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## Community and Stakeholder Engagement Report

### Jacksons Road, Warriewood – Shared Path and Pedestrian Crossing Upgrade

Impact level: Four

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

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# 1. Summary




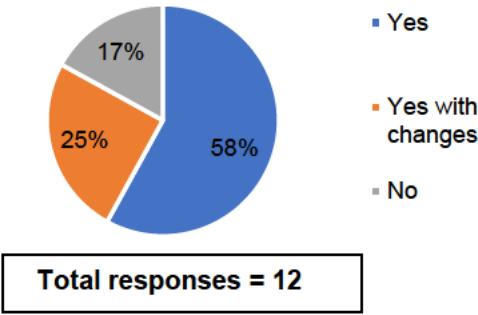
This report outlines the community and stakeholder engagement conducted as part of the proposal for a new shared path connection and pedestrian crossing upgrade along Jacksons Road, Warriewood that was exhibited between 25 January and 18 February 2022.

The proposal includes a 2m 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.


The upgrade to the pedestrian crossing in Jacksons Road, near the Boondah Road, Warriewood intersection proposes a raised pedestrian and bicycle crossing to connect existing and planned shared paths.

This proposal is grant dependant and will only be constructed if funding is successfully obtained under the Transport for NSW (TfNSW) Get NSW Active program.




## 1.1. Key outcomes

 Total unique responses	17*	
 How responses were received	Comment form Written responses (email/letter)	Completions: 12 Number received: 5
 Online sentiment question:  Should funding for this proposal be approved, do you support the shared path and crossing upgrade at Jacksons Road, Warriewood?	 <ul style="list-style-type: none"><li>■ Yes</li><li>■ Yes with changes</li><li>■ No</li></ul>	

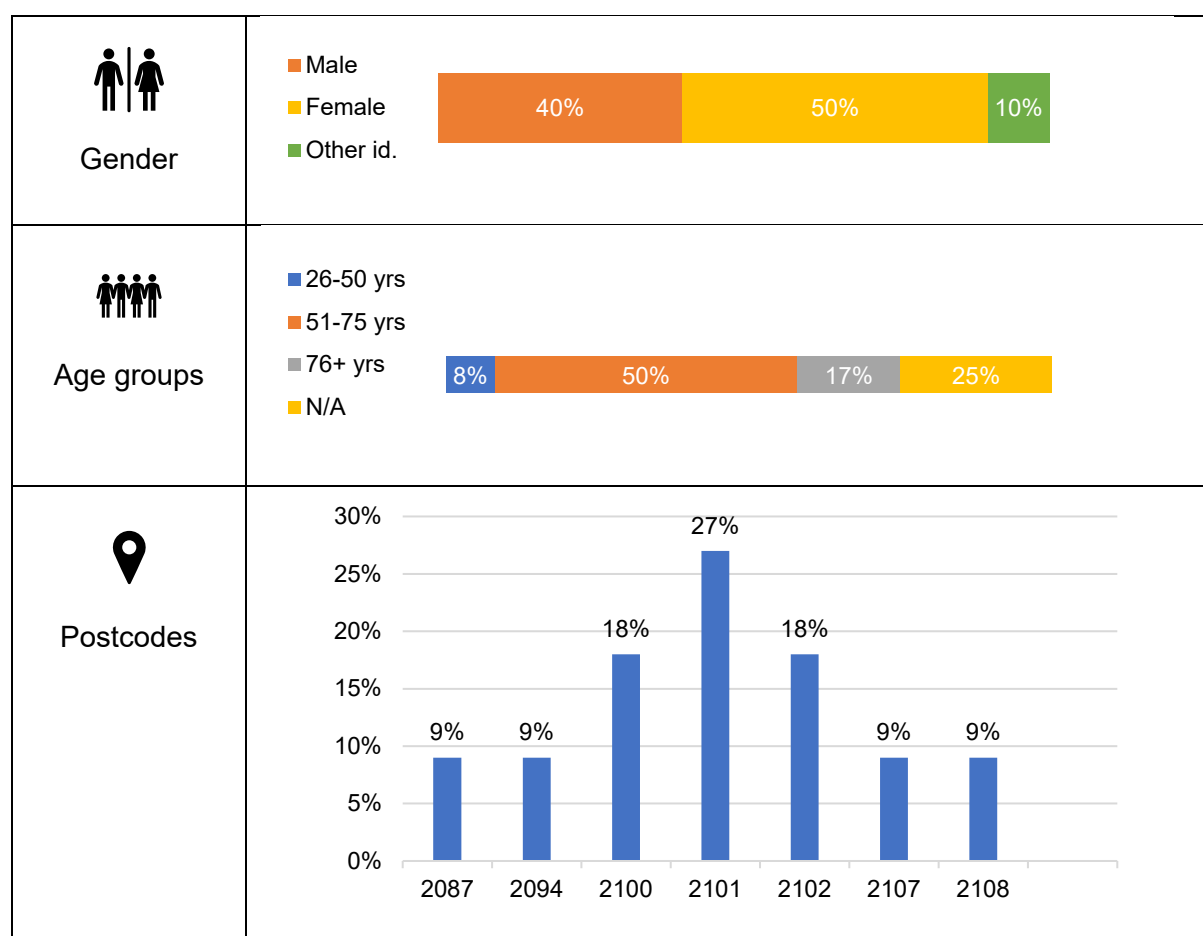
\* Not every respondent made a comment in addition to answering the sentiment question

 <p>Feedback themes</p>	<p>Safety</p> <p>Location of shared path</p> <p>Width of shared path</p> <p>Shading along the path</p>	<p>Encourage walking and cycling to school</p> <p>Additional requests for kiss and drop area</p> <p>Impacts to school children by users of the shared path</p>
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## 1.2. How we engaged

 <p>Have Your Say: visitation stats</p>	<p>Visitors: 90</p>	<p>Visits: 96</p>	<p>Average time onsite: 2mins 43secs</p>
 <p>Print media and collateral</p>	<p>Letterbox drop: 2101</p> <p>Site signs: Yes</p>		<p>Distribution: 72</p> <p>Number of signs: 2</p>
 <p>Electronic direct mail (EDM)</p>	<p>Community Engagement (fortnightly) newsletter: 2 editions</p> <p>Council Disability Newsletter: 1 edition</p>		<p>Distribution: 22,000 subscribers</p> <p>Distribution: 1286 subscribers</p>

### 1.3. Who responded<sup>1</sup>



## 2. Background

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

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

If the grant funding submission is successful, this shared path will provide a valuable active travel connection to the Narrabeen Education Precinct, sporting facilities, Warriewood B-Line, Warriewood Square and wider shared path network in the area.

Council has been working to deliver pedestrian and cycling infrastructure projects around schools to encourage modal shift in how children travel to and from school. Due to the location of Narrabeen North Public School and Narrabeen Sport High School, along with the existing active travel network and local catchment, this proposed shared path will provide improved access to both schools from the Jacksons Road, Warriewood entrance.

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

### 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 Jacksons Road, Warriewood – shared path and pedestrian crossing upgrade proposal was conducted between 25 January 2022 to 18 February 2022.

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

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

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

Feedback was captured through an online comment form embedded onto the have your say project page. The form included a question that directly asked respondents for their level of support on the proposal.

An open-field comments box provided community members a space to explain or elaborate on their support, support with change, not support or neutral sentiment as well as any other feedback they wished to contribute.

Email and written comments were also invited.

### 5. Findings

Support for the path was received with some responding that the path would be well used and provide connections to the existing shared path network in the Warriewood and North Narrabeen area.

However, security concerns were raised by the Narrabeen North Public School P&C that felt the shared path would provide access to the general community while the fields in Warriewood Valley Sportsground were being used by students at recess, lunch and when used for sports.

It was suggested that the planting of trees and new seating would provide shade and rest opportunities along the shared path for comfort on warmer days.

Respondents who were not supportive of the proposal felt that shared paths were generally unsafe, as it would not be wide enough and concerns relating to the sharing of paths between pedestrians and cyclists, whilst others questioned the justification for a shared path at this location within a green space area.

NSW Department of Education support the shared path being constructed as it aligns with the planned future usage of the area as an education precinct that supports walking and cycling.

**Table 1: Key issues raised**

Theme	Issues, change requests and other considerations raised	Council's response
Safety	<p>Comments reflect concern citing shared paths are dangerous or uncomfortable for pedestrians due to potential conflicts with bike riders.</p>	<p>Shared path user conflict is often raised as a concern. 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.</p> <p>It is important to design the shared path to be as safe as possible with adequate width.</p> <p>If funding is successful, this shared path will provide a safe cycling and pedestrian option.</p>
	<p>Some respondents stressed the importance of safety education for cyclists to reduce accident risk with pedestrians and vehicles.</p>	<p>Council is currently promoting our <a href="#">Share the Road</a> campaign for drivers and pedestrians. Our Road Safety officer works to educate our community on road rules, with resources such as our <a href="#">Share the Path</a> video.</p>
	<p>Some feedback noted that the path should be wider to allow for increased use.</p>	<p>Although this is a better outcome, in some locations it is not possible to construct a 3m shared path. As this shared path will be in an active reserve with conflicts from soccer and cricket, the shared path can only be constructed to a width of 2m wide.</p> <p>We work to balance the shared path requirements with the community's desire to maintain green space for recreational purposes.</p>
	<p>Security concerns for North Narrabeen Public School students when community members are using cycling on the shared path during school time.</p>	<p>While we recognise that Narrabeen Public School use the playing fields throughout the day, Warriewood Valley Sportsground is public land and is available to be used by the community.</p> <p>Council will work with the school to address any concerns regarding the proposed shared path construction.</p>

Theme	Issues, change requests and other considerations raised	Council's response
Location	Some respondents requested additional locations and extensions in Boondah Road, Warriewood to connect to the existing shared paths and local destinations.	Additional shared paths and transport links are also being planned in the surrounding area. This will be dependent on available funding, with some future shared paths confirmed to be constructed as part of the Warriewood Valley Community Centre and Boondah Road upgrade.
	Concern for the loss of green space in the Warriewood Sporting Fields through the construction of a shared path.	<p>The proposed path alignment continues from the end of the existing path along the border of the sportsgrounds to ensure there is no interference with the open green space area.</p> <p>This then connects to the soon to be upgraded existing crossing, to formalise the route.</p> <p>This shared path links to the Warriewood residential areas and is a direct link to the future Narrabeen Education Precinct.</p> <p>The construction of the shared path does not impact on the playing fields used for cricket and soccer.</p>
Requests outside the project scope	Suggestions were raised to include additional shade trees and seats.	We can work with our Parks and Recreation team to increase trees and to provide seating, however this will be over a longer time and when funding is available.
	Suggestion to include a Kiss and Drop area for North Narrabeen Public School in Oak Street, North Narrabeen.	<p>Council recently upgraded the Warriewood Valley Sportsground carpark and included increased parking and a shared path to provide access to the school entrance. This is located 250m from the school.</p> <p>Any proposal for increased drop off areas needs to go through a consultation process that involves the school and residents in Oak Street.</p> <p>The request has been noted and our Road Safety Officer will consider this in further discussion with the schools.</p>



Theme	Issues, change requests and other considerations raised	Council's response
	One comment indicated that bus lanes should be dedicated outside peak periods for cyclists.	As main roads with AM and PM bus lanes are managed by TfNSW, it would be their decision to extend the current clearway parking conditions.

## Appendix 1 Verbatim community and stakeholder responses\*

Number	Comment
1	Putting concrete trough a green space should never be considered. 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. Funding would be better spent on drawing a bike lane on the road. If you want to have slower bikes on footpaths you need to put a speed limit of walking pace - e.g. 10 km/h. I do know that children under a certain age can use footpaths. Today it is more than just children learning to ride and wanting to go slow. Therefore maybe a better plan would be to enable bikes on all footpaths with a speed limit of 5 or 10 km/h.
2	Austrroads Part 6A Table 5.3 sets out widths for shared paths. For a local access path the desirable minimum width is 2.5m. While the table does set a minimum of 2m, it will not be wide enough if the aim is to encourage more people to walk, ride, and scoot in this area. To cater for latent and future demand, and provide barely Covid safe distances, the path should be at least 2.5m.
3	Great idea. This is more than likely to encourage more student (and maybe parents) to ride to and from school as it improves access to both primary and high schools
4	This is a great improvement instead of trying to navigate Jacksons Road on a bike across very busy roundabouts
5	Excellent new link complementing the N Beaches cycling network, which will foster safe cycling and encourage community participation in active transport. However, 2m is too narrow and fails to meet Austrroads standards. It should be 2.5m wide at least.
6	I think this will be much used without adversely affecting the local residents. It would be useful to plant more shade trees along the path to make it more comfortable on the coming much hotter days. Maybe even add some seats for elderly walkers to take a break in the shade. It would be good to separate the pedestrian and bike paths as some bike riders are not careful when approaching walkers from behind.
7	there is already an established pathway on the western side of the fields. Why waste money on having 2 pathways. Use this money to establish a pathway along Boondah Road in between the soccer and netball fields.
8	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 look forward to commenting on detailed plans in due course. Please not that Austrroads recommends a minimum width of 3m for shared user paths. 2m will not be adequate for a busy path linking schools, and sports facilities.
9	Good option for commuters and weekend riders as it offers an alternate to back-roads.

\*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
10	My only comment would be that the path needs to be at least 3.5 m wide. This is shown to be the optimal minimum for cyclists to comfortably pass pedestrians. Research has shown that pedestrians are more bothered by the closeness of a passing cyclist than the speed. Most accept that cyclists need to cycle at a sensible pace and below 12 kms an hour reduces stability and leads to falls.
11	Maybe you could off a kiss and drop off area for the North Narrabeen public school the traffic in Oak street is ridiculous before and after school.
12	<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> <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>
13	<p>I wanted to follow up on this as the feedback from our P&amp;C meeting this week was a little unexpected.</p> <p>While there was general support for improved bike pathways linking homes in Warriewood Valley to Narrabeen Sports High School (and NNPS too), there was quite a bit of resistance to the actual location of the bike path running alongside the NNPS fence. The feedback was that the bike path would take away grass space and access to grass space used quite a bit by the primary school – creating use, access and security concerns for the primary school - and so a bad idea.</p>

Number	Comment
	As a result, based on this negative feedback, we are unable to provide a letter of support for the project. However, the feedback did suggest a different route for the bike path along the Jacksons Road side of the grassland which then turned south half way along the park/Jacksons Road to join up with the existing bike path near the NBISC carpark. I'm sorry I couldn't be the bearer of more positive news but hopefully this feedback is still helpful.
14	<p>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.</p> <p>It may also be appropriate to have these lanes dedicated to just cyclists outside the present peak hours.</p> <p>The argument is that if these lanes can be restricted during the busiest part of the day then there is no great imposition on traffic by restricting them for the rest of the day.</p> <p>I appreciate that overnight parking occurs in some of these lanes and that should be allowed during the hours of darkness or similar period that Council decides is appropriate for each location.</p>
15	Department of Education submission
16	Narrabeen North PS submission
17	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.



7 March 2022

Michelle Carter,  
Acting Manager Transport Network  
Northern Beaches Council,  
PO Box 82  
Manly NSW 1655

Dear Ms. Carter,

**RE: FEEDBACK ON THE WARRIEWOOD ACTIVE TRANSPORT UPGRADES**

School Infrastructure NSW (SINSW), as part of the NSW Department of Education (DoE), thanks Council for the opportunity to provide comments on the proposed pedestrian and active transport works around Jacksons Road, Warriewood.

SINSW notes that the following schools are located in proximity to the proposed works:

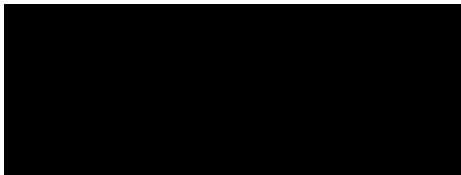
- Narrabeen North Public School; and
- Narrabeen Sports High School

SINSW has reviewed the proposal and overall the safe crossing facilities and shared path are supported. These measures will reduce road safety risks for the student pedestrians travelling to/from the future Narrabeen Education Precinct and facilitate connections between Council's shared path network. Notwithstanding the above, Council should ensure that the proposed shared paths are suitable and accessible for all ages and abilities and provide appropriate shading.

SINSW is committed to working with Council to ensure that public schools can respond to changes in the surrounding active transport network and would welcome ongoing engagement with Council on matters of this nature.

Should you wish to get in contact with SINSW or require any further information, please contact the SINSW Sustainable Transport Technical Advisor, Rebecca Lehman at [Rebecca.Lehman@det.nsw.edu.au](mailto:Rebecca.Lehman@det.nsw.edu.au)

Yours Sincerely,



Paul Towers  
**Executive Director – Infrastructure Planning**

# NARRABEEN NORTH PUBLIC SCHOOL

6 Namona St North Narrabeen Ph: 9913 7928 ABN 61917 910 373

## Parents and Citizens Association



Northern Beaches Council  
PO Box 82  
Manly NSW 1655

Via email: [council@northernbeaches.nsw.gov.au](mailto:council@northernbeaches.nsw.gov.au)

Friday 18 February 2022

Dear Sir/Madam,

### **Re: 2022/23 Active Transport Proposals Jackson Road Warriewood**

On behalf of the parents and citizens of Narrabeen North Public School we would like to formally comment on your shared path and crossing upgrade at Jackson Road Warriewood.

Whilst we support the suggestion of connectivity between existing tracks, the current plan is not appropriate or safe.

1. Safety - the field is currently utilized by Narrabeen North Public School and Narrabeen Sports High School between the hours of 8am-4pm. Having a publicly accessible path through which unvetted adults pass through what is essentially a children's playground is an unsafe and potentially dangerous environment for vulnerable school children.
2. Appropriateness - the back field floods often and thus the new path would end up under water, covered in silt and mud and be a trip/ safety hazard in general day to day use but particularly when affected by wet weather
3. Destruction of valuable sporting parklands - the current field is used during school and non school hours for a variety of sports for community members of all ages. Having a concrete path run through it would negatively impact the area and our community's use of it.

# NARRABEEN NORTH PUBLIC SCHOOL

6 Namona St North Narrabeen Ph: 9913 7928 ABN 61917 910 373

## Parents and Citizens Association



A more suitable option would be to run a path parallel to Jacksons Road and connect with the existing path at the pedestrian crossing connecting Warriewood Square and the Warriewood Valley Sportsground carpark.

We would welcome the opportunity to further discuss the impact this proposal has on our school community.

Yours sincerely,

██████████  
President  
Narrabeen North Public School  
P & C Association  
6 Namona St North Narrabeen  
██████████

Northern Beaches Council  
PO Box 82 Manly  
NSW 1655

14<sup>th</sup> 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 speech<sup>i</sup>, 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 2020<sup>ii</sup>. 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.

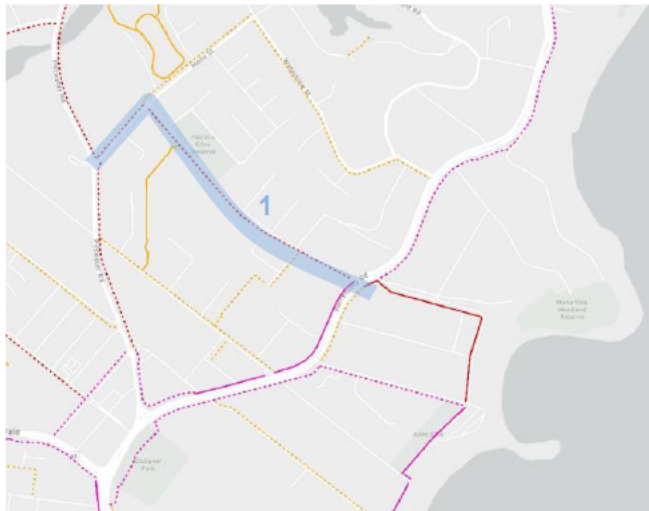
The Northern Beaches Bike Plan 2020 sets out the directions and actions required to help the community choose cycling as a transport option, create a safer cycling environment and meet the targets established in Move 2038 - Northern Beaches Transport Strategy<sup>iii</sup> to double the active travel 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

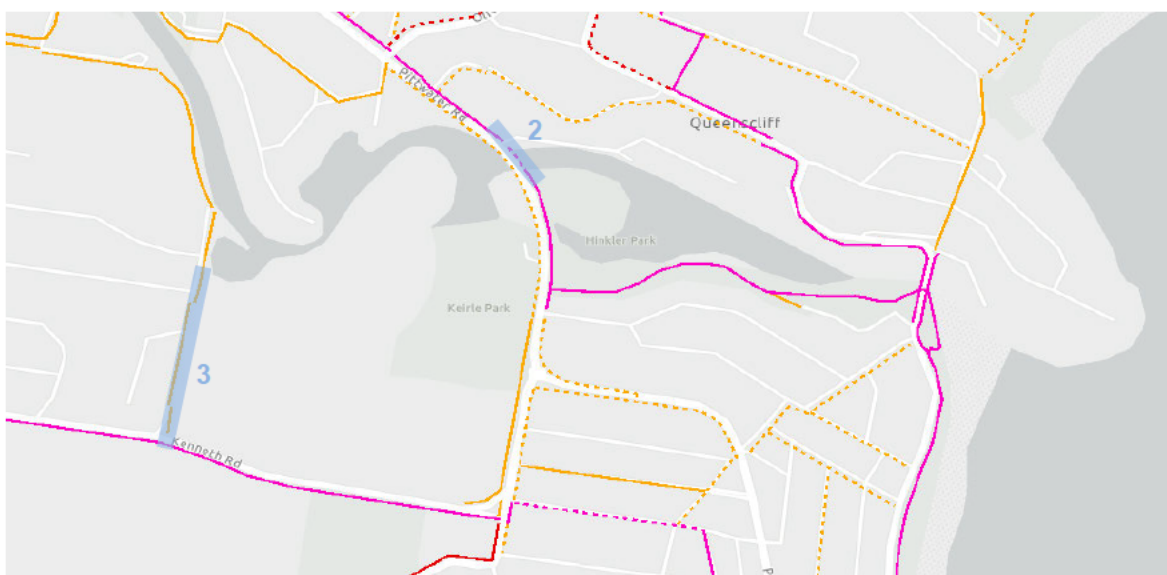
 Location of proposed shared user paths

### 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.

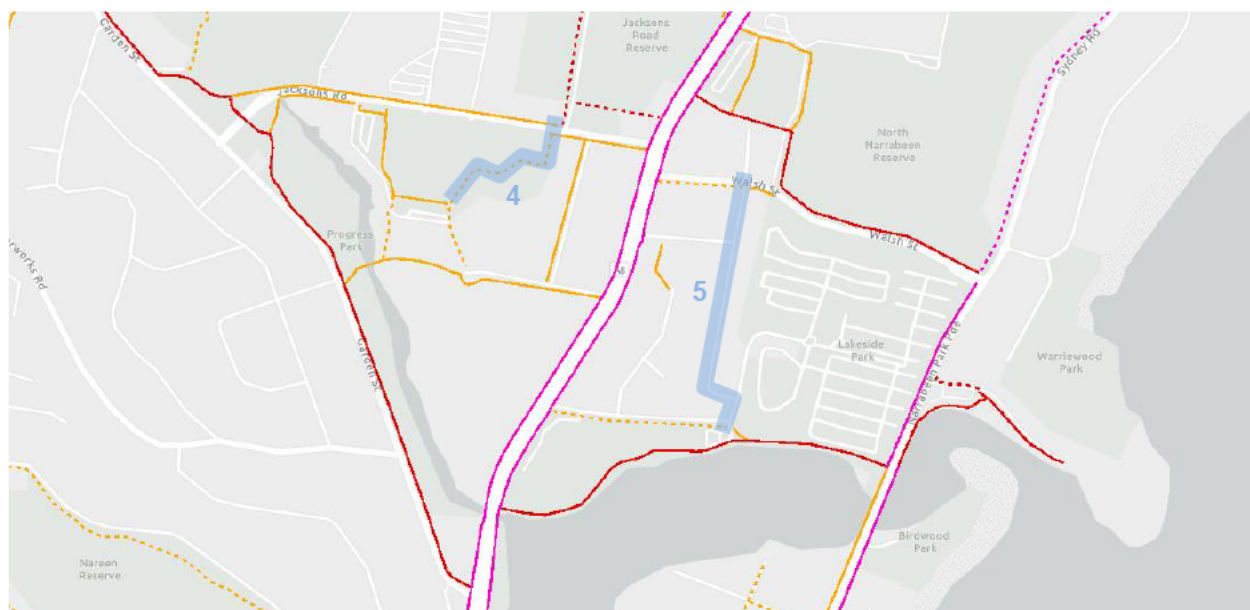


#### 4. Jacksons Road, Warriewood

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.

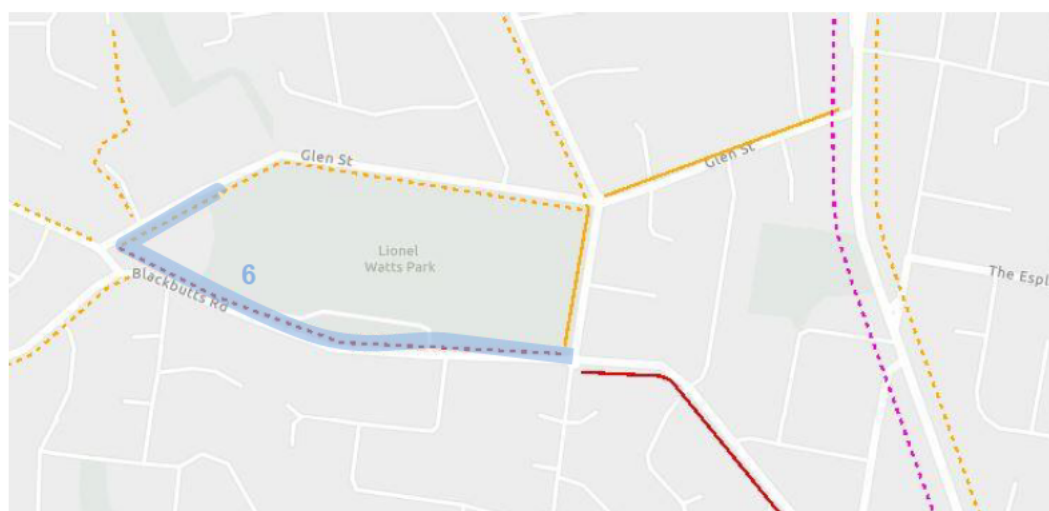
#### 5. Collins Street, North Narrabeen

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.



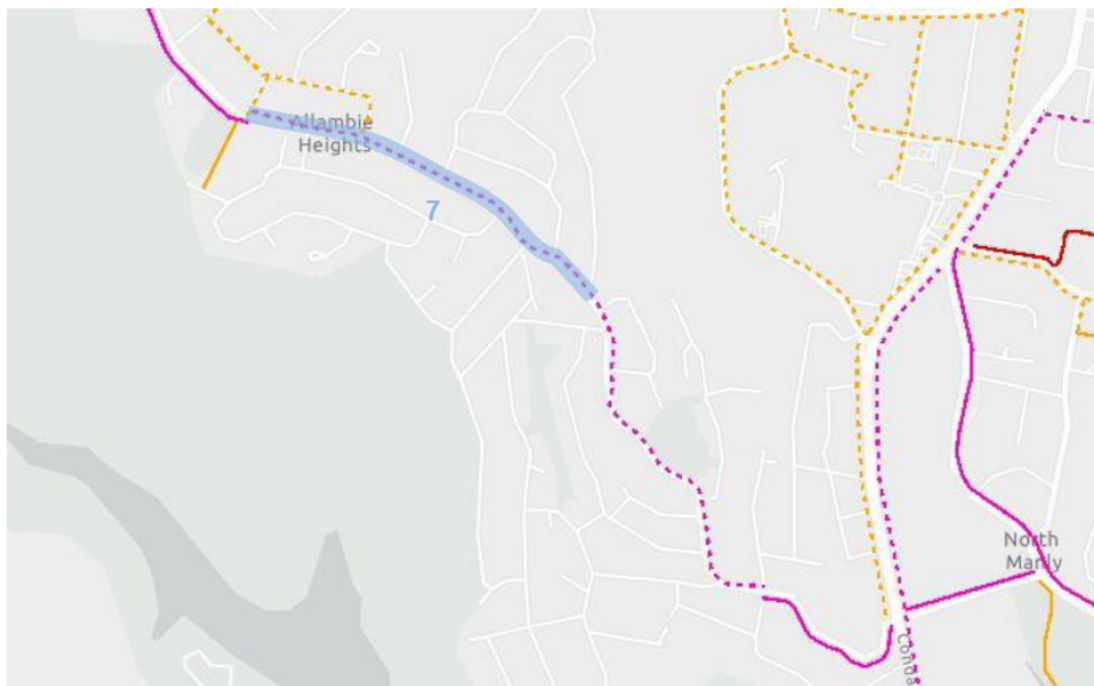
#### 6. Blackbutts Road, Frenchs Forest

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<sup>iv</sup> 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<sup>v</sup>, 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.

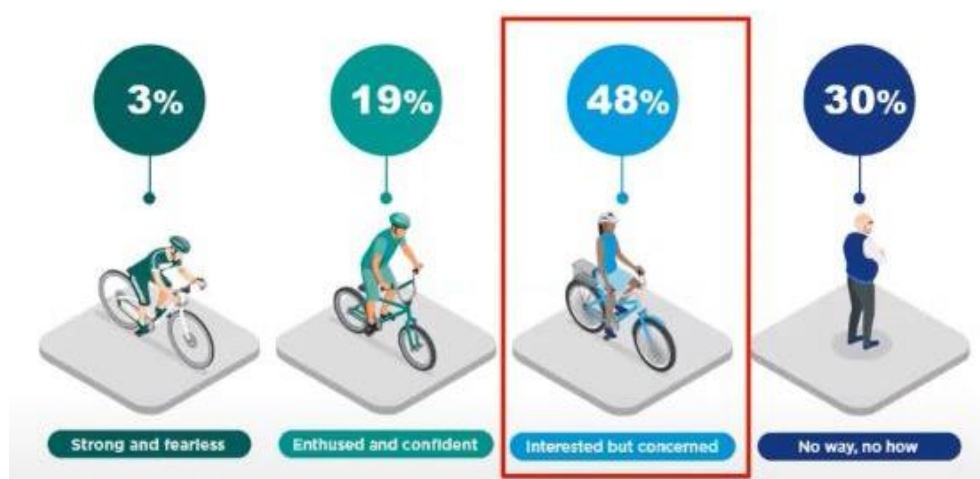


Figure 1:  
Four general categories of comfort levels for cycling as transportation.  
(Source: North Sydney Council)

The Bicycle NSW *Build it for Everyone* policy pillar<sup>vi</sup> 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%<sup>vii</sup> 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<sup>viii</sup>
- Road User Space Allocation Policy CP21000<sup>ix</sup>

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

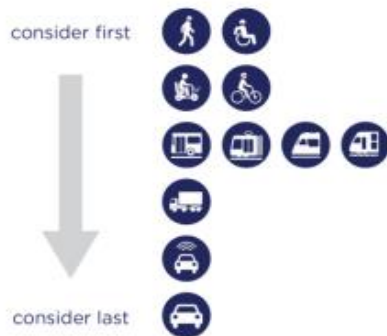


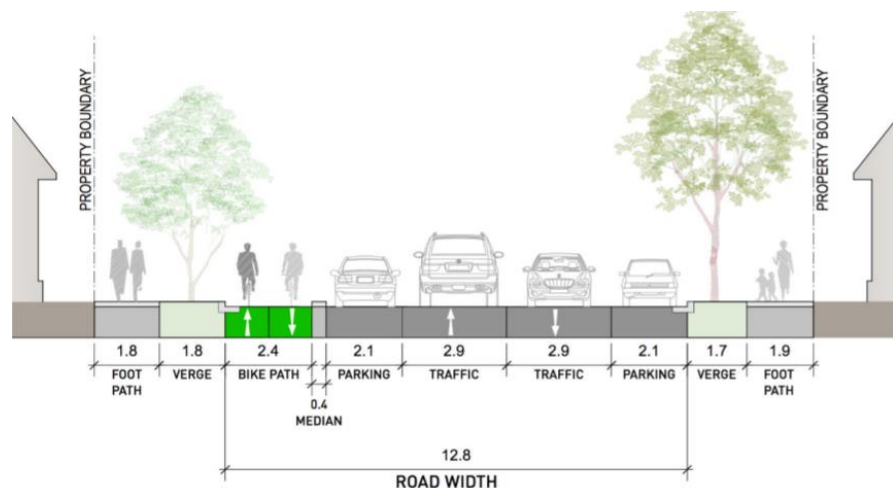
Figure 2:  
Diagram expressing Transport for NSW's  
road user priority.  
(Source: Transport for NSW)

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*<sup>8</sup> 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<sup>xi</sup> 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.

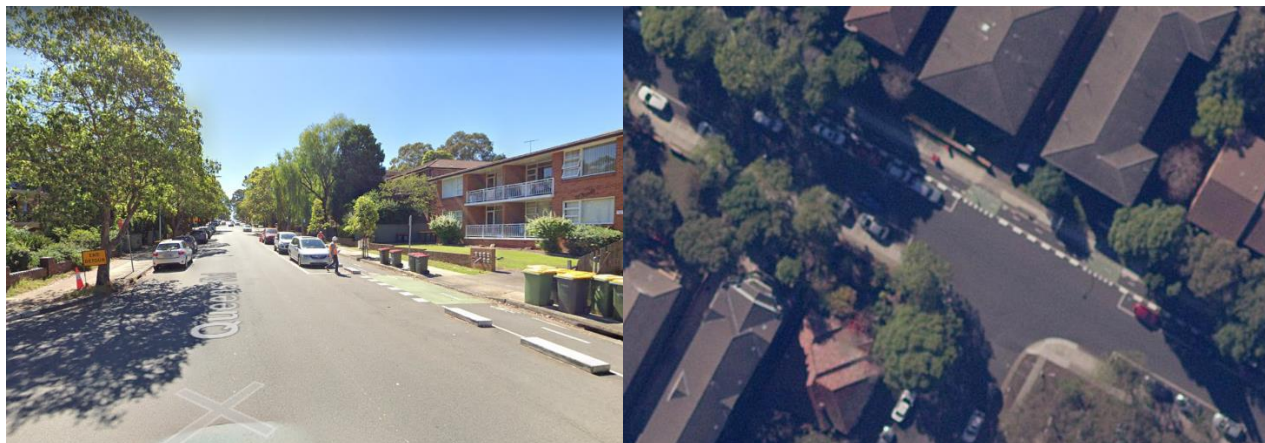


Figure 4: The separated on-road cycleway on Queens Road, Westmead (Source: GoogleMaps / SixMaps)

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<sup>xii</sup> (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<sup>xiii</sup> 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 <sup>(3)</sup>	Recreational path
Desirable minimum width	2.5	3.0	3.5
Minimum width – typical maximum	2.0 <sup>(1)</sup> – 3.0 <sup>(2)</sup>	2.5 <sup>(1)</sup> – 4.0 <sup>(2)</sup>	3.0 <sup>(1)</sup> – 4.0 <sup>(2)</sup>

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

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

Residential streets form a critical part of any active travel network, connecting homes to key shared paths and cycle paths. 30 km/h speed limit reduce the need for separate bicycle infrastructure on local residential roads. 30 km/h has been shown as an optimal speed limit to allow people driving and cycling to share the road safely<sup>xiv</sup> 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<sup>xv</sup>.

The Western Australian Department of Transport has rolled out several 'bicycle boulevards' using residential streets as part of its Safe Active Streets programme<sup>xvi</sup>. 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<sup>xvii</sup>.

- **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<sup>xviii</sup>.

- **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



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- <sup>iii</sup> Move – Northern Beaches Transport Strategy 2038. <https://files.northernbeaches.nsw.gov.au/sites/default/files/documents/policies-register/transport/transport-strategy/transportstrategy.pdf>
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- <sup>xvi</sup> Roger Geller. (2009). Four types of cyclists. Portland Bureau of Transportation. <https://www.portlandoregon.gov/transportation/article/264746>
- <sup>vi</sup> Bicycle NSW (2018) Our Policy, [online as at 24/2/2021] <https://bicyclensw.org.au/our-policy/>
- <sup>vii</sup> 70% of people when surveyed said they would ride more if they felt safe  
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