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## Community and Stakeholder Engagement Report (Stage 2 of 2)

### Frenchs Forest Active Transport Network Stage 1 – Round 2 (detailed designs)

Consultation period: 20 June to 20 July 2025

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## 1. Summary

We invited community and stakeholder feedback on the detailed designs of the Frenchs Forest Active Transport Network Project from 20 June to 20 July 2025.

This report presents the outcomes of Round 2 community and stakeholder engagement for the project, where we invited feedback on the detailed designs for Stage 1 of works. This followed Round 1 of engagement on the concept plans in September and October 2024. Initial community concerns raised in Round 1 have helped inform the detailed design development and the preparation of a Tree Management Plan.

The project aims to provide safer and more accessible walking and bike riding routes connecting key destinations such as schools, shops and recreational areas in line with Council's Move – Northern Beaches Transport Strategy.

We received 71 submissions as part of the Round 2 community and stakeholder consultation, with broad support for the project's objectives.




Overall, community feedback on the detailed designs for Stage 1 of works reflected strong support for better active transport links. Many people stated that this project would make it easier and safer for them to walk and bike ride to local destinations, citing the potential for improved liveability outcomes.

Key concerns raised included more consideration of path obstacles (e.g. power poles and bus shelters), more opportunities for vegetation and tree plantings, and people walking and bike riding sharing the same space, especially with the growing use of e-bikes.




There were also suggestions to expand the network to provide improved connectivity to Glenrose Village, Yindela Street shops, and Belrose Public School.


This project is proudly funded by the NSW Government.

## 1.1. Key outcomes

 Total unique responses	71	
 How responses were received	Comment form Written responses (email/letter)	Completions: 67 Number received: 4
 Feedback themes	Safety and accessibility Connectivity and network gaps Environment and amenity	Parking and local access Design quality and value Project transparency and prioritisation

## 1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 2,654	Visits: 2,126
 Print media and collateral	Letterbox drop: 2085, 2086 Site signs used	Distribution: 392 Number of signs: 7
 Electronic direct mail (EDM)	Community Engagement newsletter: 2 editions Council (weekly) e-News: 2 editions KALOF Newsletter: 1 edition The Wave Disability Newsletter: 1 edition	Distribution: 22,355 and 22,313 subscribers Distribution: 57,893 subscribers Distribution: 1,732 subscribers Distribution: 1,406 subscribers

 <p>Key stakeholder engagement</p>	<p>Stakeholder emails:</p> <p>Schools' notification emails:</p> <ul style="list-style-type: none"> <li>• Mimosa Public School</li> <li>• Davidson High School</li> <li>• Wakehurst Public School</li> </ul> <p>Key organisations:</p> <ul style="list-style-type: none"> <li>• Comfort Del Gro Australia (CDC NSW Region 14)</li> <li>• Bicycle NSW</li> <li>• NSW National Parks &amp; Wildlife Service</li> </ul>	<p>Distribution: 6</p>
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### 1.3 Who responded<sup>1</sup>



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

## **2. Background**

The Frenchs Forest Active Transport Network is a 7.7km shared-user path initiative which aims to improve walking and cycling connections across Beacon Hill, Frenchs Forest, and Davidson. This network was developed following the discontinuation of the Pipeline Active Transport Corridor project between Beacon Hill and St Ives.

The Frenchs Forest Active Transport Network is designed to enhance access to local schools, parks, shops, and recreation facilities through safer, more convenient paths and low-traffic street routes. Key priorities include safety, accessibility, and sustainability.

Initial concept plans were exhibited for community feedback in September and October 2024. This engagement showed strong support for improved walking and cycling infrastructure, with community input helping to shape the detailed designs. A Tree Management Plan has also been developed in response to concerns about vegetation impacts.

In February 2025 the proposed priority crossings were approved by Council's Local Traffic Committee, this second round of consultation aims to refine design elements ahead of construction.

The project is fully funded by the NSW Government, with Stage 1 construction scheduled to begin in September 2025 and completion anticipated by the end of the year.

## **3. Engagement objectives**

The engagement process for the Frenchs Forest Active Transport Network project aimed to:

- build community and stakeholder awareness of participation activities
- provide accessible information so community and stakeholders can participate in a meaningful way
- identify community and stakeholder concerns, local knowledge and values
- communicate with the community and stakeholders how their input was incorporated into the planning and decision-making process
- provide vulnerable and marginalised groups with access to the engagement process.

## **4. Engagement approach**

Community and stakeholder engagement for the Frenchs Forest Active Transport Network project was conducted between 20 June and 20 July 2025 and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Strategy](#) (2022).

The existing Have Your Say project page<sup>1</sup> was updated with the latest project details, presented in a clear and accessible format to support community understanding.

Stakeholders identified during the first round of community engagement received notification letters inviting them to provide feedback on the detailed designs for Stage 1 of the works.

The three schools, Mimosa Public School, Davidson High School, and Wakehurst Public School, proposed to be connected as part of Stage 1, were contacted directly by Council's Road Safety Officers and provided tailored messaging for distribution within each school community.

The project was promoted primarily through the Council's regular email newsletter and media channels. Site signage was installed at high-traffic locations including Glen Street Theatre and Library, Glenrose Village, Frenchs Forest Showground, Lionel Watts Reserve, and the three schools noted above, ensuring visibility among those who live, work, or study in the area.

Community feedback was collected via an online comment form on the Have Your Say page, which included an open-text field for general comments on the detailed designs. It was advised that this input would help inform and refine the design before construction begins on Stage 1 of works.

Email and written submissions were also accepted.

## 5. Findings

Overall, community feedback on the detailed designs for Stage 1 of works reflected strong support for better active transport links. Many people stated that this project would make it easier and safer for them to walk and bike ride to local destinations, citing the potential for improved livability outcomes.

However, a major concern was for people walking and bike riding sharing the same space, especially with the growing use of e-bikes. Feedback from the community has indicated a desire for separate bike paths and footpaths where possible, this was reviewed and whilst considered there was not the volume of users to require a separated cycleway in this location.

There were also some suggestions to improve the design including more consideration of path obstacles (e.g. power poles and bus shelters), and more opportunities for vegetation and tree plantings. There were also suggestions to expand the network to provide improved connectivity to Glenrose Village, Yindela Street shops, and Belrose Public School.

Some requests that are out of scope of the current project were also received for other active transport improvements in the LGA.

A few respondents questioned whether this project is a priority, and whether it would generate a high level of usage.

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<sup>1</sup> <https://yoursay.northernbeaches.nsw.gov.au/frenchs-forest-active-transport-network>

**Table 1: Issues, change requests and other considerations**

Theme	Issues, change requests and other considerations raised	Council's response
<b>Shared path – infrastructure considerations</b>	Many respondents were supportive of improving walking and cycling facilities in the area, highlighting the anticipated benefits of the project.	Noted. We will be progressing plans to improve walking and bike riding infrastructure in the area, with construction anticipated to commence later this year.
	Some respondents requested improved design quality, citing obstacles such as power poles and bus shelters in the shared path.	In the detailed design, where possible, obstacles such as power poles have been avoided to provide a consistent shared path. Where unavoidable due to site constraints, appropriate line marking and signage will be installed.
	Many respondents cited concerns for people walking and bike riding sharing the same space, especially with the growing use of e-bikes. Some community members raised the importance for all path users to feel safe including those with mobility issues.	We recognise the increasing popularity of e-bikes which is making cycling a more accessible option for a wider range of trips and people of all ages and abilities. This has been considered in the design by ensuring a 3m path width in Sections 2 and 3. This is wider than most existing shared-user paths in the LGA.  Our Road Safety Team continues to deliver community education campaigns around safe use of shared-user paths.
	There were requests for separated bike paths and footpaths where possible.	This is out of scope of the current project due to funding constraints and constructability considerations.  Beyond this project, we will continue to actively plan and deliver new separated bike paths across our key regional and district bike routes in the LGA.
	Some community members expressed concerns about the sight lines at driveways.	Driveway edge lines have been included in the design to remind drivers to take care and give way to people walking and bike riding when entering and exiting driveways.

	Some respondents felt that there was an excessive amount of crossing facilities proposed. A few respondents were also concerned about sight lines at some crossings.	<p>Crossing facilities have been proposed at all intersecting streets to provide a safe priority connection for people walking and bike riding.</p> <p>All crossing facilities have been subjected to an independent road safety audit. Offsets and kerb blisters have been included in the design for some crossings as required to improve sight lines.</p>
<b>Network connectivity and path alignment</b>	Whilst supportive of the project, some of the feedback expressed a desire for the network to link with more destinations such as Glenrose Village, Yindela Street Shops and Belrose Public School.	We will assess the feasibility of additional links and will continue to seek funding opportunities to provide improved connections to the Frenchs Forest Active Transport Network.
	Some respondents questioned the need for the path to change sides of the road along the corridor.	The path alignment was selected based on access to key destinations and constructability.
	Community feedback indicated mixed opinions on the need for Sections 1A and 1B.	Sections 1A and 1B are currently subject to available funding and not included in the Stage 1 works.
<b>Environment and trees</b>	Some concerns were raised over tree and vegetation removal.	<p>We recognise the importance of street trees as part of our local environment and in providing green, leafy and shady places. Where possible, mature and significant trees have been preserved.</p> <p>As per our adopted Tree Canopy Plan, a minimum of two trees will be planted for any one tree removed from public land. To this extent, we have developed a tree management plan which details the location and species of offset trees to be planted for this project.</p>
<b>Public transport and other requests</b>	Whilst supportive of the project, some feedback expressed a desire for improved public transport services in the area.	We fully advocate for improved public transport services and connections to, from and within the Northern Beaches through our Move Transport Strategy. The provision of public transport services is a State Government responsibility and not within the scope of this project.



	There were some requests for other active transport improvements in the area, including local footpaths in and around the Frenchs Forest Town Centre.	<p>Whilst these requests are out of scope of the current project, they have been noted for consideration. New footpaths in surrounding streets will be considered when we next review the walking network as part of the New Footpath Program.</p> <p>We continue to seek opportunities to deliver the regional bike network around the Frenchs Forest Town Centre, as per the Bike Plan.</p>
<b>Funding and usage</b>	Some respondents asked for more information on funding and project staging.	We will provide more information on funding and staging as the project progresses.
	Some feedback indicated that this project should not be a priority, and that funding should be spent on other Council projects.	As per the Move Northern Beaches Transport Strategy, it is important to cater for and provide the community with easy and safe transport options. This includes walking and bike riding, particularly for short trips, which can lead to economic, environmental, and social benefits.

During the consultation, we received several questions either through direct contact or within feedback received.

**Table 2: Questions raised in feedback and Council's answers**

Questions raised in feedback	Council's answer
How about a dedicated safe path/cycleway along the Wakehurst Parkway between Seaforth and Allambie/Frenchs Forest?	A shared path along the Wakehurst Parkway corridor is proposed in Council's Bike Plan, as a Tier 1 – Regional Route. We continue to seek funding opportunities to deliver this project.
Could you please explain how governments at any level plan to deal with this (e-bike safety)?	<p>We have been promoting education and awareness on e-bike safety. We have taken several actions to address e-bike safety, including the launch of Australia's first behavioural change campaign to encourage safe behaviour among young e-bike riders.</p> <p>Many of the problems Council faces relate to gaps in State Government legislation, limiting what e-bike rider behaviours can be enforced by police. We made a submission to the recent NSW Government</p>

Questions raised in feedback	Council's answer
	Parliamentary Inquiry into the use of e-scooters, e-bikes and related mobility options, and we continue to work closely with police, local schools, and Transport for NSW to address concerns and identify feasible resolutions.
Why are you focusing on secondary roads when you should be concentrating on the most dangerous roads?	We have a program of works across the LGA to improve active transport infrastructure. This project will provide a safer connection to key destinations in the Frenchs Forest and Davidson areas.
To what extent will ratepayers be required to contribute?	This project is funded by a NSW Government grant.

## Appendix 1 Verbatim community and stakeholder responses<sup>2</sup>

To view all verbatim comments, please click the link below:

<https://eservices.northernbeaches.nsw.gov.au/ePlanning/live/Common/Output/Document.aspx?t=webdoc&id=!!fxKQQahzWXzYJEJ1tXWEdp4OuuKaWIHPGvNjGg==S6J92egConc=>

<sup>2</sup> 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.

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