
Community and Stakeholder Engagement Report

Collins Street, North Narrabeen – Shared Path

Impact level: Four

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

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1. Summary




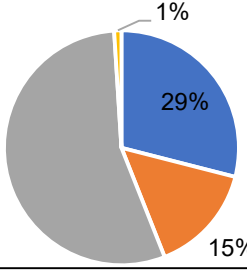

This report outlines the community and stakeholder engagement conducted as part of the proposal for a 2.5m wide shared path on the eastern side of Collins Street and Lake Park Road between the existing shared path in Walsh Street and Narrabeen Lagoon.

Council had the opportunity to apply for grant funding through Transport for NSW (TfNSW) Get NSW Active program for a shared path in Collins Street, North Narrabeen. A requirement of the funding application was to demonstrate support for the project from the local community.

The feedback collected during consultation indicated that the community would not support the proposed shared path in Collins Street, however, would support the construction of a footpath to enable a connected walking network in the local area.



Respondents indicated concern in relation to safety, the local street character, parking loss, heat generation and the existence of multiple shared paths on alternative routes.

1.1. Key outcomes

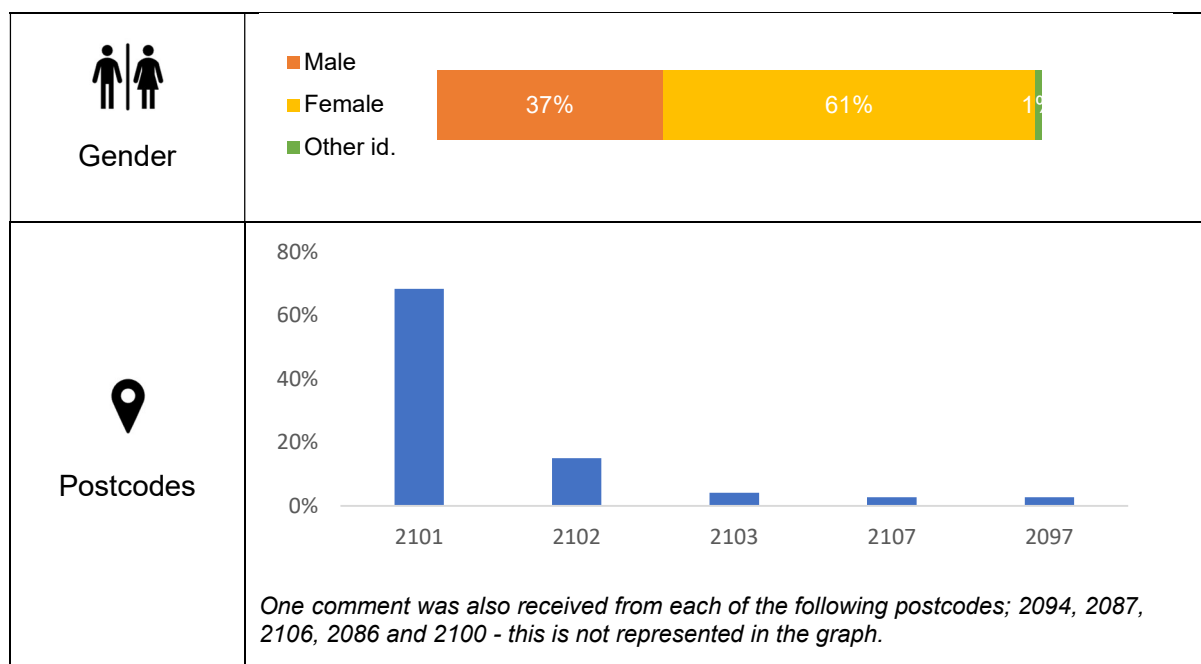
 <p>Total unique responses</p>	113	
 <p>How responses were received</p>	<p>Comment form</p> <p>Written responses</p>	<p>Completions: 79¹</p> <p>Number received: 34</p>
 <p>Online sentiment question:</p> <p>Should funding for this proposal be approved, do you support the Collins Street, North Narrabeen shared path?</p>	 <p>Total responses = 79</p> <ul style="list-style-type: none"> Support Support with changes Don't support Neutral/undetermined 	
 <p>Feedback themes</p>	<ul style="list-style-type: none"> - Tree removal - Environmental impacts - Wildlife - Local street amenity - Flooding 	<ul style="list-style-type: none"> - Duplicating shared path network - Design considerations - Removal of parking

¹ Not all respondents that completed the comment form provided a written comment.

1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 263	Visits: 319	Average time onsite: 2mins 10secs
 Print media and collateral	Letterbox drop: 2101 Site signs: Yes		Distribution: 12 Number of signs: 2
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 2 editions Council Disability Newsletter: 1 edition		Distribution: 22,000 subscribers Distribution: 1286 subscribers

1.3. Who responded²



² 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.

We are looking for opportunities to introduce more shared paths and footpaths in the 2022/23 Financial Year to connect our community to destinations and to encourage change in travel through increased walking and cycling for short trips.

The Narrabeen area contains several destinations that are popular with the local community and visitors to the area. The proposed shared path would have provided an alternative walking and cycling route to these destinations and connected with the existing shared path network in Walsh Street, Ocean Street and Narrabeen Lagoon, and beyond to Narrabeen Education Prescient and Warriewood Square, well as the Warriewood B-Line.

The proposal to construct a shared path is grant dependent, meaning we can only commence construction if we successfully obtain funding under the Get NSW Active Program.

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 Collins Street, North Narrabeen – Shared Path proposal was conducted between 25 January 2022 and 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 a notification letter to residents in Collins Street, as well as our regular email newsletter (EDM) channels and site signs.

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.

Email and written comments were also invited.

5. Findings

The feedback collected during consultation indicated that the community would not support the proposed shared path in Collins Street but would support the construction of a footpath to enable a connected walking network in the local area.

Respondents raised concerns during the consultation in particular; the environment, amenity and safety of users of the shared path with the increase in electric bicycle usage, as well as vehicles entering or exiting driveways.

We also heard that there is already a well-used shared path network on alternative key routes that are much better suited for bicycle riders. It was through that the proposed shared path in Collins Street would be a duplicate of this route, therefore not supported by residents.

Support for the shared path and expansion of the cycling network was also received. The local community are supportive of walking and cycling improvements, however felt it needed to be suitable for the area.

Comments were received relating to the removal of parking in Lake Park Road for the construction of a shared path and the need to retain parking to support the café.

We also heard from residents suggesting that the footpath continues to the cul-de-sac end of Collins Street to connect to the public right of way leading to the B-Line.

Safety was a strong theme with concerns relating to vehicles entering and exiting driveways, and drivers having to be aware of increased pedestrians and cyclists, especially faster electric bicycles.

A consistent theme in the feedback identified that residents of Collins Street enjoy their local area, noting the local road and quiet street aspect as it creates an enjoyable neighbourhood. Comments also reflected the beauty of natural environment with its trees, shading and wildlife.

Table 1: Key issues raised

Theme	Issues, change requests and other considerations raised	Council's response
Trees, environmental impacts and wildlife	<p>Respondents raised concerns relating to damage of tree roots or the possible removal of trees in Collins Street.</p> <p>Birds and other wildlife are established in the trees and any potential removal could impact on the habitat.</p> <p>Concern was noted about the environmental impacts and reduced shading through the construction of a 2.5m concrete path.</p>	<p>We acknowledge and support comments in relation to tree removal and wildlife.</p> <p>Council aims to minimise tree removal across all our projects and maintain tree canopy for shade to assist in reducing urban heat island effect.</p> <p>Opportunities to use more environmentally friendly products for footpath construction will be investigated and discussed with our contractors.</p>

Theme	Issues, change requests and other considerations raised	Council's response
Shared path user	<p>Comments indicated concern for user safety as many driveways along the eastern side of Collins Street would be unsafe for drives and bicycle riders, especially children who may be at risk of vehicles entering and exiting driveways when riding their bikes.</p> <p>Feedback noted the increased use of E-bikes travelling at a higher speed.</p>	<p>This is a shared concern by many residents that enter and exit their driveway to a shared path.</p> <p>We currently have a Share the Road education campaign underway to highlight the need for both the bike rider and driver to be aware of their surroundings at driveway entrances.</p> <p>We acknowledge E-bikes are a popular choice for many people and would expect all bicycle riders in our community to display courtesy.</p> <p>Though road safety education, we encourage parents and carers to ride with children to teach them what to look out for when riding on footpaths and shared paths, especially vehicles entering or exiting driveways.</p>
Street amenity	<p>Concerns that amenity of Collins Street as a local road would be lost if a 2.5m shared path was constructed. Comments cited it would dominate the road reserve as the construction would be to the property boundary/fence line.</p> <p>Some respondents were not opposed to an alternative being a 1.5m footpath as this would be wide enough to support walking and result in less of an environmental impact. A 1.5m footpath would provide a safe walking network and keep people off the road.</p>	<p>A 1.5m footpath would provide green space to remain in the road reserve and provide a walking connection. Children under 16, and adults riding with children, can cycle on the footpath.</p>
Flooding	<p>Some feedback indicated that as Collins Street is in a flood area the construction of a shared path may impact on drainage.</p>	<p>We consider water flow and drainage through the design stage that allows water runoff to flow to the gutter.</p>
Duplicating of shared paths	<p>Some feedback indicated that there are already a number of shared path networks in the area: Pittwater Road, Walsh Street and Narrabeen Park Parade, as well as along the norther side of Narrabeen Lagoon and that these are more suitable cycle routes.</p>	<p>Collins Street is a current identified an on-road cycling route and detailed in TfNSW mapping</p> <p>The proposed shared path in Collins Street identified an alternative and quieter route for cyclist and reduced the demand on other local shared paths.</p>

Theme	Issues, change requests and other considerations raised	Council's response
		<p>It is important to provide a connected network and the proposed shared path in Collins Street would have provided connections to the existing shared path in Walsh Street and beyond to support cycling to local destinations.</p> <p>The existing shared path in Narrabeen Park Parade is well used and the Collins Street shared path would have provided an alternative route to reduce demand on the cycling network.</p> <p>.</p>
Design considerations	<p>Some residents requested we consider constructing a footpath to the end of the cul-de-sac to connect to the public right of way at the entrance to sports facilities.</p> <p>A suggestion to construct a footpath on the western side of the Collins Street was raised as it may be better a better option.</p>	<p>If funding for a footpath is received, we will look to include a footpath connection to the public right-of-way in the Collins Street cul-de-sac. This would be dependent on the outcomes of a survey of the road reserve.</p> <p>This can be further explored when commencing the design of a footpath in Collins Street, however we need to ensure that the footpath provides overall benefit to the community and connections to existing footpaths.</p>
Parking concerns	<p>Concern was raised about the shared path impacting parking in this area near the cafe. Peak holiday season, market days and sporting events attract many visitors to the area and parking is in high demand.</p>	<p>We note the concern in relation to parking. If a shared path were to be constructed, parking would have been removed near the café to support a safe walking and cycling environment.</p> <p>Removing parking is not something undertaken lightly however may be necessary for pedestrian and cycling access.</p> <p>The needs of residents are considered carefully, as is safety. Parking in some locations is removed, where necessary, to improve line of sight for all road users.</p>

Appendix 1 Verbatim community and stakeholder responses*

Number	Comment
1	The path is too wide, the trees will be damaged. 500mm off the boundary is necessary and must be adhered to.
2	The path is wide and seems to take up the green space on the footpath, the proximity of the path to the current trees and their roots is a concern, as the path will potentially be damaged by the roots. I wouldn't want the trees to be removed for the path!
3	Not necessary and dangerous for elderly and young pedestrians.
4	A footpath of normal width should be built. A 2.5m path negatively impacts Collins Street and its residents aesthetically and environmentally. Covering the eastern verge with concrete contradicts council's building and development codes.
5	Removal of trees unacceptable. 2.5 mtr. Shared footpath very dangerous backing out the drive way.
6	2.5 m is too wide. Trees would be taken out. Not safe for residents to have bikes so close. Would support a pedestrian only, narrow path. Not shared with bikes.
7	2.5 metres is very close to residents and very dangerous to have speeding bikes.
8	Collins street is a residential street and is NOT a thoroughfare for recreational bikes / ebikes etc. It is not a scenic road or lookout ... It does not allow for such a wide path as 2.5 m. The residents safety would be grossly endangered by fast travel
9	Shared pedestrian and bike pathways can be quite dangerous and as such don't work well - finding that neither bikes nor pedestrians feel comfortable using them. Bikes usually travel more the speed of cars - therefore they are much better on the road. Fund
10	Collins street is a beautiful, shady, quiet street. Removing trees and grass and creating a large (2.5m) path will totally change the nature of the street. There is an existing path on Pittwater Rd, one block away and another on Ocean street.
11	We live at Number Collins Street and think the proposed path is way too wide for our grass strip and we don't want the trees removed. This path will mean more bikes, scooters at all hours of the day and night plus shopping trolleys which is bad enough
12	Collins St is turning into a parking lot due to Lake Park Rd & caravan park overflow especially during summer, should this street now become a short cut pathway too? The paths around neighbouring streets are attractions such as parks/lake/beach all public
13	i am TOTALLY OPPOSED to this proposal. please see my comments in attached file.
14	If the purpose is to improve access to Rat Park and the B-Line it should be 1.5m for pedestrians only. Most people don't ride bikes to these venues.
15	after consideration I feel that a normal path would be sufficient for this upgrade there are other shared paths that service this area
16	Completely out of character with this grassed street. Turning into a concrete highway with disregard to residents.
17	A path is needed for sure - but parking is at such a premium too in this area, especially since there are way too few commuter spots at the carpark. I think keeping as many parking spots as possible should be prioritised
18	As an elderly disabled person I would find a Shared Cycle pathway quite terrifying. a standard footpath of 1.5m would be welcomed. Keep the Ebikes on the road!
19	Path should be no more than 1.5 metres wide. Also my concern is mainly for the trees in the street. If they have to be removed to build the path, then path should be cancelled.
20	Shared pathway plan is supported in principle, but not at the cost of removing significant street trees. Please quantify how many trees are proposed to be removed and identify them on the concept plans.
21	Footpath a great idea as so many people with prams/strollers walk on the road to get a level surface to use. A shared path creates so many issues for residents along the proposed route with so many driveways there. Also can all the trees be saved ?

*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	Comment
22	2.5m too big and will impact trees. I would approve if dimensions reduced to 1.5m
23	I oppose this concept for the the following reasons. Tree removal/reduction destroying the Avenue planting and character of the street. Danger from bikes and skateboards especially illy when cara an park if roll. Concrete hard surface increase in flood zo
24	It needs it when walking the dogs we end up on the roadmoat of the street
25	I'm all for adding the path to help pedestrians, however not at the expense of trees In this lovely street. 2.5m is unnecessary as it's a pretty quiet street - 1.5m would be plenty wide enough, and have less environmental impact.
26	It will ruin the leafy quiet beauty of this street, please keep Collins St as it is
27	Concrete doesn't make commute safer only easier. Keep the grass.
28	Kids need to be able to ride their bikes safely without going into the busy road.
29	Collins St is remarkable for its Melaleucas. This plan is a threat to them. Beside that, it's totally unnecessary with existing paths on Pittwater & Sydney Rds.
30	One of the last missing sections of path needed join join the existing network
31	This is a good idea in principle, however the trees should be saved at all costs. 2.5m is excessively wide for a footpath. Council should reduce the footpath width to 1.5m maximum. It is a quiet residential street, bikes should go on the road.
32	I have often walked along this street with my kids and wished for a footpath. We currently walk along the road and have to dodge the parked cars.
33	Excellent new link complementing the N Beaches cycling network, which will foster safe cycling and encourage community participation in active transport.
34	2.5 meter path is inappropriate for the street refer attached
35	As an alternative plan the pathway should be considered running behind the Collins St housing over the top of storm water drainage. During the early days there was a dirt road in that location . It would give a safer route and would create less impact .
36	At present Collins St is a grassed residential street. To run a 2.5 m path right through the lawn area would transform it into a highway for bikes completely out of character with what the street is . A safety issue created by residents using driveways .
37	Go with a 1 meter path so trees do not have to be cut down. Rather run a 2.5 mtr path on north side of Walsh street east to existing path along Narrabeen Park Pde
38	Requesting a footpath be installed as the nature strip is impossible to push a pram or walking frame along due to tree roots. The road is narrow and getting busier and busier and his concerns about an accident occurring are increasing.
39	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.
40	Paper bark trees will be affected. This street is known and admired because of the scenery and bird habitat the trees provide
41	I object to the proposal. Why would Council want to impact our tree lined street; remove permeable services and make flooding worse; cause safety risks to pedestrians and bike users from cars accessing driveways; and spend out rate payers money?
42	I live in Collins St and we definitely need a footpath. Pedestrians are using the road because of the uneven verge. Cars are travelling too fast down the street and I have witnessed many near accidents with a high volume of people using the road.
43	Fully support. 100%. Currently we have to ride or walk on the road. Kids in prams, on scooters etc which is dangerous. This will go a long way to fixing that. Thank you.
44	The tree roots make it impossible to walk on either side of the street with a pram or walker walking on the road is not an option
45	If it involves cutting down too many trees then perhaps a smaller path that doesn't involve cutting down trees could be an option. Thanks.
46	You need to provide better pedestrian pathways WITHOUT chopping down any trees. Find another solution. And plant MORE trees in general to keep streets cooler
47	Please focus on Ocean St instead. The path there is shared by the elderly on mobility scooters, bikes, prams and pedestrians but it's not wide enough. Not sure why the focus on Collins St.
48	Do not believe it is necessary and requires removal of trees

Number	Comment
49	I see absolutely no value in this project. You have already got a large footpath on Pittwater Road that goes DIRECTLY from the B Line to Lake Park Road and Narrabeen Lake. This also connects with Warrieewood. How much concrete do you need What about trees
50	This is a completely horrible idea.. our su urban will be so sterile and boring. We need the trees !! We lost so many trees during the storm and it is complmadness to cut any established, beautiful trees down.. we need shade and animal habitat.
51	Dangerous and unnecessary. Dangerous because it will cross lots of driveways. Potential for children to be run over. There is already a pathway on Ocean Street which can be widened and upgraded if necessary. It doesn't interfere with any residence.
52	Good safe options to move cyclists away from the Ocean St
53	Unnecessary and dangerous. Putting bikes across driveways. A child will get hit.
54	A perfectly good shared path is available along the eastern side of Pittwater road which is one block away. This is an unnecessary expense and will also ruin the nature of Collins street which is beautiful and unspoilt at the moment.
55	The path should be on the western side of Collins Street, which matches up with the path already half way down Berry Street, and will link to the path already on the southern side of Walsh Street. There are less trees on the western side of Collins St.
56	From a safety point of view it will prevent people walking on a very uneven surface and on the road. The sooner it's completed the better.
57	What a good idea, it will be safer for all
58	Reasons: connectivity, more people riding bikes.
59	Think it's a great proposal, however why does it not continue to the end of Collins Street (culdesac) where pedestrians can join onto the pathway to the B line bus stop. This would make the link complete.
60	Fully support
61	Cyclists on pedestrian paths are a big enough menace without the council constructing more. Cyclists can use the shared path along Pittwater Road. The nice thing about walking along Collins Street is the absence of cyclists!!!!
62	<p>As an owner of 5 bikes and that I also reside on Collins street which uses my bicycles for commuting and recreation I appear to be your target audience. Unfortunately, this proposal falls short of a safe and effective improvement to the current cycle network. Please consider the below points</p> <p>Points on why this plan shouldn't be approved</p> <ul style="list-style-type: none"> • Only quiet streets should be converted to cycle ways – Collins street is one of the busies street in north Narrabeen during the summer months and events should not be converted • Considering the high foot traffic merging this with cycle users is impractical and prone to dangerous situations on Collins street • Having cyclist's navigate 25 driveways of cars (possible reversing) with limited to no view of oncoming cycling traffic at speeds up to 23kmh is a real safety concern. • There is already a cycle pathway on Pittwater road and Ocean street which links Narrabeen lagoon which is a safer more practical solution • The need for this cycle path on this street is not required however there is a need for a pedestrian only footpath • The current cycle pathways are not fully utilized because they do not have pedestrian crossing giving cyclist right of way crossing streets intersection • The plan has no consideration of the right of way crossing the high traffic entrance to the caravan park. <p>Suggestions to improve cycling access in North Narrabeen</p> <ul style="list-style-type: none"> • I suggest adding pedestrian crossings to current cycling lanes crossing roads giving cyclist right of way across intersections • Increasing cycling parking facilities at lower Narrabeen lagoon • Widening current path on Narrabeen lagoon • Local cycling events. • Concentrate on Improving cycle parking, signage and overall facilities at deep creek

Number	Comment
62	<p>As a cyclist who often uses Collins Street on my rides I see little value in the proposal. I can see the desperate need for a pedestrian footpath along the section in the proposed upgrade. The same outcome in the proposal could be easily and more cheaply be achieved by, continuing the existing shared path from the corner of Walsh and Collins Streets, along Walsh Street to the shared path on the eastern side of Pittwater Road. Currently Collins Street is designated as a road cycle route similar to the on road route on Ocean Street and in my experience to date, the Collins Street route is far less dangerous from an on road cycling perspective than the Ocean Street route. My preference would be to solve the dangerous situation created at the Ocean Street bridge section which has high volume pedestrian, cycle and motor vehicle traffic.</p>

Number	Comment
63	<p>We are homeowners at [REDACTED], North Narrabeen and am writing to you to express our concern about the proposed construction of a 2.5m shared path on the eastern side of our street.</p> <p>My neighbours and I strongly oppose this proposal. Key grounds for our opposition to the proposal are outlined below.</p> <p>SAFETY</p> <p>The shared path would transverse approximately 27 residential driveways. Cars coming in and out of the houses along Collins Street would undoubtedly cause a high safety risk to pedestrians and bike riders along the entire length of the street.</p> <p>Pedestrian and bike riders would be much safer using the existing dedicated pathways along the northern side of Walsh Street and the western side of Narrabeen Park Parade where there are not driveways to cause safety hazards. Pedestrian and bike riders could also access areas south of the B-line via the well established existing paths along both sides of Pittwater Road.</p> <p>BIODIVERSITY</p> <p>A series of healthy native Melaleuca (paper bark) trees line the eastern side of Collins Street. These trees are decades old and provide the street with wonderful visual appeal and much needed shade. Council should make protection of such trees a high priority, not cut them down or put them under any sort of risk.</p> <p>None of the documentation provided by Council to date includes any information on the fate of these trees as a result of the path. Does Council plan to cut them down in order to construct the pathway? There is very little space between the trees and local residences property boundaries, and in some areas a 2.5m wide path would not be able to be constructed without removing the trees.</p> <p>The Melaleuca tree roots are relatively close to ground level and would be adversely impacted by constructing a path over the top of them. Has Council done any biodiversity study to assess risks to the stability and health of the Melaleuca trees as a result of the path?</p> <p>FLOODING</p> <p>According to Council's Flood Risk Management Policy 2017, Collins Street is located in a Medium to High Flood Risk Precinct. Introducing a massive additional area of impermeable surface (ie. approximately 560m x 2.5m = 1,400m²) along the entire length of the street would exacerbate flooding risks. Has Council done any flood study to assess this additional flooding risk to people and property as a result of the path?</p> <p>AMENITY</p> <p>The nature strip between the road and residential houses along Collins Street is relative narrow, and a 2.5m wide concrete path would absolutely dominate our house frontages. Having additional pedestrian and bike users travel past our properties would cause adverse privacy, visual and amenity (noise) issues experienced by local residents. This is particularly concerning and unnecessary given the existing paths that run beside public areas along Walsh Street and Narrabeen Park Parade.</p> <p>FINANCIAL</p> <p>Construction of a 2.5 m wide path along the length of Collins Street is likely to cost the State and/or governments a significant amount of money. This money would be much better spent repairing the extensive pot holes in the road along Collins Street.</p> <p>Every local resident we have discussed this proposal with is strongly opposed to it and we will continue to lobby to ensure funds are allocated to more appropriate and higher priority projects. It is clear that the proposal would present safety, biodiversity, flooding and amenity issues well beyond the potential transport and recreation benefits alluded to by Council.</p> <p>Given that there are currently existing paths that can be used to access the lake and facilities to the south of the B-Line, it appears to be a total waste of State funds and our rate payer money.</p> <p>We are happy to discuss this objection with Council members if needed. Please keep us informed of any action or decision on this proposal.</p>
64	<p>Collins Street is a tree lined quiet suburban street that is a joy to walk along, and as such enjoyed by its residents. There is an alternative for bike riders and walkers, who wish to use a concrete path, on the main road and the path around the lagoon.</p> <p>As this is a quiet suburban street, it is safe for bike riders and even walkers and joggers use the road itself, though the grass footpath is a soft natural walk.</p>

Number	Comment
	Don't destroy this street, it is one of a few remaining where I can walk in the shade of the lovely melaleucas (paper barks) on my way to the pool and beach.
65	<p>The proposal lacks merit not because of the concept but because of the location. A path is needed but not wider than 1.5 meters and not for the purpose proposed.</p> <p>Collins street is a narrow tree lined residential street with small blocks with houses close to the front of the blocks. Resident's parking is stacked parking with mostly two cars per household. The street is often parked out due to visitors for the lake or Rat Park. We are continually moving one car to access the second requiring backing onto the street. This is a real hazard and pedestrians are hard to see when you back out now without the proposed activity of bikes/ebikes etc. This is a major safety issues, with responsibility falling on the residents.</p> <p>There are already cycleways available in the area on Pittwater Road and Ocean Street which are suited to the purpose which Collins certainly isn't. The narrow verge area does not allow a 2.5 metre path without significant environmental damage to trees. The construction of such a concrete mass in a residential street will result in significant heat from the path and the removal of trees an unnecessary environmental outcome. I know it must be tempting to remove the trees to save on the pruning required each year due to the overhead wires but the environmental and safety impact far outweigh these costs.</p> <p>In summary Collins Street does need a footpath but not a transit lane for fast moving bikes where the residential living is so close to the front of the block. There are environmental issues, safety issues and privacy issues which would be an unacceptable burden on the residents.</p>
66	<p>The proposed shared 2.5m path for Collins St, is simply duplicating an existing relatively new 2.5m shared path along side Pittwater Rd which is directly parallel to Collins St. This existing path already connects the Rugby Park, and the B-Line Bus stops to Narrabeen Lagoon, its reserve, and even continues safely on to Narrabeen main shops! There are safe pedestrian lights at the street corners. This proposal would be a complete waste of taxpayers money and resources and would not be utilised by many at all.</p> <p>There are many additional compelling reasons why Council should not pursue this surprising proposition:</p> <ol style="list-style-type: none"> 1. The existing mature native paperbark trees are iconic, rare on our peninsula and provide amazing food and sanctuary for our wonderful birds and other native animals. 2. Council has an obligation to increase tree canopy to reduce land heating and global warming, increase and stabilize carbon dioxide storage, create clean oxygen, not the opposite! These trees take many decades to reach this size and wonder. 3. There are far too many driveways along Collins St to fit in a safe 2.5m shared path. The path would have to be built very close to the properties boundaries to fit in ,and would result in very dangerous blind spots for residents reversing out of their driveways, particularly as council would be endorsing the public to ride their bicycles on the path obviously much faster than the standard walking pace. 4. There is very inadequate street lighting along Collins St to support safe travel on a shared path at dusk or evening. It will be extremely dangerous.
67	<p>I am writing to you to express my STONG concern about the 2.5m shared path proposed to be constructed down my street (Collins Street North Narrabeen). I am very much OPPOSED to this proposal.</p> <p>I cannot understand how Council thinks it would be safe to construct such a large pathway down a street like Collins Street. The pathway would be designed to encourage the use of bikes and other high speed devices. There are over 20 driveways along the stretch of Collins Street. The majority of these have very little sight distance at the moment. Having pedestrians, bikes and other transport devices travel past these driveways would undoubtedly result in a major safety hazard. This is unfair for residents who would feel constantly anxious about travelling in and out of their own driveways.</p> <p>There are already very clear pathways along Walsh Street and Narrabeen Park Parade which have no driveway hazards and can be used to for people wanting to travel to and from the B-Line and lake.</p> <p>I am also devastated that this shared path proposal may impact the beautiful trees which line the eastern side of Collins Street. These trees are the character of our street. They are native trees which are decades old. They have been maintained around the electrical wires for years – this is no excuse to remove them. They provide shade, privacy and we love them. How can Council</p>

Number	Comment
	<p>even consider a proposal that may destabilise or (worse) cut them down? It is environmental vandalism!</p> <p>As well as safety and biodiversity issues, I am concerned about flooding. We are already in a high risk flood area and introducing a massive impermeable surface all the way down the street would surely make these issues worse.</p> <p>Having a large concrete structure run the full length of our street would totally change the nature and character of our street. It would adversely impact residents privacy. It would result in safety, biodiversity and flooding issues. It appears to be a big waste of funds given that there are currently existing paths that can be used to access the lake and facilities to the south of the B-Line.</p> <p>I am strongly opposed to this proposal and call for Council to reconsider it. I have spoken to many other residents along the street, and know that everyone is totally opposed to it.</p>
68	<p>I am a local resident who regularly walks along Collins St for my daily exercise. I am opposed to the proposed 2.5m shared cycle/pathway for the following reasons:</p> <ol style="list-style-type: none"> 1) The proposed pathway will destroy the current ambience of a peaceful, cool, tree-lined street with a wide green lawns and mature trees that provide valuable shade on hot days. 2) Loss of tree canopy, habitat for birds, possums and other wildlife if trees are damaged or removed. Removal of these trees would be environmental vandalism! 3) Replacement of grass covered nature strips with a 2.5m hard surface will further contribute to local area warming. 4) The removal of 4 valuable car spaces near the Lagoon where parking is at a premium will affect passing trade for the Melting Room Café, who are already doing it tough due to the pandemic. These car spaces are needed to support local business! 5) We already have adequate shared cycle/pathways in the area for cyclists to connect with the B-Line, Rat Park, Warriewood Square, Lagoon and Beaches etc. 6) Collins St is a quiet suburban street that is safe for cyclists to ride along the road. There is no need to move bike traffic onto the footpath. Bikes and cars already co-habit in Collins Street without incident. 7) The already established shared cycle pathways in the area are sensibly placed where there are fewer driveways and/or visibility is more open. This is not the case in Collins Street. A cycle pathway would create approximately 20 hazard sites for cyclists and reversing cars due to the many driveways in this street. 8) Residents' view of the pathway will be compromised when reversing their car out of fenced, well established and foliated front yards, thus putting cyclists' safety at risk. To be safe, cyclists on the shared pathway would need to stop and check every driveway before crossing it, which would negate the purpose of the cycleway. 9) I do not agree that shared paths are safe for pedestrians! My personal experience of shared paths along Pelican Path and Ocean Street, where I walk daily with my dog, are that cyclists frequently ride very fast with little regard for pedestrians. Many will ring their bell as they race up behind me and expect me to jump out of their way. Some even swear at me when I don't move out of their way fast enough! Furthermore, the rule that "children up to the age of 16, accompanying adults and adults carrying children are legally allowed to ride a bicycle on a footpath" is frequently not observed by adults who fly past with no accompanying children or regard for a sensible speed. 10) Apart from myself, the safety of mothers with prams and young children, elderly pedestrians, and others walking their dogs will be threatened if bikes are introduced to the nature strip in Collins St. It is also worth noting that an Electric Bike shop has recently opened less than 100m away, so it is likely that more of these will be appearing in our neighbourhood in the future. 11) A 1.5m standard footpath (for pedestrians only) would be a more appropriate option for Collins Street. This would provide a safe space for local residents to walk peacefully along the street with minimal disturbance to the environment and without removing established trees that currently provide valuable shade to this much-love street.
69	<p>Additional comments in response to changes made to published documents related to this proposal</p> <p>Further to our submission this morning, it is concerning to discover that this cycleway has already been planned to be installed, without any public submissions being sought. What happened to Councils stated aim of "have your say" on this proposal? Obviously, this council</p>

Number	Comment
	<p>does not intend to consider residents and ratepayer's input. Failure of this council to properly consult impacted residents (especially when you publicly state online that you intend to) is alarming.</p> <p>The evidence of this is that the details of this Collins St cycleway have already been published by Transport for NSW at: https://roads-waterways.transport.nsw.gov.au/customermaps/cycleway_finder.html prior to the closure date of stakeholder submissions.</p> <p>This website also shows that the existing cycleway along Pittwater Road now no longer exists between Lake Park Road and the B Line parking area. Why is this?</p> <p>We also note that the details in the Full Concept Plan have been updated recently during the public submission period, and have now been amended to include new details such as:</p> <ul style="list-style-type: none"> • Now incorporating a street crossing point next to the intersection of Collins St and Berry Ave. This is already an extremely busy intersection at commuting periods and is the site of many near misses and collisions between cars due to being a "blind" intersection. Street parking around this intersection is constantly full and often done illegally. • This new street crossing location conflicts with vehicles leaving number 35 Collins St, given a car reversing out of this driveway will need to cross over the new street crossing. This is a serious safety concern. • What new arrangements (e.g. parking restriction signage) will be put in place to ensure that cyclists and pedestrians are not put in increased danger at the Collins St/Berry Ave crossing point? The specific kerb area that has now been nominated as the street crossing point is always occupied with on-street parking on both sides. This clearly will not work as proposed. • Changed details of the concreted cycleway path next to 3 Collins St. This is now 3 metres wide, splitting around the existing leaning pole. Clearly this is yet another obvious safety hazard and will now require the actual street corner of Collins St to be modified in order to create a safety buffer.
70	<p>Narrowing of the cycleway to 2.3 metres outside 45 Collins St to "maintain" clearance to the existing tree. What does this mean for the mature trees elsewhere along the street, and why only this particular tree outside Number 45? Many of the other trees lining the Collins St nature strip will be more adversely impacted by this proposal due to their location and root layout. What is the plan for all mature trees in Collins St?</p> <p>Please add the above comments to our existing submission opposing the proposed cycleway along the eastern side of Collins St, North Narrabeen.</p>
71	<p>I am a local resident living in Warriewood. My wife & I regularly walk our dog around the neighborhood, including Collins St, for our daily exercise. I am opposed to the proposed 2.5m shared cycle/pathway for the following reasons:</p> <ul style="list-style-type: none"> • Removing 4 car parking spaces near the Lagoon will affect passing trade for a local small business (café), who are already struggling due to the pandemic. Council should be supporting local businesses! • There are already enough shared cycle/pathways in the area for cyclists to connect with Warriewood Square, busses, Pittwater Rugby Park, Lagoon and beaches etc. • The proposed pathway will destroy the peace and beauty of this cool, tree-lined street whose wide green lawns and mature trees provide essential shade on hot days. • Removal of, or damage to trees would result in a loss of tree canopy, habitat for birds, possums and other wildlife. This would be environmental vandalism! • Replacing grass nature strips with a 2.5m solid surface will contribute to warming of the local area. • There is no need to move bike traffic onto the footpath. Bikes and cars have been co-habiting in Collins Street without incident for many years. • A cycle pathway would create approximately 20 potential hazard sites for cyclists and reversing cars due to the many driveways in this street. Other existing shared cycle pathways in the area are sensibly placed where there are fewer driveways and/or visibility is more open, but this would not be the case in Collins Street. • Residents' view of the cycle path will be restricted when reversing their car out of fenced, well established gardens, thus putting cyclists' safety at risk. To be safe, cyclists on the shared pathway would need to stop and check every driveway before crossing it, which they are not all likely to do.

Number	Comment
	<ul style="list-style-type: none"> • Shared paths are a hazard for pedestrians! My wife & I find that cyclists seem to think they have right of way on these pathways and will ring their bell as they race up behind and behave in an intimidating manner. Apparently adults are meant to ride their bikes on the road, but when cycle pathways are provided they seem to ignore the rules and travel much too fast, which can be scary for pedestrians. • Mothers with prams & young kids, elderly pedestrians, disabled people, and people walking their dogs will feel intimidated if a shared cycleway is introduced in Collins St. • A 1.5m standard footpath would be a more acceptable option for Collins Street. This would enable local residents to walk safely and peacefully along the street with minimal disturbance to the environment and without removing established trees that currently provide essential shade to this beautiful street.
72	<p>I write to you to register our strong opposition to any path on the Eastern side of Collins St North Narrabeen. The nature strips along the street already carry a large amount of traffic that causes noise and produces litter impacting our peaceful enjoyment of our house, which we have lived in for the past 11 years. We are concerned that the path will have a negative impact on our amenity, bringing the street effectively 2.5 metres closer to our home. This was not planned when we bought the home and is an unreasonable quasi-acquisition. Our bedroom windows are at the front of the house, which would not have been contemplated if a busy thoroughfare was planned, which could have skateboard wheels clunking by at any hour of the day or night. Beyond the considerable impact it will have on our lives, I am extremely concerned for the safety of children who would use this shared path. I watch with my heart in my mouth as I see children ride along the path between Mona Vale and Newport, on the Western side, hoping that a car does not hit them as they ride at considerable speed, often on e-bikes. It is an accident waiting to happen. I can see this happening on our street, as we have driveways every 15 metres or so and a great number of aged drivers in our street. Additionally, the street is part of the Warriewood RMS driver course, so Learners are constantly reverse parking in the street, which adds another considerable risk factor. This would not satisfy the 'Shirt' test on negligence, as an accident is foreseeable and the link between the accident and the building of the path represents a clear causal link. It is unreasonable to put residents in a position where they may, purely by accident, cause harm to anyone, due to an unnecessary pathway.</p> <p>The proposal is unnecessary. The street is jam-packed when the markets are on, the Rats play or the mercury rises above 25 degrees. People already happily use the road and nature strip. The proposed path is throwing money at a problem that does not exist. I will be sending a copy of this letter to Rob Stokes too. I will fight this with the other concerned residents of our street. All residents I have spoken to oppose this. They also echo my concerns.</p> <p>I ask that you reconsider this plan. It does not represent reasonable public spending or improve amenities. In fact, it achieves the exact opposite.</p>
73	<p>We recently received your letter seeking comment on the Proposed Shared Path in Collins St North Narrabeen.</p> <p>Certainly we are vigorously opposed to this idea but thought it wise to discuss with neighbours, their ideas.</p> <p>We are yet to find anyone that would support this proposal and are now convinced there will be a very vocal and energetic rejection of this plan.</p> <p>Our Comments as follows.....</p> <ol style="list-style-type: none"> 1. Collins St is one of the most desirable streets in the local area and it is known for its tree lined nature strips and cool ambience and a 2.5m concrete path would endanger these trees. Root cutting would make them unstable and the thought of them being removed, making the ugly overhead wires the footpath focus, is frightening to consider! 2. The local area has already, established shared paths along Ocean St, Sydney Rd, Walsh St and Pittwater Road that connect the B-line and Rat Park. Surely they are more than adequate to service these destinations. 3. Importantly, none of these already established 'shared paths' cross residential access and driveways, but are sensibly placed where visibility is open and potential cross traffic is rare. Most of Collins St driveways however, come from fenced, well established and foliated front yards where visibility is often compromised. <p>A path encouraging more pedestrian traffic and speeding bikes is merely increasing the danger and harm to passers-by and inviting accidents!</p>

Number	Comment
	<p>4. Solid surfaces are well known for their contribution to local area warming and with the media focus on reducing these hard surfaces and planting more trees to naturally cool the environment, removing an established green space and replacing it with concrete is verging on environmental vandalism.</p> <p>5. The removal of 4 valuable car spaces near the lagoon when parking is at premium levels is completely counter-productive and will merely make visitors walk further, (loaded with the days cargo) to reach the Lagoon!</p> <p>6. These car spots are used constantly, every day by Tradies, Reps, Travellers and Locals for a quick collections of something from the Café opposite. Removal of these will undoubtedly affect the passing trade that the Café must depend on ALL YEAR! They must remain to support local business!</p> <p>7. There is no need for moving bike traffic onto the footpath! Collins St is not a major thoroughfare and already bikes and cars cohabit the road without incident.</p> <p>We of course will be contacting our Local Member and the Councillors we know that are supportive of their constituents and the environment!</p> <p>Michelle, we look forward to your acknowledgement of receiving this email and your comments accordingly.</p>
74	<p>This correspondence is to comment on the shared path proposed for Collins Street, North Narrabeen.</p> <p>I note that there is no mention of tree removal in the proposal; however, I also note in the answer to questions, tree removal will be considered. The comment considers trees that interfere with the power lines and that consultation with an arborist will be considered.</p> <p>All of the trees along the eastern side of Collins Street are pruned regularly because of the power lines.</p> <p>My conclusion is that all the trees will be considered for removal.</p> <p>A deciding factor for my original purchase of a property in Collins Street was the existence of these beautiful mature trees, regardless of the unusual shape due to regular pruning.</p> <p>The tree at the front of my property provides my home with afternoon shade from the western sun, attracts countless birds and has been used by both native wood pigeons and noisy minor birds for the last two years in a row for nesting. Both occasions I noted 2 chicks emerging from each nest.</p> <p>The proposed path is almost hard up against my front fence. How does the council expect cars to emerge from their driveways, all the way along the street, with safety. Especially as the council proposed a shared path with pushbikes, scooters, pedestrians dog walkers, etc. I should not have to remind council that scooters and pushbikes are now motorised and can travel at speed. The existing nature strip is trees, lawn driveway crossings. I note the pedestrian traffic as well as bikes, prams scooters etc proceed slowly and carefully along the footpath now.</p> <p>I read and hear with interest the increased heat problems faced in new estates out west where they do not have in place the beautiful existing tree canopy that we have and I also consider the old fashion houses and street scape that is Collins street and the council are proposing to change this.</p> <p>I would like to register my strongest objection to this proposal and I do not offer an alternative because I am strongly of the opinion that it would be impossible to improve on Collins Street as it is now.</p>
75	<p>I went to the have your say Collins bike path project and I am a bit confused from the information on this page https://yoursay.northernbeaches.nsw.gov.au/202223-active-transport-proposals-collins-street-north-narrabeen</p> <p>The map shows collins st but the satellite image shows Mona and Bassett st and contains project information for that project. I can't tell from the information here whether the trees on Collins st will be removed or retained?</p> <p>Could you please advise? The full project concept plant seems to mention digging around "trees to be retained" (which looks encouraging!) but I can't work out if this is some, all, or hardly any?</p>
76	<p>I have received your letter regarding the proposed project to establish a shared path in Collins Street.</p> <p>I would like you to consider my observations on this proposal, being residents at 41 Collins Street.</p> <p>A path has recently been put in at Berry Street, and this is for pedestrians and as such is 1.5</p>

Number	Comment
	<p>meters wide. This, in my opinion is completely appropriate for the Street, makes walking down the street easier and and at the same time enhances the vista of the street.</p> <p>I believe that Collins Street, which is already used by pedestrians significantly more than Berry Street, may well be more comfortable to walk down if a similar path were constructed, but do not believe the proposed 2.5 meter path to be appropriate.</p> <p>Apart from the obvious difficulties of trees and their roots causing significant problems, and a footpath of this width being out of keeping and unsightly. The street is residential(unlike the part of Walsh Street by Rat Park which has a similar shared path) and as such has frequently used driveways, necessary to keep as many cars from parking in the road as possible. Many of these driveways have restricted viewing when moving onto the road, and the encouragement of cyclists (Many of which will be young children) will be creating a very dangerous Hazzard, that could well cause serious injury in particular to the young and often inexperienced cyclists using it.</p> <p>In particular, at our property, between the junctions of Berry and Walsh with Collins, at times in the day this is a Rat run for traffic turning off Pittwater Road and traffic frequently speeds onto Collins making the exiting of our driveway quite difficult even without the additional Hazzard of cyclists suddenly appearing next to the fencing.</p> <p>Can you please take these views very seriously before putting young lives at risk.</p>
77	<p>As a resident of Collins Street. I am shocked to see the great length the Council already as gone to achieve a dual pathway.</p> <p>The Plan is drawn up by James McCallum and Engineer T Lau As signed as approved.</p> <p>We received in our letter box a letter day 25 January and a very short response time of 18 February 2022. Signed by Michelle Carter.</p> <p>Asking for us to have our say.</p> <p>The plan appears to have all trees removed to make way for the path. The Trees are environmental habitat for local native species, possums and importantly a food source for the Flying Foxes which live in the Warriewood Wetlands.</p> <p>This is a residential street which provides soft walk ways for locals and visitors alike.</p> <p>On summer weekends visitors past comment how beautiful the Street is due to tree scape.</p> <p>The trees provide assist with the drainage of water in the area with absorption in heavy rain and providing shade from the hot summer sun. Putting down concrete creates rivers of water flowing into the stormwater drains and causing street flooding. This area is low lying and can be subject to flooding in rain.</p> <p>There are 2 dual pathways which lead to the B Line and Northern Beaches Reserve (Rat Park). Pittwater Road and Ocean Street/Sydney Road. These pathways Have no private driveways for walker, bike riders scooter riders (both electric and pedal) to cross. There are no visual impediments.</p> <p>Along Collins St there are driveways with leafy front yards with trees and tall shrubs. At the best of times, residents are very conscious of activity on the Pathway now.</p> <p>The road is wide enough and safe enough for bike riders/scooter Riders to use. If the pathway is erected residents will not be able to view bike riders Etc due to speed and an accident will happen.</p>
78	<p>About 7 years ago the Pittwater Council also thought a pathway was a good idea on the opposite of Collins Street and this was rejected in a feasibility study and the cost of construction.</p> <p>The eastern side of Collins Street has more infrastructure with power poles, gas and NBN lines. Is the Council going to put all the wires underground?</p> <p>Environment - There are a number of studies by Climate Change Council, EPA & many other planning authorities advising the lack of tree scape has on residential areas and the Climate Change Influence in providing tree growth.</p> <p>Northern Beaches Council pride themselves on Environment planning not destroying a landscape by replacing it with hard concrete.</p> <p>Walking traffic to B Line along Pittwater Road is open safe viewing as is the pathways to Rat Park. There are plenty of parking spaces available in the areas.</p> <p>I strongly object to this environmental vandalism of our area for someone to walk/ride on concrete where it is already established.</p>

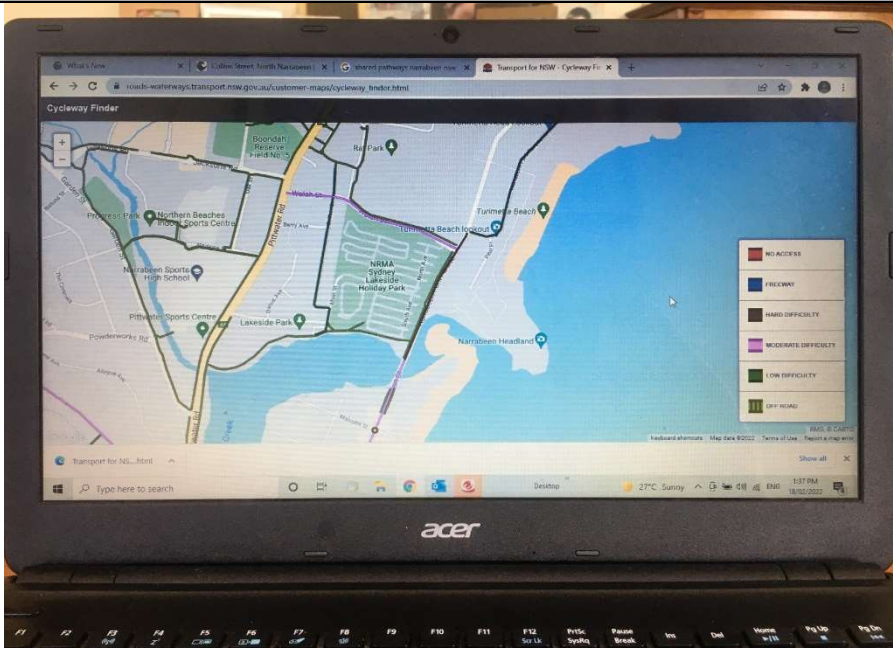
Number	Comment
	<p>Council and the Active Transport Panel should look at fixing up the pathway along Ocean Street between the Bridge and Bus stop at the Pool.</p> <p>This pathway is over grown with weeds. Water pools regularly and as a resident over 40 years I have requested this area be safer for walkers/riders.</p> <p>When it rains you walk on the road to keep your feet dry or walk in 4 inches. This is a hazard for cars and pedestrians alike.</p> <p>Why not spend the money on fixing up current infrastructure a long Ocean Street, which does not remove trees being local habitat for Fauna.</p> <p>Replace expensive utilities supplied to residents of the street.</p> <p>Council has a duty of care for everyone not just someone who wishes to ride a bike on a foot path.</p>
79	<p>In light of the social determinants of health and promoting healthy communities/ aged/ children through healthy exercise, I am in favour of a shared path along Collins Street. This council proposal rectifies pedestrian safety issues along Collins Street and facilitates children walking, cycling and scootering to Narrabeen North Primary from the local area, particularly Narrabeen Park Parade. Collins Street is extremely narrow with insufficient room for two cars to pass each other, sometimes requiring cars to park to allow traffic flow. There is currently no footpath on either side of the street. Collins Street has been cycled and scootered on by myself and my children on a daily basis when the children attended the local school last year. We are forced on a daily basis to scooter/ ride directly in the path of cars along narrow Collins Street to and from school. Particularly of concern is the blind hairpin turn between Lake Park Road and Collins Street which is extremely dangerous due to limited visibility around the bend for motorists. We then cut across Collins Street to a shared pathway between 6&8 Collins Street which extends between Collins Street and Parukala Place/ Darius Ave. Due to this being the quickest route to school, I believe there should be a pedestrian/ bike zebra crossing between 6-8 Collins Street and Parukala Place. Unfortunately this important shared pathway is obscured from your posted plans. Then Parukala Place/Darius Ave connects to a further shared pathway between 7&9 Darius Ave. This (7&9 Darius) shared pathway then connects to a traffic lights/ crosswalk/ bus stop in front of Shell/ Coles Express on Pittwater Road before reaching both Narrabeen North Primary and Narrabeen Sports High. I believe there should also be a zebra pedestrian bike crossing in front of 7-9 Darius Ave. I also think there should be a zebra crossing at the intersection of Walsh and Collins Street given high pedestrian traffic between the lagoon, local streets and popular Friday Markets on Walsh Street. Generally, climate change considerations should be taken into account, notably Collins Street is flood and tidal surge prone, so extra care should be given to raising the level of the path above the grass surface and adequate drainage. If possible, the beautiful and aged paperbark trees along Collins Street should be kept. Additionally consideration should be given to rewilding the land adjacent to the shared pathway with native/ food producing vegetation/ wildlife boxes to support wildlife (particularly bird and possum). This also applies to adjacent Walsh St. Noting that electric bikes travelling at car speeds (15-20 Koh) are increasingly prevalent, some consideration should be given to separating the walking section of the path with the bike/ scooter section of the path.</p>
80	<p>I'm writing to express my opposition to the proposed shared pathway down Collins St North Narrabeen .</p> <p>The street is a residential, tree lined and with grassed front street scape. The 2.5 m shared pathway would be totally out of character with this street. Currently there exists a shared pathway right along Pittwater Rd that could be used by cyclists that extends right down to the Narrabeen bridge from the B Line "Park and Ride" and Rat Park. The 2.5 m path belongs on a main road. Please don't make Collins St a bike highway.</p> <p>There are also some safety concerns with this proposal. Every house along that street has a driveway that crosses the foot path and many have hedges/trees that hinder vision . Cyclists traveling along there at speed could be in danger and also present a potential risk to residents leaving their residence.</p> <p>Berry Avenue and the west end of Walsh St have had 1.5 m foot paths installed. This size</p>

Number	Comment
	<p>pathway does fit in with the residential design and enhances the use by walking traffic , the 2.5 m shared partway does not.</p>
81	<p>The proposal lacks merit not because of the concept but because of the location. A path is needed but not wider than 1.5 meters and not for the purpose proposed.</p> <p>Collins street is a narrow tree lined residential street with small blocks with houses close to the front of the blocks. Resident's parking is stacked parking with mostly two cars per household. The street is often parked out due to visitors for the lake or Rat Park. We are continually moving one car to access the second requiring backing onto the street. This is a real hazard and pedestrians are hard to see when you back out now without the proposed activity of bikes/ebikes etc. This is a major safety issues, with responsibility falling on the residents.</p> <p>There are already cycleways available in the area on Pittwater Road and Ocean Street which are suited to the purpose which Collins certainly isn't. The narrow verge area does not allow a 2.5 metre path without significant environmental damage to trees. The construction of such a concrete mass in a residential street will result in significant heat from the path and the removal of trees an unnecessary environmental outcome. I know it must be tempting to remove the trees to save on the pruning required each year due to the overhead wires but the environmental and safety impact far outweigh these costs.</p> <p>In summary Collins Street does need a footpath but not a transit lane for fast moving bikes where the residential living is so close to the front of the block. There are environmental issues, safety issues and privacy issues which would be an unacceptable burden on the residents.</p>
82	<p>I take this opportunity to raise my concerns about the proposed 2.5m wide footpath for Collins Street North Narrabeen.</p> <p>The proposed 2.5 m wide footpath is clearly not in keeping with the local area nor surrounding residential streets. Footpaths in Walsh Street and Berry Ave between Pittwater Rd and Collins street are 1.5m wide and far more in keeping with the local area.</p> <p>The proposed 2.5m wide path would pose significant issues with the substantial Melaleuca street trees lining the street requiring substantial root removal and ongoing root control/maintenance, something council has a poor track record with.</p> <p>Additionally, a 2.5m wide path poses issues with the maintenance and changeover of the power poles in the street. It is important to note that High Voltage 3 x phase transmission lines run along Collins street as well as the 3 x phase consumer supply voltage.</p> <p>If Collins street requires a 'road lane' sized path, what is councils specific design detail at the very southern end of the street between the caravan park entrance and pelican path?</p> <p>As for the northern end of Collins street, the proposed footpath ends at Walsh Street without taking the path up the the existing path linking the main bus stop, a mere 100m more.</p> <p>A Council representative I spoke to indicated that the new path in Collins street is part of the 'beaches network of paths'.</p> <p>To put it mildly, this is completely incongruent to what council has done in the past.</p> <p>Residents in the Narrabeen community clearly remember the council's deal with a previous lease operator of the Caravan Park Mr John Deneen of the Big Four Group which saw the closure of the public access route through the caravan park via McKenzie street (a public street) from Collins Street to the Ocean Baths at North Narrabeen. The closure caused the severing of a very important and frequently used means of pedestrian access without regard for the community.</p> <p>We are now left with the section of footpath from Narrabeen Park Parade between McKenzie Street and Pelican Path that floods in heavy rain and leaves large puddles after rain for the community to negotiate.</p> <p>Further, a 2.5m wide path would contribute to much greater thermal mass than is responsibly required for a public footpath.</p> <p>An excessively wide 2.5m wide path would also contribute to decreasing the ground absorption ability during heavy rain/storm events. Surely even Council staff remember the impacts of the '2016 East Coast Low' weather event in this area.</p> <p>In conclusion, I am not against a public footpath in Collins Street North Narrabeen, I would be happy to support a proposal for a realistically proportioned 1.5m wide path for the benefit to the local community.</p> <p>Furthermore, may I suggest a face to face meeting with residents in an attempt to work co-operatively together to achieve a solution that provides a successful outcome.</p>

Number	Comment
83	<p>please note my opposition to the 2.5m shared cycle pathway proposed for Collins St, North Narrabeen.</p> <p>This is a peaceful and safe street.</p> <p>A 1.5m standard pathway for pedestrians would be great but the idea of sharing an intrusive 2.5m path with speeding bikes and Escooters is frightening to me.</p> <p>Accidents with residents driveways is bound to occur. I'm sure the Council would be liable because of them knowingly creating many potential collision sites.</p> <p>Shared paths in Sydney Road and Pittwater Road already service North/South movement! We don't need a third!</p> <p>Spend some money on the poor condition of the existing Sydney Road Shared path!</p> <p>Please use some common sense and change your plans to a 1.5m standard footpath!</p>
84	<p>We wish to lodge an objection to the proposed shared footpath on the eastern side of Collins street North Narrabeen.</p> <p>My objections are for the safety of residents and path users, for the proposed path to fit between the paperbark trees and the residential alignment, 2.5 mt does not leave any setback from the properties front boundary so any vehicle exiting there drive way either reversing or driving forward has no visibility of any path users until they have moved onto the path itself, I presume the users would also include electric bikes, electric scooters, electric skate boards and other forms that are capable of speeds in excess of 30kph with no noise of there location, a very dangerous and foreseeable safety concern, the council has a duty of care to the residents and path users.</p> <p>The proposed loss of parking spaces opposite the cafe on Lake Park Road 7/8 spaces not 4 as shown on the plan will result in loss of trade for the café and reduce valuable parking during holiday seasons.</p> <p>The 2.5m path will damage the shallow root system of the mature paper bark trees.</p> <p>The proposed shared path is a duplication of the path on Pittwater road, I would also suggest that a shared path on the western side of Sydney road from the Ocean street bridge linking pelican path and Walsh street would be a more viable option than a path down a tight residential street that Collins street is.</p> <p>The council had plans for a 1.5m footpath on the western side of Collins St linking paths in Berry and Walsh St this would link all the paths to Lake park road without crossing Collins St. We are in favour of this plan as are most people in the area, so that mothers with prams and children and people of all ages and abilities are able to get off the busy roadway which is what they do now as there is a lack of an alternative.</p>

Number	Comment
85	<p>I am opposed to the 2.5m shared cycle/pathway proposed. There are better options. Please note that after discussing this proposal with numerous people as they walk down Collins St, the overall opinion is that a standard 1.5m footpath would be warmly received. The 2.5m shared cycleway proposal however was overwhelmingly met with rejection for many reasons most of which are listed below.</p> <ol style="list-style-type: none"> 1. Collins St is one of the most desirable streets in the local area and it is known for its tree lined nature strips and cool ambience and a 2.5m concrete path would endanger these trees. Root cutting would make them unstable and if they were removed, the loss of canopy, habitat and shade surely is contrary to Council's 'Greening Policy'. 2. The local area already has established shared paths along Ocean St, Sydney Rd, Walsh St and Pittwater Road that connect the B-line and Rat Park. Surely they are more than adequate to service these destinations! 3. Importantly, none of these already established 'shared paths' cross residential access and driveways, but are sensibly placed where visibility is open and potential cross traffic is rare. Most of Collins St driveways however, come from fenced, well established and foliated front yards where visibility is often compromised. This would add over 20 sites for potential collisions between bikes and reversing cars! Council surely has a Duty of Care here to not create these danger sites! 4. Rat Park and the B-Line are not destinations where people ride bikes. The vast majority would be Pedestrian access. 5. Elderly walkers, many with little dogs and mothers with prams and young children will feel (and would be) threatened when bikes and scooters are introduced to the nature strip. A 1.5m standard footpath would be a much better idea for all concerned . <p>It is worth noting that there is an 'Electric Bike' shop recently opened less than 100m from Collins St. (Can you imagine these speeding hazards on the shared path as they 'test ride' their new purchase!)</p> <ol style="list-style-type: none"> 6. Solid surfaces are well known for their contribution to local area warming and with the media focus on reducing these hard surfaces and planting more trees to naturally cool the environment, removing an established green space and replacing it with 2.5m of concrete is verging on environmental vandalism. 7. The removal of 4 valuable car spaces near the lagoon when parking is at premium levels is completely counter-productive. 8. These car spots are used constantly, every day by Tradies, Reps, Travellers and Locals for a quick collections of something from the Café opposite. Removal of these will undoubtedly affect the passing trade that the Café must depend on ALL YEAR! They must remain to support local business! 9. There is no need for moving bike traffic onto the footpath! Collins St is a safe street, not a major thoroughfare, where bikes and cars already cohabit the road without incident. Michelle, please guide your Team to treat this proposal with common sense with a safe and environmentally friendly result as the Goal. <p>I reiterate, a Standard 1.5m wide footpath ticks ALL the boxes with minimal disturbance to a much loved street.</p> <p>I look forward to your acknowledgement of receiving this email and your comments accordingly.</p>
86	<p>I would like to support the information (see below) as a resident in Collins St, has provided to oppose the proposed shared 2.5m cycleway/footpath along Collins St, Narrabeen. He has provided some excellent safety, logistical and environmental considerations for Council to take note.</p> <p>As a long time regular visitor to this local area in Collins St, I take my elderly mother as well as my small grand children to the walking path along the lake. To be able to park easily in the small car park opposite the cafe is essential for her, theirs and my safety. Removal of car spots will only create more parking stress and less viability to park.</p> <p>As a regular visitor to Rat Park, for markets, football, golf practice etc, I personally only access these directly from the main road via car or bus as I believe do most other visitors would.</p> <p>Collins Rd is a gentle enjoyable walk under a beautiful green canopy of long established trees. It would be indescribable to think that a wide concrete pathway would in any way enhance the area, rather it would detract from the quiet natural access it currently provides for residents and visitors.</p>

Number	Comment
	I would request that Council reconsider this proposal, to look at a narrower pathway which would be far more suitable for a residential street.
87	<p>This notification is to advise you that as a resident of [REDACTED], I oppose the plan for a 2.5m shared path/cycleway. There are a few reasons why I oppose this.</p> <ol style="list-style-type: none"> 1. The beautiful trees along the proposed side of the street would be damaged, most of their roots stretch across the whole nature strip. This would make the street much less appealing and I would think be against the councils Green Policy. These trees are also home to much of our local wildlife. 2. There is not a lot of foot and bike traffic along the street, it really is only local. Aside from weekends when visitors pack the street in cars. 3. I don't see the value of adding another pathway to connect to Blin and Rat Park as there are already pathways along Ocean Street, Walsh St Pittwater Rd and Sydney Road. 4. The proposed pathway at the beginning of the caravan park would cause havoc with bikes and cars working out right of way. It would also be a dangerous situation having kids riding straight across the park entrance on the path as alot of cars and caravans are coming in and out. 5. As residents we often will need to be half way out of our driveway to see any pedestrians, let alone bike riders than could come flying past. Accident waiting to happen. <p>I hope you will take this into consideration.</p>
88	<p>I am a long time resident of Collins Street, number and I would like to object to the proposed shared pathway in its present form. The current proposal is complete overkill for a purely residential street and its community.</p> <p>A normal footpath would be far more suitable, say 1.4 metres wide, serving the needs of parents with strollers, wheelchairs, mobility scooters, etc. This is especially true of weekends and holidays when Collins Street serves as overflow parking for young families visiting the lagoon with strollers and beach trollies.</p> <p>A shared pathway would have to cross multiple active driveways, surely, with bicycles on the path, this cannot be good practice.</p> <p>I can see no justification for despoiling a pleasant residential street with 2.5 metres of concrete.</p>
89	<p>I wish to register my strong opposition regarding the above mentioned proposed Shared Path Cycleway in Collins Street, North Narrabeen.</p> <p>My rejection of this proposal is based on sincere safety concerns of all persons that would be affected if this proposal was approved.</p> <p>Shared cycleways are usually located in areas where there is ample vision to be able to avoid (possibly speeding) cyclists/E scooters etc.</p> <p>Collins Street, North Narrabeen is a residential street with well established trees & gardens, which will obscure long distance safe vision. To make things even more dangerous, with the recent opening of an "Electric Bike" shop 100mtrs from Collins Street, the cycleway could be deemed as a "test the bike out" track (as it could become part of a "round trip" from the Electric Bike Shop).</p> <p>It would be natural to test the bike's power, speed, capability etc (especially if the cyclist is a child, which would more than likely be the case). Please note that I do not believe that erecting signs requesting cyclists to control their speed will be effective in this instance.</p> <p>No matter how careful the residents will be whilst backing into the street, the situation of a shared cycleway is fraught with danger. If a child (or any cyclist) is struck by a car reversing out of their driveway, I hope that Council will take full blame and responsibility for the incident as it would be a direct result of Council's decision.</p> <p>I request confirmation of receipt of my email and sincerely hope that the Council will reject Ref: 2022/23 Active Transport proposals Collins Street, North Narrabeen (proposed shared path cycleway).</p>
90	<p>Please note the map below from the Transport NSW web site.</p> <p>Note that the existing shared pathway on the Eastern side of Pittwater Rd from Lake Park Rd north to the B-line DOES NOT appear on this map!</p> <p>Strangely a cycleway up Collins St is clearly marked though!</p> <p>One would ask why this is so? Is this error or is this an indication of Lack of Disclosure?</p>

Number	Comment
	
91	<p>I am strongly opposed to the proposal to build a 2.5 metre shared path in Collins Street to connect Walsh Street with Narrabeen Lagoon. The construction of the proposed shared path in a narrow suburban street will impact negatively on Collins Street and its residents in both aesthetic and environmental ways.</p> <p>Building the proposed shared path is detrimental to Collins Street and its residents. Council has rightly adhered to strict development and building codes to maintain aesthetic and environmental standards in our beautiful, fragile coastal and flood prone local area.</p> <p>Development applications and renovations need to comply with requirements to maintain 'green' areas and to prepare for the 1 in 100 year flood. Most homes in Collins Street are built to the front or western edge of the block of land, close to the road boundary. The construction of the proposed 2.5 metre path will mean the removal of virtually all of the existing green verge and trees. This will greatly reduce 'green' area and increase 'built' hard surfaces in Collins Street to create a hot, unappealing 'concrete jungle' environment.</p> <p>There are shared bike and pedestrian paths already connecting Walsh Street, Pittwater Rugby Park, Warriewood B-line and recreational facilities around Narrabeen Lagoon. The present wide shared path along Pittwater Road serves to connect these areas for pedestrians, bike riders and public transport users as does the wide shared path that runs along the northern edge of Narrabeen Lagoon, Ocean Street and Walsh Street. The building of the proposed 2.5m shared path in Collins Street is unsightly, detrimental and an unnecessary duplication of existing local facilities.</p> <p>A pedestrian footpath of normal width in Collins Street instead of the proposed 2.5 metre concrete construction would be far more practical, aesthetically appealing and environmentally friendly.</p>
92	<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</p>

Number	Comment
	<p>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 "Speed 10 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> <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>
93	Council should consider having all dedicated bus lanes available during all daylight hours dedicated to cyclists, buses, taxis and motorcyclists. This situation currently limited to periods in the morning and afternoon on weekdays should be extended so that these lanes are available for cycle transport.
94	<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 earmarked 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>
95	Bicycle NSW Submission

*Respondents who did not provide written comment have been excluded from the above list. Any sentiment responses have been included in the sentiment graph within this report.

Document administration	
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Related Projects	Northern Beaches Bike Plan
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.