

Community and Stakeholder Engagement Report

Allambie Road, Allambie Heights – 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 new shared path connection along Allambie Road, Allambie Heights exhibited between 25 January and 18 February 2022.




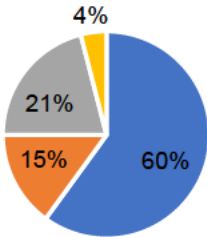
The proposal includes a 2.5m shared path on the northern side of Allambie Road between Flers Street and Allenby Park Parade and an intersection upgrade to include bike crossing facilities.


This will provide a valuable active travel connection between the local shopping, community and commercial facilities, Allambie Heights Oval including playground and sporting facilities and Allambie Heights Public School.

This project proposed is grant dependant and can only commence if we successfully obtain funding under the Get NSW Active program. Feedback collected during consultation indicated a strong level of support for the proposed shared path upgrade, highlighting the anticipated benefits for all path users.




Respondents who were not supportive of the proposal felt that shared paths were generally unsafe, while others questioned the justification for a shared path at this location citing concerns that it would not be well used.

1.1. Key outcomes


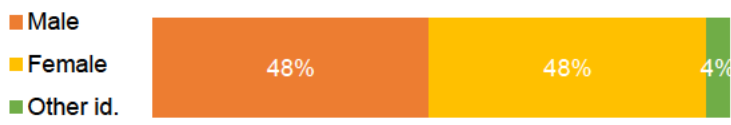

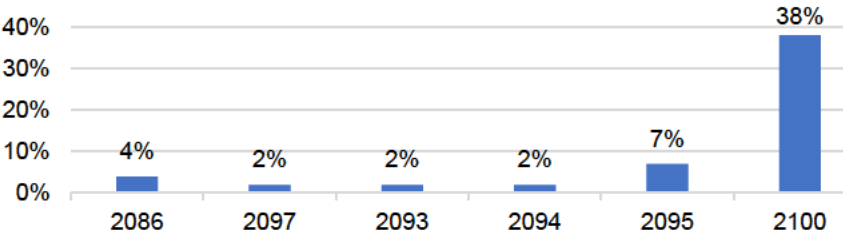
 <p>Total unique responses</p>	<p>43*</p>	
 <p>How responses were received</p>	<p>Comment form Written responses (email/letter)</p>	<p>Completions: 37 Number received: 6</p>
 <p>Online sentiment question: Should funding for this proposal be approved, do you support the shared path at Allambie Road, Allambie Heights?</p>	<div style="text-align: center;">  <ul style="list-style-type: none"> ■ Yes ■ Yes with changes ■ No ■ Neutral <div style="border: 1px solid black; padding: 5px; display: inline-block; margin-top: 10px;"> <p>Total responses = 48</p> </div> </div>	

 Feedback themes	Safety of shared path Location of shared path in Allambie Road	Existing infrastructure Use of shared path
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1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 177	Visits: 185	Average time onsite: 3mins 13secs
 Print media and collateral	Letterbox drop: 2100 Site signs: Yes		Distribution: 148 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 responded¹

 Gender	 <ul style="list-style-type: none"> ■ Male ■ Female ■ Other id.
 Postcodes	

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

2. Background

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

Shared paths are one way we can achieve this while also providing opportunities for both transport and recreational benefits as well as promoting a healthy lifestyle through active travel. Seeking opportunities to introduce more shared paths in 2022 and 2023 including building new connections and upgrading existing paths is one of our key priorities.

The proposal is grant dependant and can only commence construction if we successfully obtain funding under the Transport for NSW (TfNSW) Get NSW Active program. Community engagement was carried out to understand the level of community support for the proposal. The consultation feedback supported our grant application to NSW Government.

If the grant funding submission is successful, this shared path will provide a valuable active travel connection between the local shopping, community and commercial facilities, Allambie Heights Oval including playground and sporting facilities and Allambie Heights Public School.

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 Allambie Road, Allambie Heights – Shared Path proposal was conducted between Tuesday 25 January 2022 to Friday 18 February 2022.

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

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

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

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 a high level of support for the proposed shared path upgrade, highlighting the anticipated benefits for all path users. Some residents raised concern noting they did not support the shared path for safety reasons citing existing power poles, driveways, increased concrete and the reduced amount of green space.

Respondents who were not supportive of the proposal felt that shared paths were generally unsafe noting the gradient in some sections, the high volume of traffic and the need for education. A suggestion to locate the path the southern side of Allambie Road was also raised as well as the need for additional shared paths in the area. Others questioned the justification for a shared path at this location based on concerns that it would not be well used.

Table 1: Key issues raised

Theme	Issues, change requests and other considerations raised	Council's response
Safety	<p>Concern was raised that shared paths are dangerous or uncomfortable for pedestrians due to potential conflicts with bike riders.</p> <p>The steep section at the Allambie Vets could be a dangerous area of the shared path.</p>	<p>Shared path user conflict is a concern that is often raised. Transport for NSW Centre for Road Safety released a discussion paper on shared paths in 2015. The concluding remarks, based on evidence, stated that shared paths represent a relatively low safety risk. It is important that the shared path is designed to be as safe as possible with adequate width. This shared path will provide a safe cycling and pedestrian option.</p> <p>Pedestrians have the right of way on shared paths and riders need to allow safe passage. The path is planned for lower speed environments, and it is expected that commuter riders will continue to use the on-road cycleway.</p> <p>We acknowledge that the shared path will be steep in some sections, we encourage riders to use safe speeds on shared paths and to be aware of their surroundings. If construction does commence, we will prepare a survey and detailed design and look at this section in more detail as we may be able to make some safety improvements through designs.</p>

Theme	Issues, change requests and other considerations raised	Council's response
	<p>Unsafe for the large number of driveways and vehicles reversing out to the road</p>	<p>We have constructed shared paths in similar locations where there are many driveways, such as Pittwater Road and South Creek Road.</p> <p>All road users need to be aware of their surroundings and look out for other vehicles on the road or reversing from driveways, pedestrians or riders.</p>
	<p>Road safety education on how to use a shared path.</p>	<p>Council is currently promoting our Share the Road campaign for drivers and pedestrians. Our Road Safety officer works to educate our community on road rules, such as through our Share the Path video.</p>
<p>Location</p>	<p>Should be located on the southern side of Allambie Road.</p>	<p>The north side of Allambie Road has been identified for a shared path as the south side as well we have identified construction challenges on the southern side of the road.</p> <p>Cyclists using the shared path will need to cross the road at the commercial area to continue their journey. This lights will be upgrade with specific signals for cyclists to allow them to cross at the lights legally with pedestrians.</p>
	<p>Topography of Allambie Road.</p>	<p>We recognise that Allambie Road is steep and that it may not be suitable for riders to use the shared path.</p> <p>We expect that electric bike ownership will increase, therefore cycling on steep roads will be easier for many people and a popular choice.</p> <p>The shared path will also benefit people walking through a wider path.</p>
	<p>Additional footpaths and shared paths in the area are required.</p>	<p>Additional future shared paths and links are also being considered in the surrounding area, dependant on available funding. The Northern Beaches Walking Plan identifies a number of footpaths proposed for Allambie Heights, with a footpath in Darmour Ave and Inglebar Rd include in the draft 2022/23 new footpath program.</p> <p>This shared path will connect to the existing shared path north of the commercial area and will lead to the Frenchs Forest precinct and planned Town Centre development.</p>

Theme	Issues, change requests and other considerations raised	Council's response
Design of shared path and infrastructure impacts	Concerns there is too many unmovable obstacles (Power poles, bus stops etc).	Due to the available space on the road reserve area, there is generally pinch points at bus shelters etc, which can be a benefit as it can assist in slowing down bicycle riders and pedestrians at these narrow sections.
	The road reserve will not allow a 2.5m shared path to be constructed	At times it is necessary to construct shared paths to accommodate narrow sections and existing infrastructure. Once we undertake the detailed survey and design stage of the Allambie Road shared path, we will identify these areas that will be reduce in width. People will be able to continue to place their bins out on rubbish night.
Loss of green space	Wider concrete path will reduce green areas in the road reserve	Due to the limited space available in the road reserve in Allambie Road, it may be necessary to construct the shared path to the property boundaries.
Utilisation	No one will use the shared path as riders will still use the on-road cycle lane	Cyclist can continue to utilise the existing on-road cycle lane. The proposed shared path will allow an option, specifically for school children or less confident cyclist to utilise the shared path as a safer off-road route. The shared path will also provide a greater width for pedestrians than a standard sized footpath

Appendix 1 Verbatim community and stakeholder responses*

Number	Comment
1	<p>1) dangerous for path users with vehicles reversing out of driveways - too many houses on this path</p> <p>2) width 2.5 will leave no green space and be very ugly</p> <p>3) too many unmovable obstacles eg power poles, bus stops</p> <p>4) money better spent on roads with no existing footpaths</p> <p>5) better option reduce speed limit on Allambie rd to 50km/he</p>
2	Great improvement for cyclists
3	<p>I definitely support the addition of a shared path on this reasonably busy road.</p> <p>Just not sure why you wouldn't keep it all on one side of the road?</p> <p>Plus please consider signage to highlight that when cars turn off Allambie Rd that they should give way to any pedestrian who is crossing the road at or near the intersection. In accordance with the the Road Rules 2014 section 73, 74 etc</p>
4	Please finish the footpath on the southern side of Roosevelt Avenue first.
5	<p>While the provision of a shared pedestrian/bike rider footpath sounds fantastic what actions are Council going to implement to prevent irresponsible bike riders, of whom there are many, from riding down pedestrians and/or pets while racing down Allambie Roads. And, what proposals does Council intend to implement to stop bike riders from riding across the roads intersecting this proposed bike way. As I am sure that Council understands that Australian Road Rules make it an offence for a bike rider to ride their bikes across a road when using a pedestrian way ? I trust that Council will have sufficient insurance to protect all ratepayers if this proposed shared pathways is undertaken if/when a pedestrian is hit by one of these bike riders.</p>
6	<p>I live opposite the current shared path and I can see that it is very rarely used by bike riders anyway who usually prefer to use the road. There is quite enough concrete in our urban environment already. We don't need more of it to cause water runoff and hotter summer temperatures. The existing path is adequate and there's also a reserved area on the roads for bikes. What more is necessary? Has it occurred to anyone that bicycles are never going to be a popular option in Allambie Heights due to the hilly nature of the suburb? If you think that building a big path will magically reduce traffic, sorry you are dreaming.</p>
7	Fantastic idea which will enable our children a safe passage to school.
8	<p>Links effectively with the new shared path from Allambie Oval to W Aquatic Centre.</p> <p>At the same time the sign E bound on Allambie at Flers traffic lights, saying L turn only, needs a qualification ie cyclists accepted. At the moment to ride legally cyclists have to come off a ramp and then move into the outside lane to go through the traffic lights.</p> <p>Vehicles don't appreciate being slowed by bikes and cyclists are at risk having to cross lanes. If they can use the L turning lane to go straight, they can then easily access the new shared path.</p>
9	Loos great
10	<p>Although I do not support this idea, if it must go ahead then yes I agree that putting it on the north side of the road is the correct decision. You see more people using/walking this side of the road than the south side of the road. This will also help with school children walking/riding bikes to Allambie Hgts public school. If you are thinking that the many adult cyclist that use allambie road as hill training everyday will use this new shared path, I am pretty sure they will still us the road.</p> <p>I do think though, the only reason the council would be wanting to add this shared path on Allambie road is that you want to make Allambie road into two lanes (which I am against) for the new future Frenchs Forest precinct(which I am against) and the relocation of the Frenchs Forest high school (which I am against) plus the extra future traffic that will come with it on Allambie road. I am assuming this is your first step in doing this. Allambie road is busy/dangerous enough as it is, it does not need more encouragement for cars and buses to use it, by making it into 2 lanes, which will cause less parking for Allambie road house residents.</p>

*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
11	Its on the wrong side of the road. People going down the hill on bikes wont use it as they go to fast down the hill and people going up the hill wont use it as its on the wrong side of the road as they want to connect with either the shops or the Manly dam trails. Take the path from the bottom of the hill to the first shops. Its hardly ever used. The path from the top shops to the aquatic center is suitable as it connects to other trials on the same side of the road and does not remove the grass verge in front of any houses. We need more green not concrete paths.
12	I love that there will be another shared path to link up to others in the area! It will make it much safer to ride up Allambie Road. However, it would make more sense to have it on the south of the road so it can connect with the existing shared path and to continue the future shared path on the south side as well so it can connect with the path further down the hill. Having to cross the road to follow the bike path will be an obstacle and many will chose to ride on the footpath regardless. It would be much better to acknowledge and plan for this from the get go.
13	I think that this will be a great idea that will make riding bikes to Manly and Warringah Mall from Allambie a lot easier and safer. It will also connect up with the great new path from Allambie Oval to Forest Way that has been completed in the last few years.
14	Allambie needs more pathways. Clear accessible easy pathways. Particularly lower Allambie. Orara. Fishbourne. Smith and linkages to walk to mall and transport is poor and
15	Great concept. I ride up and down Allambie Road with children, and the current arrangement is very dangrous.
16	The path should not be shared. There is already a bike lane on the road. From Allambie Vets down the hill there is a steep slope. A shared path is inviting the death of a school child walking to school or the major injury of a commuter from a speeding cyclist. Through such a submission, the council cannot say that they were not aware of the risk if such an incident was to occur when in the future.
17	I run along there 2-3 times a week and that would make me much safer. My family walk along there to get to the shops and it will keep my kids safer. Thank you for investing in our community. While my kids are older, there are so many young parents with prams who will also benefit from wide safer pedestrian access.
18	This would provide a great upgrade to the cycle links from Allambie Heights, greatly increasing the safety of cycling on Allambie Road.
19	This is great. Please pursue this
20	We live at 12 Allambie Heights and need to reverse out onto allambie Road. With cars parked along the road it's often very hard to see cyclists coming in the bike lane, so this needs to be deeply considered ie how does on street parking and a shared path work for residents reversing onto the road - and what will visibility of cyclists/ pedestrians be like for them.
21	Agree this is much needed. I note that you propose for this to continue to Condamine st in future. Near the Kentwell round about at the bottom it's only just wide enough now for a normal footpath. Not sure how you would get 2.5m ?
22	Great idea to make the suburb safer to get around on bikes. Road bike crossings very important please. (Ps love the new path from Allambie to the aquatic centre)
23	Great in theory but a disaster in practice.Give cyclists an inch and want, no, take a mile.I am a walker in my eighties and cyclists scare the hell out of me.If you dare question their domination of footpaths.e.g.Condamine Street near Warringah Mall where they illegally do what they like, the standard response is "Get Fucked old timer".They now have a lane to themselves on Allambie Road and you want to give them more? Why do they have so much clout over pedestrians when they are in such a minority? I know it is so,so trendy to be a cyclist but what about pedestrians for whom footpaths were originally provided.Another idiotic idea from Council
24	Great plan... so long as you're also providing a pedestrian crossing across Inglebar will enhance accessibility to this project to a large number of families, otherwise it won't be utilized a's much add it could by locals.
25	Where a shared path or bike path is provided, bikes should not be allowed to ride on the road.

Number	Comment
26	Yes! Allambie Heights needs all the pathways it can get for locals! So many young families with prams and active people yet a very limited amount of paths, lots of people need to walk on the roads at current. A lot of us are keen for the new pathway at Inglebar Ave to be extended the full way.
27	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, and I look forward to detailed designs.
28	I am in favor of the project I will be very happy to be able to jog, walk and stroll to the shops and the amenities. I congratulate the council Well done
29	Allambie Road is a well used by cyclists as a connection to the coastal suburbs. It is becoming busier and more dangerous for cyclists so there is an urgent need for a safe alternative to riding on Allambie Road.
30	We have been riding this section for many years and don't think it is a high priority.
31	This is an excellent - and long overdue project It will provide an excellent connection to the shops as well as resolve outstanding connectivity issues from the area. Please consider ensuring the transition into Allenby Park Parade (when travelling East along Allambie Road) is SAFE. At the moment this is very difficult to navigate safely with the transition between the footpath, kerb, and road. A great initiative! Please ensure that it proceeds!
32	Important project to increase cyclist safety as Allambie Rd is used more and more by fast driving cars. With Forest High School appearing at the top of Allambie Rd, a shared path along all of Allambie Rd becomes a priority.
33	I occasionally use the existing paths when climbing Allambie Rd on my bike. The paths alternate between the footpath and the road which is quite steep in places. I suggest it would make sense to eventually build a continuous shared path all the way from Condamine St to Warringah Rd. In the meantime I support and applaud Council's efforts to provide this shared path for at least part of the way.
34	Should be on southern side this is the side that shops are on and has more pedestrian foot traffic
35	Shared pathways with pedestrians doesn't work in motivating more people to commute or travel more regularly on foot or in bikes. The proposal should be to have dedicated bike lanes for cyclist (which have been successful in many northern hemisphere cities). For walkers we need safe, consistent, dedicated walking pathways. I would definitely be more comfortable using dedicated pathways as a regular means of getting around.
36	I believe riding down Allambie rd is not suitable for bicycles in general due to sharp incline. That is why current shared path is to the Oval only. I am not sure what do you mean by 'bike crossing facilities' but that sounds like more abstractions downhill, hence decreasing safety.
37	This is a great initiative. Allambie Road is really busy most times of the day. Getting bikes off the road will hopefully improve the safety for all involved.
38	Can you please provide me with more details on this proposed shared path? It will pass directly in front of our house so I'm keen to see if it will impact parking, bus amenities or road width.
39	I am hoping to find out further information about the proposed shared path on Allambie Road. I live in a house at Allambie Road. This complex includes █ townhouses. Out the front of the complex is a rather thin nature strip with existing path. The nature strip becomes quite filled on bin nights, particularly with the wider vegetation bins, or in the case of someone organising a council clean up. The letterbox for the complex is on the edge of the setback for townhouse number 1. Within the setback on both sides are water meters for all the townhouses. I have attached a screenshot from google maps for reference. I was just wondering how a 2.5m path would fit in this space? Looking on Google Maps, it appears physically impossible to build a 2.5m path around the current bus stop near the lower entrance to Kirra Rd. Considering that the

Number	Comment
	school, oval and shops are all on the other side of the road, wouldn't the shared path be more suitable on the south side of Allambie Road?
40	<p>I think a better route would be via Roosevelt Ave where the new footpath has been put in. This takes bike riders past the back of the shops and past Allambie Primary. The path then goes past the tennis courts and the entrance to mountain biking paths to Manly Dam. The path could then turn across Allambie Oval past the cricket nets, playground and sports field to link up with the existing path north of Allambie Shops. I am happy for this suggestion to be added to my feedback.</p> <p>I think similar problems exist on the south side of Allambie Road, particularly the thin nature strip near the entrance to Monsera Road. There is a decent gradient on both sides of the road down the hill past Allambie Vets, meaning that only committed bike riders are going to attempt to climb the hill, rather than casual commuters.</p> <p>I guess my concern is that current users of the road bike lane around my house going down the hill do speeds commensurate with other road traffic. I have small children who aren't always the most alert when it comes to traffic. It seems to me that combining such riders with pedestrians in this area is the makings for an accident. As it is the case that children can already ride on the footpath, I don't see why the status quo can't be maintained, with adult bike riders kept on the road.</p>
41	<p>Having read the plans for more shared bike paths on the Northern Beaches, I wish to comment and share my concerns in regards to this.</p> <p>Firstly , I am all for bike paths,and am a bike rider myself, but the bike paths have to be amply wide enough if they are to be shared with pedestrians. Pedestrians are at risk of collision and injury if paths are not sufficiently wide.</p> <p>Secondly, and most importantly, bike riders need education on how to ride on these paths and how to cross roads on pedestrian zebra crossings and at pedestrian traffic lights at road crossings. Who is going to educate them? How can this be done? Signs on poles are a waste of time and money as bike riders do not look up at them and they are not getting the messages.The signs ,like "Dismount to cross" or "Get off Your Bike" and " Speed10 kms" have to be painted on the actual paths so riders can see them.</p> <p>Car drivers have to pass a licence test and obey rules and most adhere to the road rules and know those rules that concern being near bike riders.</p> <p>But , unfortunately, bike riders have very little education or none at all, on how to share a path, to ride amongst pedestrians , to ride on roads safely and how to cross the different crossings on roads. They do not have to pass a test for a licence to ride a bike.</p> <p>Many bike riders show they believe there are no rules for them by flying erratically off footpaths onto roads to cross a zebra crossing without giving car drivers any warning as to what are their intentions .This happens often at Boy Charlton Pool , Manly, zebra crossing, at the Queenscliff Beach zebra crossing and at the North Steyne Surf Club zebra crossing. The Queenscliff Beach crossing is a shocker for bike riders coming straight from out of the lagoon park onto Cameron Avenue ,cutting across from the avenue to shortcut across the Bridge Road crossing, without warning or dismounting, ,instead of riding under the bridge to the beachfront path.</p> <p>My main concern, Michelle, is that no one is educating the bike riders and there are no consequences for them doing the wrong thing. Even the Narrabeen Lakes shared bike path around the lake is fraught with danger on the weekends due to crowds. If the bike riders rode the path in one direction only it would be far, far safer for all concerned. Have some thoughts on making such a circular track one way for bikes and any similar future circular paths.</p> <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>

Number	Comment
	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.
42	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.
43	Bicycle NSW Submission

Northern Beaches Council
PO Box 82 Manly
NSW 1655

14th February 2022

Dear Northern Beaches Council,

RE: TfNSW Active Transport Funding proposals

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

Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty-five years, and has over 30 affiliated local Bicycle User Groups. Our mission is to *'make NSW better for all bicycle riders'*, and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that incorporate dedicated paths within both green corridors and the road environment, to provide connections to jobs, schools and services for daily transport and recreation trips. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.

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

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

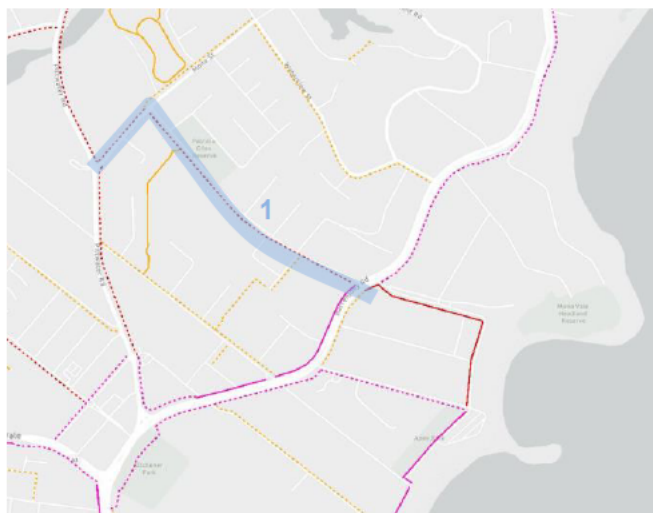
We applaud Northern Beaches Council's efforts to roll-out the cycling network developed for the Northern Beaches Bike Plan 2020ⁱⁱ. The proposed Safe Cycling Network includes a three-tier route hierarchy that matches the Transport for NSW cycling network hierarchy and aligns with the Principal Bicycle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

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

The 8 new projects to be included in the application:


1. Bassett Street, Mona Vale

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



Layers

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

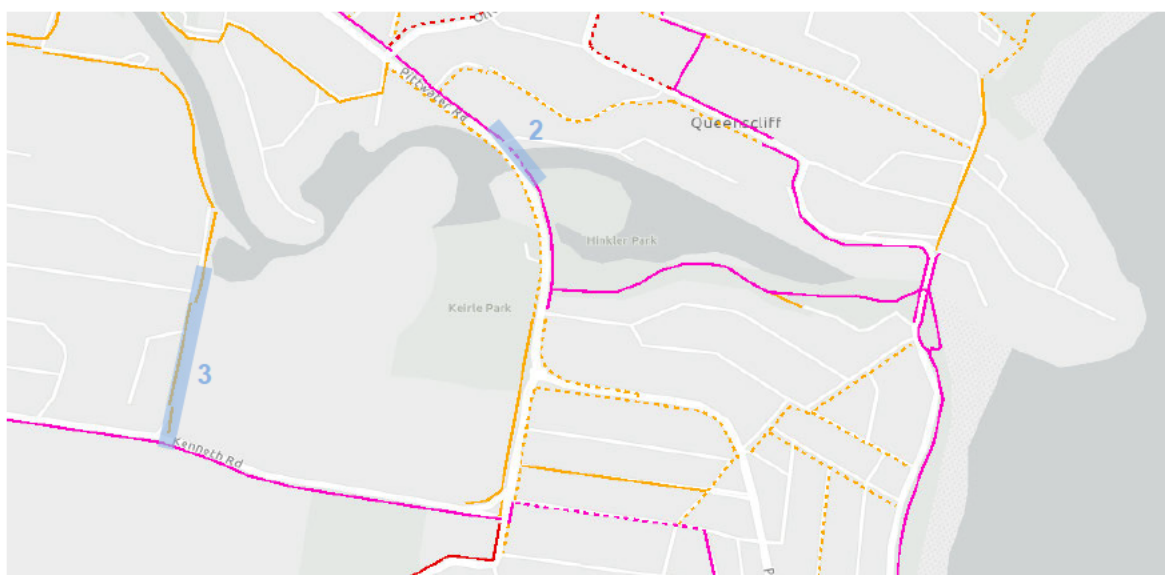
 **Location of proposed shared user paths**

2. Pittwater Road, Queenscliff

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

3. Addiscombe Road, Manly Vale

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

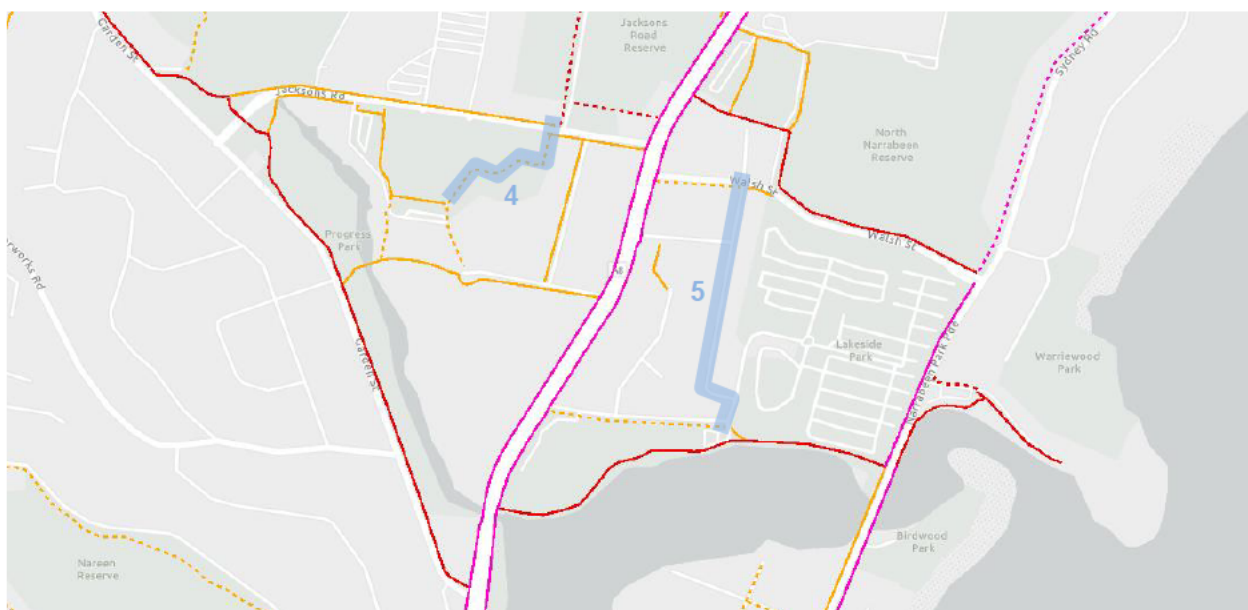


4. Jacksons Road, Warriewood

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

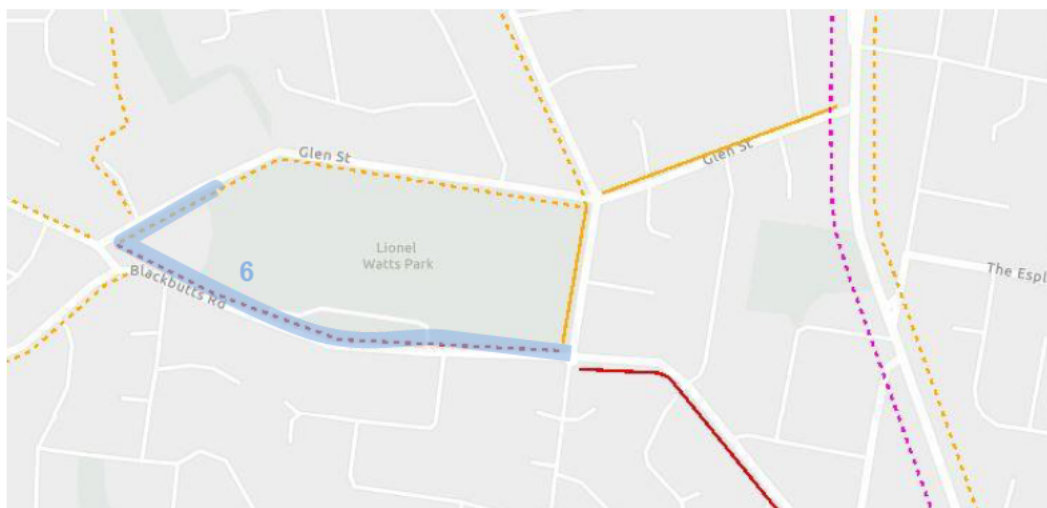
5. Collins Street, North Narrabeen

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



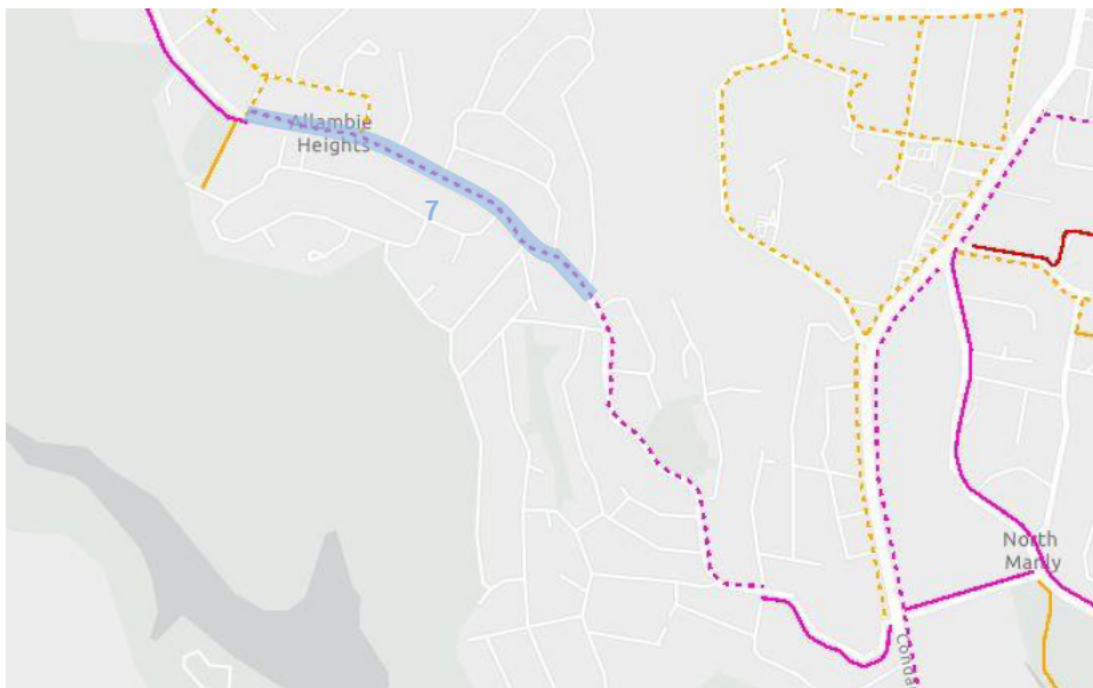
6. Blackbutts Road, Frenchs Forest

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



7. Allambie Road, Allambie Heights

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



8. Highview Avenue, Manly Vale

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

Recommendations:

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

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

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

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

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

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

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



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

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

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

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

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

Order of Road User Space Considerations



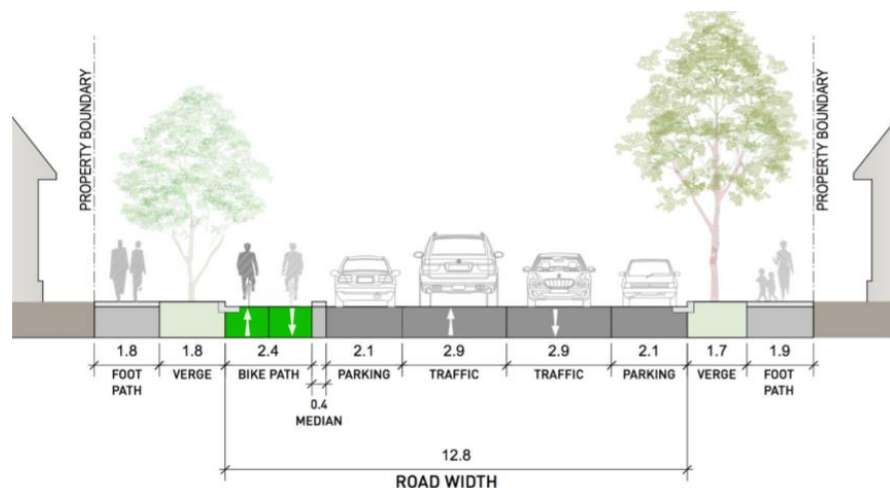
Figure 2:
Diagram expressing Transport for NSW's road user priority.
(Source: Transport for NSW)

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

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

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

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



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



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

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



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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

Conclusion:

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

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

Yours faithfully,

Sarah Bickford

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