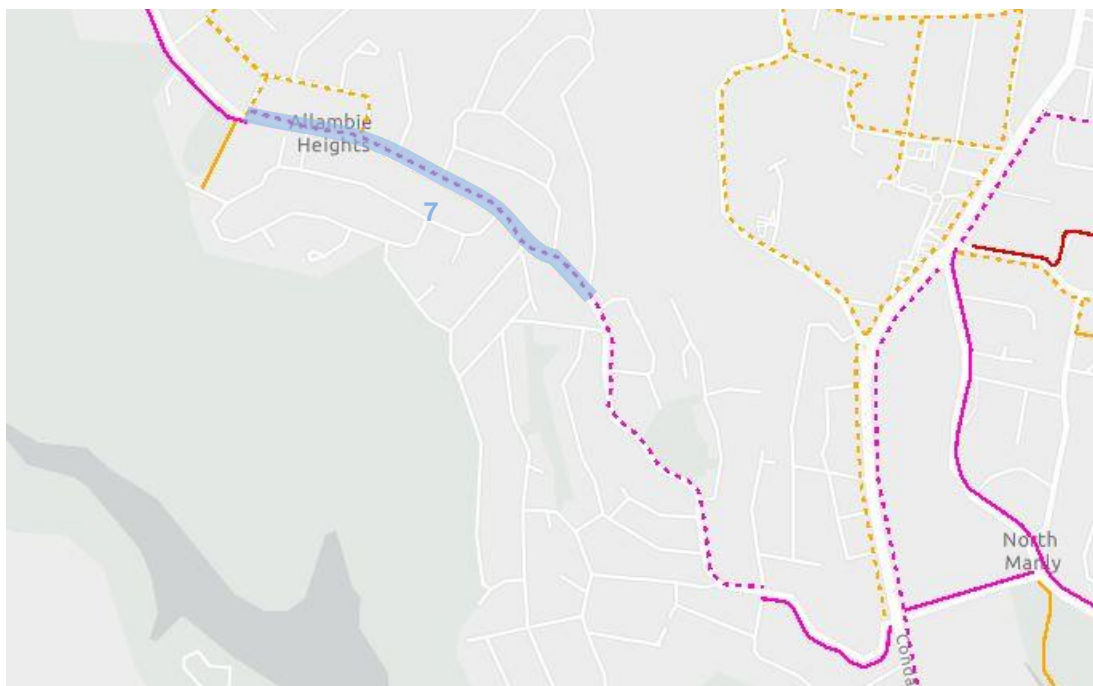
6. Blackbutts Road, Frenchs Forest

A new shared path on the northern side of Blackbutts Road between the existing raised pedestrian crossings at Pringle Avenue and Glen Street to enable easier walking and cycling to local shopping, community and commercial facilities, sport grounds and schools, and complete an important Tier 2 District Route that connect to the major employment hubs at the hospital and nearby industrial areas.



7. Allambie Road, Allambie Heights

A new shared path on the northern side of Allambie Road between Flers Street and Allenby Park Parade with intersection upgrades to include bike crossing facilities. The path will create a valuable active travel connection between the local shopping, community and commercial facilities, the oval and Allambie Heights Public School. It will be a positive step in the delivery of a continuous safe route along the full length of Allambie Road between North Manly and Frenchs Forest, a Tier 1 Regional Route.



8. Highview Avenue, Manly Vale

A new footpath (note this is not intended to be a shared user path) and a much-needed upgrade to public stairs to provide better access to Manly Vale B-Line, local retail and many other local facilities and destinations.

Recommendations:

We recognise that these projects have not yet been designed in detail and we look forward to commenting on the plans as they evolve in the near future. At this stage, we have some general recommendations for council staff and elected councilors to consider:

- **Propose on-road separated bi-directional cycle paths where appropriate**

Shared paths are no longer considered adequate for important sections of the cycling network. Problems with shared paths include conflict between people walking and cycling, which will get worse as population and active travel increase; the loss of verges, vegetation and, in some instances, mature trees; the uncomfortable pinch points caused by bus stops, power poles and retained trees and constant interruptions when crossing side streets where vehicles effectively have priority. Importantly, no attempt is made to change the dial on car use when bicycles are squeezed into pedestrian spaces. By leaving the road between the kerbs as the unchallenged domain of private cars, with wide vehicle lanes and ample parking, car travel is encouraged,

unsafe speeds are common and the modal shift needed to meet climate, health and liveability imperatives may not occur.

Segregated bi-directional paths have many benefits over shared paths:

- People riding bikes are separated from pedestrians and vehicles, reducing conflict.
- Street trees and green verges are not impacted.
- Narrowed vehicle lanes will slow traffic, reducing noise and improving safety for all road users.
- No additional asphalt is required, reducing issues with urban heat and stormwater.
- Sufficient space is created to enable a significant modal shift to active transport.
- New landscaping and important pedestrian safety features such as kerb extensions can be incorporated into the buffers and the parking lanes.
- The cycle paths can be prioritised over driveways and minor road intersections.
- Motorists exiting driveways have a better sightline to approaching cyclists, improving safety.

Bicycle NSW was very encouraged to learn that so many members of the community provided similar feedback to the community engagement^{iv} for the Oliver Street route in Freshwater, indicating increased understanding of the need for high quality cycling infrastructure. According to the best practice 'cycling segmentation' model, developed in Portland USA to identify the type and needs of existing and potential bike riders^v, separated cycle paths will allow 70% of local residents to consider journeys by bike (Figure 1). The area has some steep inclines but the increasing use of e-bikes and other micromobility devices will ensure that active transport options are accessible to all residents.



Figure 1:
Four general categories of comfort levels for cycling as transportation.
(Source: North Sydney Council)

The Bicycle NSW *Build it for Everyone* policy pillar^{vi} sets a standard that bicycle infrastructure should be fit for eight year old children or elders to ride on. Door zone bike lanes, bike stencils on the road and dangerous intersections will continue to deter the 48%^{vii} of people who are 'interested but concerned', from making the switch to bike riding.

There has never been a better time to build infrastructure for bike riding and active transport. The Minister for Infrastructure, Cities and Active Transport recently confirmed that the Principal Bike Network is a priority for the NSW Government. In early 2021, Transport for NSW published two policies that require State projects to prioritise road space for active transport:

- Providing for Walking and Cycling in Transport Projects Policy CP21001^{viii}
- Road User Space Allocation Policy CP21000^{ix}

The policies establish a road user hierarchy that considers pedestrians first and private cars last, as shown in Figure 2.

Order of Road User Space Considerations



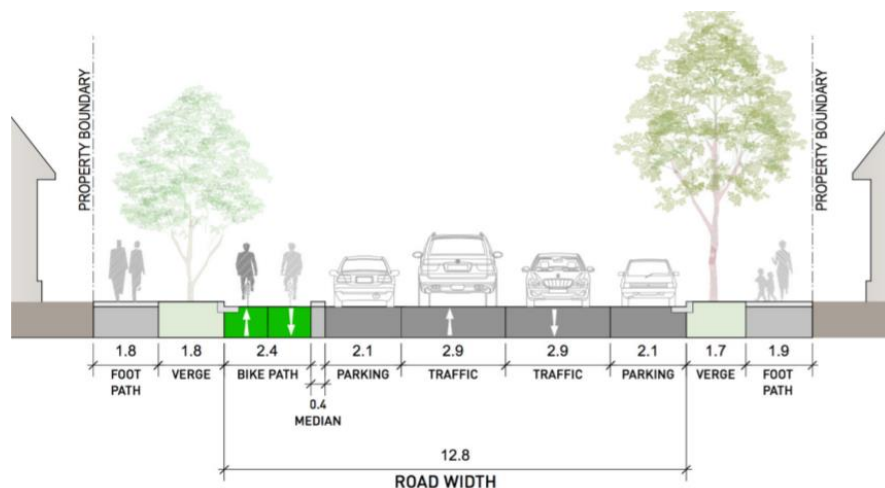
Figure 2:
Diagram expressing Transport for NSW's
road user priority.
(Source: Transport for NSW)

The reallocation of road space for active travel is clearly supported by Northern Beaches Councils strategies. Priority 21 of *Towards 2040 - Northern Beaches Local Strategic Planning Statement*⁸ aims to redesign existing streets to be more efficient, accommodating more people, goods and services in a limited space and creating safer and more attractive public realm. Reallocating road space to create separated bicycle paths will reduce conflict and make it easier to walk and cycle. *Move 2038 – Northern Beaches Transport Strategy* recognises that pedestrians and cyclists should be separated. The *Northern Beaches Bike Plan 2020* strives for separated cycle paths on regional and district routes.

We urge Northern Beaches Council to continue brave discussions with the community about reallocating road space from private cars to reflect the priorities set out in the Road User Space Allocation Policy and Council's own transport policies. In our recent meeting, the Hon. Rob Stokes MP, stated his preference for properly separated walking and cycling infrastructure. He expressed his strong belief that **the road-related environment is a public asset** that must be shared equitably between all road users. On-street parking is fundamentally the storage of private property in the public domain. It makes driving easier and generates car trips. Any inconvenience to car drivers created by reducing road space for driving and parking private vehicles will incentivise the mode-shift that Transport for NSW and Council seek, benefitting local residents with quieter streets, and less pollution, noise and through-traffic.

Please note that on-street parking does not always need to be removed to create a separated cycle path. As the new Transport for NSW Cycleway Design Toolbox^{xi} sets out, it is possible to fit a 2.4m bi-directional cycle path into a standard 12.8m road like Bassett Street, Allambie Road or Blackbutts Road without loss of vehicle lanes or parking. A typical section is shown in Figure 3.

Figure 3: Section showing a 2.4m bi-directional cycle lane in a typical residential street with parking on both sides and two travel lanes.
(Source: North Sydney Council)



Several Sydney councils are rolling out such infrastructure on similar key routes through residential areas. Parramatta Council created a separated bicycle path along Queens Road in Westmead (Figure 4). The lane is formed with simple concrete separators, avoiding modifications to the road surface and stormwater drainage. This is a time- and cost-effective solution that allows limited budgets to be concentrated on creating safer intersections. Parking was retained on both sides of the street.

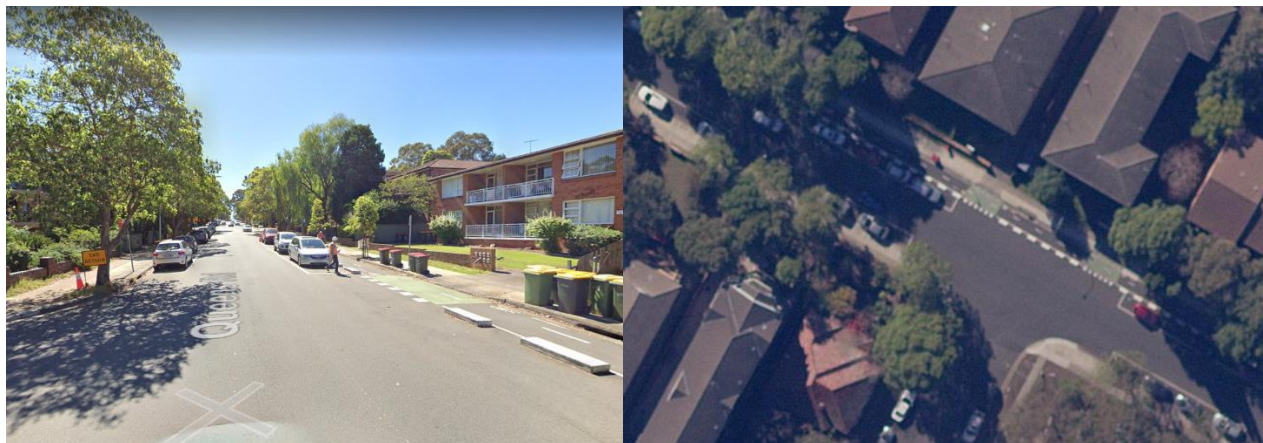


Figure 4: The separated on-road cycleway on Queens Road, Westmead (Source: GoogleMaps / SixMaps)

North Sydney Council is planning to extend the Young Street cycle path using 'tintam' concrete separators and Randwick Council is constructing a similar path along Doncaster Ave in Kensington. Images showing the proposed paths are in Figure 5.



Figure 5: New bi-directional bicycle paths within the existing road – Young Street, Neutral Bay (left) and Doncaster Avenue, Kensington (Source: North Sydney Council / Randwick Council)

Bicycle NSW suggests that Northern Beaches Council uses pop-up methods to trial the separated cycle path. Moveable lane barriers can be installed quickly to create stretches of protected path (Figure 6) and demonstrate how unfamiliar cycle infrastructure fits into the street. Ridership can be observed over several months using electronic counters to monitor use, and any issues with parking and buses can be resolved before permanent infrastructure is constructed. If sufficient patronage is demonstrated and parking is not problematic, Council will have a mandate to retain the paths. City of Sydney, City of Parramatta and Transport for NSW demonstrated the demand for safe cycling using the pop-up bicycle paths established as a COVID-19 response. The paths will now be made permanent.



Figure 6: Pop-up infrastructure in Sydney (Source: Bicycle NSW / Randwick Today)

- **Ensure shared paths have adequate width for future needs**

Walking and cycling on the Northern Beaches continues to grow in popularity. The density of walkers will increase when new housing and retail is delivered as proposed. An upswing in travel by bikes has occurred recently due to COVID-19 responses, the expansion of the active travel network, individual reactions to climate change, a surge in online delivery services and the growing popularity of e-bikes. In addition, State policies to address climate change and urban liveability will add to pressures on councils to secure a much bigger modal share for walking and cycling.

It is important to **future-proof the cycle network** by allowing for increased demand at the outset. Shared paths should be wide enough for overtaking and must accommodate a range of mobility options such as cargo bikes and disability scooters. **A minimum width of 3m** should be achieved at all times with extra width considered where volumes of people walking and cycling may be high^{xii} (see Figure 7). It is important that faster cyclists can overtake and that pedestrian comfort is never compromised. In busy areas, or on steeper sections, paths should be wide enough to provide separate space for pedestrians.

Bicycle NSW recommends referring to the new Cycleway Design Toolbox^{xiii} and the 2017 Austroads Cycling Aspects of Austroads Guides (AP-G88-17) to ensure that the paths are constructed to current best practice.

Figure 7: Suggested shared user path widths (Source: Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling AGRD06A-17)

	Suggested path width (m)		
	Local access path	Regional path ⁽³⁾	Recreational path
Desirable minimum width	2.5	3.0	3.5
Minimum width – typical maximum	2.0 ⁽¹⁾ – 3.0 ⁽²⁾	2.5 ⁽¹⁾ – 4.0 ⁽²⁾	3.0 ⁽¹⁾ – 4.0 ⁽²⁾

1. A lesser width should only be adopted where cyclist volumes and operational speeds will remain low.
2. A greater width may be required where the numbers of cyclists and pedestrians are very high or there is a high probability of conflict between users (e.g. people walking dogs, in-line skaters etc.).
3. May be part of a principal bicycle network in some jurisdictions.

- **Reduce speed limits to 30km/h on local streets**

Residential streets form a critical part of any active travel network, connecting homes to key shared paths and cycle paths. 30 km/h speed limit reduce the need for separate bicycle infrastructure on local residential roads. 30 km/h has been shown as an optimal speed limit to allow people driving and cycling to share the road safely^{xiv} and is becoming a standard speed limit in many parts of the world. All single lane roads in Spain have been under a 30km/h limit since May 2021 and 30% of UK residents live in 20mph areas^{xv}.

The Western Australian Department of Transport has rolled out several 'bicycle boulevards' using residential streets as part of its Safe Active Streets programme^{xvi}. In addition to a 30 km/h speed limit, a range of physical interventions support slower speeds and reduce traffic volumes and rat running. Parts of the Northern Beaches network would benefit from a similar treatment if separated or shared paths cannot be achieved.

Lower speed limits are an important building block for Vision Zero, an approach to road safety that was launched in Sweden in 1994 with the simple premise that no loss of life is acceptable. The Vision Zero approach has been highly successful and has spread to many other countries. The key policies include prioritizing low urban speed limits, pedestrian zones, physical separation between bicycle and car traffic, data-based traffic enforcement and behaviour-change education^{xvii}.

- **Ensure that new cycle infrastructure is inclusive**

All types of bikes should be accommodated by the cycling infrastructure, including cargo bikes and tricycles. Again, the width of the paths is critical and it is important to consider turning radii, dropped kerbs, ramps and the design of modal filters to ensure that non-standard bikes not excluded from the network. Cargo bikes will increasingly be used for deliveries and have huge potential to play a key role in a sustainable transport system. Non-standard bikes such as hand-cycles, recumbents and wheelchair bikes offer disabled people independent mobility but are a rare sight on urban streets due to barriers caused by poor urban design. Any measures enabling cycling by disabled people will support a growth in cycling by novice cyclists, children and older people, and improve conditions for those using mobility scooters^{xviii}.

- **Prioritise pedestrians and cyclists at all intersections**

Traffic light phasing and sensors must favour active modes to encourage more people to walk and cycle. In line with the Road User Space Allocation Policy and other State and local strategies, small delays to vehicle traffic should never prevent the delivery of safer, more efficient and more attractive active transport infrastructure. Raised crossings at unsignalised intersections will slow cars and improve safety. Bicycle paths must continue across the raised crossings so people riding bikes are not required to dismount.

- **Maintain a focus on the important details of the cycle network**

The detailed design of cycle routes, adequate end of trip facilities, clear wayfinding and grass roots education are critical to encourage the uptake of cycling and reduce dependence on private vehicles.

It is essential to ensure that popular daily destinations such as town centres and schools are easy to reach by bicycle for all residents of all ages and abilities. In particular, safe connections with all education facilities along the routes must be incorporated. Cycling infrastructure needs to be safe and continuous to increase the mode share of cycling and reduce congestion associated with school journeys. Without proper separation

from vehicles and safe intersections, parents will still feel driving their children to school and activities is the only way to keep them safe from being hit by cars.

Integration of the routes with bus stops is essential to ensure easy access by bike and foot. All public transport journeys start and finish with a walk or cycle. Providing high-quality, safe conditions for active travel to bus routes will break down the first/last mile barrier which can inhibit take-up of public transport.

Parking and other end of trip facilities should be provided at journey end locations to further support riders and encourage participation. Future iterations of the Northern Beaches DCP must ensure that sufficient cycling parking is provided in future developments, including facilities for charging e-bikes.

Wayfinding supports visitors by clearly articulating and communicating the most efficient and safest route. Signage style for wayfinding should be consistent throughout the LGA and reflect the diversity of the community. Figure 8 shows a great example from the UK!



Figure 8: Fabulous graphics by advocacy group Walk Ride Bath that celebrate the diversity of people cycling (Source: Wheel for Wellbeing)

Finally, education, information and events to promote walking and bike riding as a form of transport are an important part of any plan to increase participation in active travel.

Conclusion:

Bicycle NSW is excited to know that Northern Beaches Council has so many important active transport projects in the pipeline. The pop-up lane in Dee Why is fantastic and we hope Council will be emboldened to experiment more much widely with cutting-edge bicycle infrastructure across the LGA. Safe infrastructure to support walking and cycling will benefit everyone in the community, reducing congestion, noise and pollution while improving public health and providing more equitable access to employment, businesses, services and public transport.

We look forward to working with Council to progress the delivery of the routes discussed in this submission. Please reach out to Bicycle NSW with any questions or help needed. If requested, we would be delighted to assist with advocating for new cycle paths through our connections with politicians, Transport for NSW and neighbouring metropolitan councils.

Yours faithfully,

Sarah Bickford

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