
Community and Stakeholder Engagement Report

Pittwater Road, Queenscliff - Pedestrian and cycle bridge (Stage 2 of 2)

Consultation period: 21 November to 19 December 2024

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1. Summary

This report outlines the outcomes of community and stakeholder engagement as part of a Stage 2 proposal to improve walking and bike riding connections over Manly Lagoon in Queenscliff.

In 2022, we proposed a 3 metre wide bridge for walkers and bike riders on Pittwater Road, Queenscliff, as part of the Move – Northern Beaches Transport Strategy. The proposal received strong community support, with 94% of 285 respondents favouring the bridge during Stage 1 consultation. Safety concerns with the existing narrow structure were the primary reasons of this support. As a result, the project secured a \$3.95 million grant from Transport for NSW's Get NSW Active program for 2023/24.




As part of Stage 2, we exhibited the concept design and artist impressions for a revised 4 metre wide bridge between 21 November and 19 December 2024, receiving 190 responses.

Safety remained the predominant concern, with most respondents supporting the project due to the hazardous conditions of the existing narrow crossing. While there was broad agreement on the need for a new bridge, opinions were divided on certain design elements. Many respondents felt the proposed 4 metre width was insufficient and advocated for wider pathways and separate lanes for walkers and bike riders. Others raised concerns about potential conflicts between users, particularly regarding e-bike speeds and the need for clear guidelines on shared use.





Environmental preservation was also a key theme, with strong community sentiment around protecting the jacaranda tree, mangroves, and the lagoon's natural landscape. Cost considerations featured prominently in feedback, with respondents questioning funding sources and suggesting more cost-effective alternatives. Additionally, there were practical concerns about how the bridge would integrate with existing paths, particularly at Aitken Avenue and Queenscliff Road. Some respondents highlighted potential collision risks at entry and exit points and called for improved connections to the surrounding path network.

While there is strong community support for improving the bridge crossing, feedback indicates a desire for a solution that prioritises safety, environmental protection, and cost-effectiveness. The project team will use this input to refine the design.

1.1. Key outcomes

 Total unique responses	190*	
 How responses were received	Comment form Written responses (email/letter)	Completions: 186 Number received: 4
 Feedback themes	Safety concerns Design feedback User conflicts	Environmental considerations Cost and feasibility Integration with existing paths

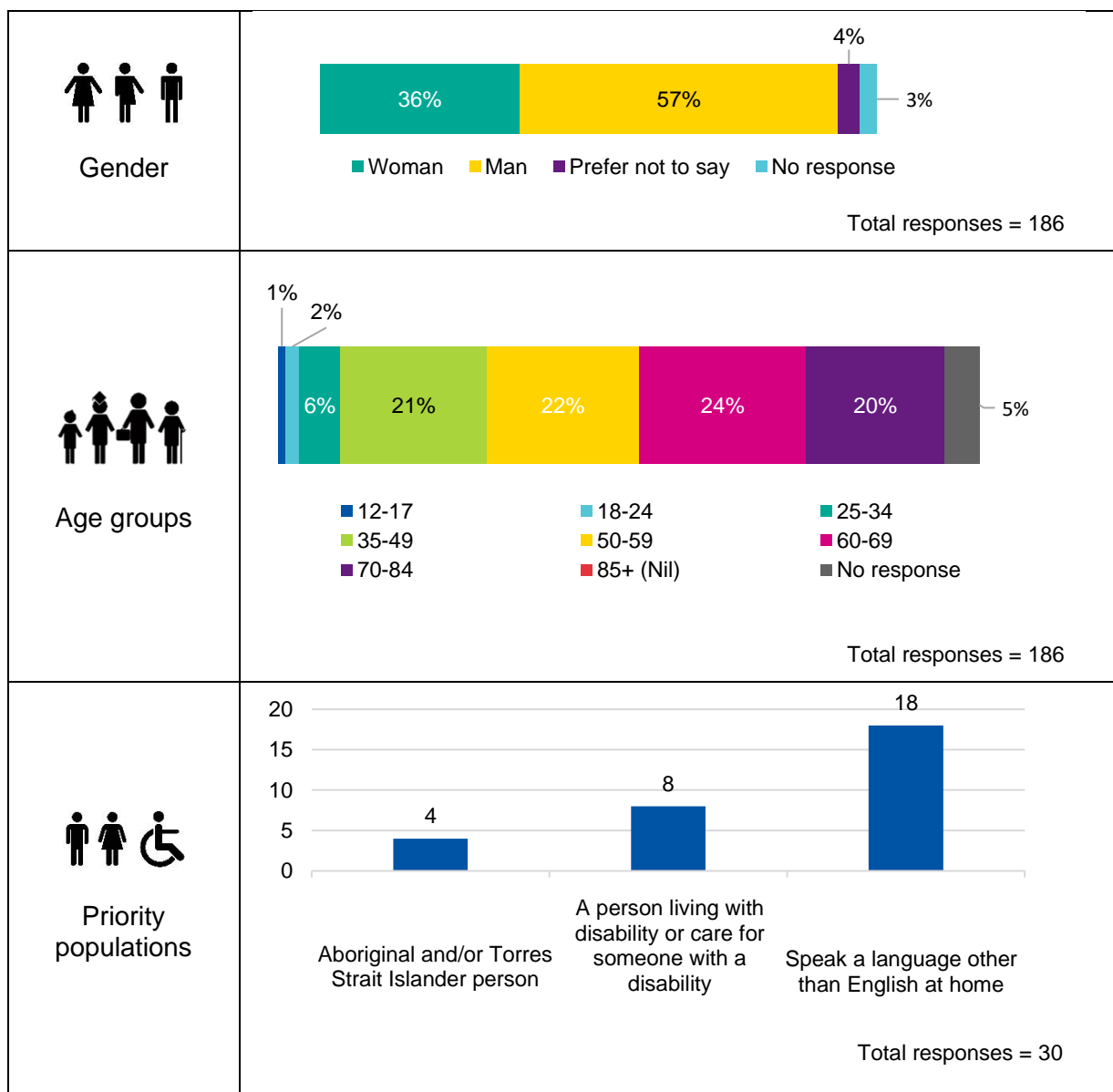
1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 2,021	Visits: 2,478	Average time onsite: 1 minute 25 seconds
 Print media and collateral	Letterbox drop: 2095, 2096 and 2100 Site signs used		Distribution: 282 Number of signs: 6
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 1 edition Council (weekly) e-News: 2 editions The Wave Disability Newsletter: 1 edition KALOF Newsletter: 1 edition		Distribution: 21,900 subscribers Distribution: 57,600 subscribers Distribution: 1,390 subscribers Distribution: 1,730 subscribers
 Key stakeholder engagement	Pedestrian Council Bicycle NSW Stella Maris College NBSC Mackellar Girls Campus		Emails: 9

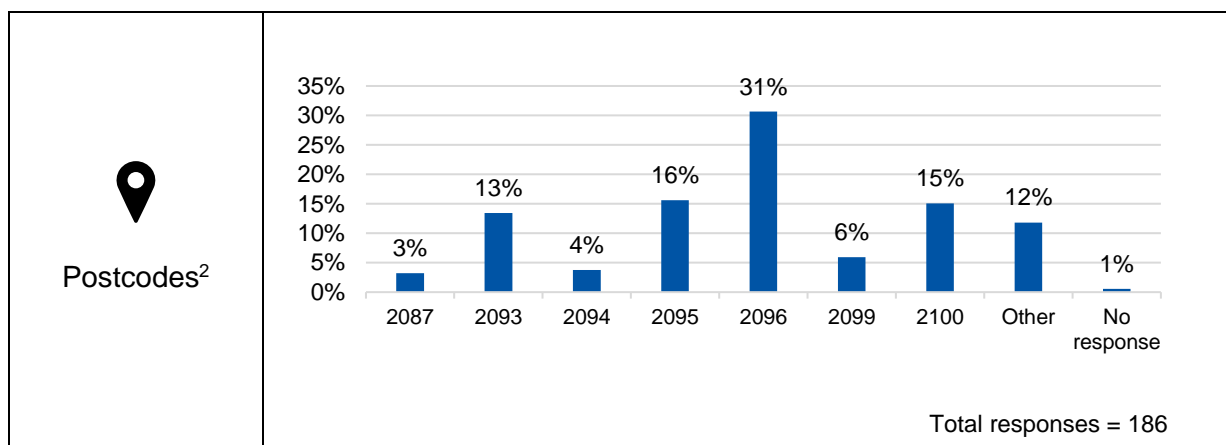
* Duplicate entries are only counted once.

	Manly Vale Public School Manly Village Public School Manly Lagoon Friends Manly Community Forum Friends of Manly	
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1.3. Who responded¹



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



2. Background

In 2022, we proposed the construction of a 3 metre wide pedestrian and cycle bridge on Pittwater Road, Queenscliff, as part of our Move – Northern Beaches Transport Strategy. This initiative was driven by community requests for improved cycling safety over Manly Lagoon.

During Stage 1 community engagement, we received 285 responses, with an overwhelming 94% expressing support for the bridge. Key concerns included safety risks, the existing bridge's narrow width and close proximity to traffic as well as conflicts between bike riders and walkers. This valuable feedback informed our successful application for Get NSW Active funding from Transport for NSW, securing a \$3.95 million grant for the project.

Since then, we have completed a Review of Environmental Factors to assess and mitigate potential environmental impacts. We have also worked closely with the appointed contractor to develop a concept design featuring a wider 4 metre bridge.

As part of Stage 2 community consultation, we sought additional feedback on the concept design. The exhibition showcased the proposed bridge, which will span Manly Creek on Pittwater Road, connecting the shared paths at Aitken Avenue and Hinkler Park. The project also includes a new raised shared-user crossing at Aitken Avenue, further enhancing safety and accessibility for pedestrians and cyclists.

3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities around improving connectivity and safety
- provide accessible information so community and stakeholders can participate in a meaningful way
- identify community and stakeholder concerns, local knowledge and values, especially from key stakeholders and frequent users of the area
- seek out and facilitate the involvement of those affected by or interested in a project.

² Other refers to postcodes with 5 or fewer responses, and includes 2062, 2063, 2073, 2086, 2108, 2092, 2097, 2101, 2102, 2103, 2107, 2085

4. Engagement approach

Community and stakeholder engagement for the Pittwater Road, Queenscliff - Pedestrian and cycle bridge was conducted between 21 November and 19 December 2024 and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

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

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 an open-field comments box for community members to share any feedback on the project they wished to contribute.

Email and written comments were also invited.

4.1. Reaching diverse audiences

A thorough stakeholder mapping exercise was completed to identify and understand the needs of the whole community.

It was determined for this project that it was particularly important to hear from local residents, schools within the catchment area, key stakeholders and resident groups. Our transport officers also met with Bicycle NSW to discuss the project and received their overall support.

We sought feedback on the project through several other activities including:

- information was provided on Council's Have Your Say project page
- direct key stakeholder notification
- direct school notifications
- direct contact with local business
- letterbox drops to nearby residents
- direct contact with resident associations
- displays of onsite notification posters
- Mayor's weekly e-news.

5. Findings

The community engagement process revealed several key themes regarding the proposed Queenscliff pedestrian and cycle bridge project. Safety emerged as the top priority, with strong support for improvements to address the hazardous conditions of the existing narrow crossing. Many respondents, particularly parents, highlighted frequent near misses between walkers and cars, reinforcing the need for a safer, more accessible connection.

The bridge design received mixed feedback. While some respondents appreciated the aesthetic appeal of the proposed arch, others felt it was unnecessarily complex and suggested simpler alternatives, such as designs similar to the Narrabeen Lakes bridge. The

proposed 4 metre width also raised concerns about whether it would provide sufficient space for users. Additionally, respondents questioned the potentially sharp turns at the bridge entrances and the need to reduce conflicts between walkers and bike riders, particularly regarding e-bike speeds and the benefits of dedicated lanes.

Financial concerns were a major point of discussion, with many questioning the overall cost of the project and its source of funding, in light of proposed rate increases. Some community members suggested widening the existing path. Environmental considerations also featured prominently, with respondents emphasising the importance of preserving the lagoon, protecting existing trees - particularly the jacaranda - and maintaining the local ecosystem.

Connectivity and integration with surrounding infrastructure were major concerns. Respondents suggested improved links to existing pathways and better crossings at Aitken Avenue and Queenscliff Road. Other suggestions included minor upgrades to the current bridge and exploring alternative crossing locations.

While there was broad support for improving safety and accessibility, opinions varied on the project's design, cost and urgency. Some community members viewed the project as an immediate priority, while others questioned its necessity compared to other infrastructure needs.

The project team will carefully review this feedback to refine the bridge design, improve connectivity, and address environmental concerns as we move forward.

Table 1: Issues, change requests and other considerations

Theme	Issues, change requests and other considerations raised	Council's response
Safety and accessibility	The majority of respondents supported the project, mentioning safety concerns related to the existing narrow crossing.	Noted, the bridge has been designed in response to community concerns about the proximity of traffic in this area.
Design feedback	While many supported the proposed bridge, views were mixed on the arch design and 4 metre width. Several respondents advocated for wider pathways and dedicated lanes for walkers and bike riders.	The self-supporting arch design is in response to ecological concerns about the placement of piers within the lagoon. The 4 metre width is in line with Transport for NSW design guidelines and has been shown to work well within the new shared-use bridge across Narrabeen Lagoon. Dedicated lanes are unlikely to be respected, however, a central delineation line will be incorporated to encourage 2-way traffic to keep left.
User conflicts	Concerns were raised about potential conflicts between users, particularly regarding e-bike	Signage and line marking will be incorporated to slow bike riders and remind them of

	speeds and the need for clear guidelines on shared use.	their responsibilities. Council is continuing its education campaign for e-bike riders and will continue to advocate to Government for appropriate legislation around their use and ownership.
Cost and feasibility	Many questioned the project's funding and suggested exploring more cost-effective alternatives.	This project is fully funded by a Get NSW Active grant from Transport for NSW. A separate bridge keeps walkers and bike riders away from traffic and does not require additional piers in the water or costly changes to the ageing structure of the existing bridge, whilst meeting current design standards.
Environmental considerations	Respondents emphasised the importance of protecting the jacaranda tree, mangroves, and the lagoon's natural landscape.	A Review of Environmental Factors (REF) was carried out and the recommendations have been incorporated into the design. The jacaranda tree will not be affected and the impact to the mangroves and other vegetation in the area will be kept to a minimum in line with the REF.
Integration with existing paths	Feedback highlighted potential collision risks at entry and exit points, particularly at Aitken Avenue and Queenscliff Road. Improved connections to existing pathways were requested.	Noted, the bottleneck near Mulatto Coffee and the intersections at Eurobin Avenue and Queenscliff Road will be subject to a future investigation.

During the consultation, Council received a number of questions either through direct contact or within feedback received.

Table 2: Questions raised and Council's answers

Question raised in feedback	Council's answer
Can you confirm and ensure that the beautiful jacaranda tree at the end of Aitken Avenue will not be affected by the building of this bridge.	The design will not require the existing jacaranda tree to be removed although some of the lower boughs may need to be pruned back to ensure there is adequate clearance for walkers and bike riders to pass underneath. This will be confirmed during detailed design.
Is there anything planned for further to the north (between Aitken Ave and Queenscliff Road) where the footpath/cycleway is also adjacent to the road and fast-moving traffic?	There are currently no plans for the existing shared-user path between Aitken Avenue and Queenscliff Road.
Could the new bridge have separated cycling and pedestrian lanes?	Delineated lanes for walkers and bike riders are unlikely to be respected by either and may even encourage unwanted behaviour such as an increase in speed if users believe they have a lane to themselves. There is also no legislation that allows this arrangement to be enforced. A central dashed line as per the Transport for NSW guidelines will be incorporated to encourage users to keep left.
What are the regulations around speed on shared cycle and pedestrian routes?	<p>The Road Rules that relate to travelling on a shared path can be found here: https://legislation.nsw.gov.au/view/html/inforce/current/sl-2014-0758#sec.242</p> <p>There are no specific regulations about speed but walkers always have priority and bike riders are advised to travel at a speed appropriate for the conditions.</p>
Why can't you just fix and extend the current bridge that is there?	Widening the existing bridge would require substantial additions and alterations to the existing ageing structure and would not meet current flood design levels. Its construction would have a significant impact on the operation of Pittwater Road and require additional piers to be built in the ecologically sensitive lagoon.
Why does the bridge need to be so offset from the existing bridge rather than sitting adjacent but more direct line of travel?	To meet the required 1 in 100 year flood level, the bridge needs to be higher than the existing road bridge (that was constructed to previous standards). The maximum gradient allowed for the ramps is 1:14. If the proposed bridge was positioned parallel to the road there would not be enough space at the northern end to construct the ramp without

	exceeding the maximum allowed gradient. The current alignment is the closest the bridge can be positioned whilst maintaining the 1:14 gradient for the ramp.
Will there be any lighting at each end of the bridge or low lighting to illuminate the path along the bridge?	Like the recently constructed bridge across Narrabeen Lagoon adjacent to Pittwater Road, low level lighting will be incorporated within the handrail.
Is there any update on when the Oliver St bike path will be completed?	The latest project information is available on our project page: https://yoursay.northernbeaches.nsw.gov.au/curl-curl-freshwater
Can we put a physical barrier on the existing bridge?	Pedestrian fencing was considered; however, a separate bridge was progressed to address the safety and accessibility issues of the existing narrow footpath including conflicts between people walking and bike riding.
Why was the eastern side chosen rather than the western side?	This project is focusing on the regional shared-user path connection between Warringah Mall and Manly which runs on the eastern side of Pittwater Road. Wayfinding will be provided to encourage people walking and bike riding to use the eastern side of Pittwater Road.
It would be good if there could be an interpretive plaque erected near the bridge commemorating the former tramway bridge that crossed the lagoon nearby - it carried steam trams operating to Brookvale from 1907 and later electric trams to Narrabeen.	Noted. We are currently collaborating with our Heritage team to conduct further investigation.

Appendix 1 Verbatim community and stakeholder responses*

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

<https://eservices.northernbeaches.nsw.gov.au/ePlanning/live/Common/Output/Document.aspx?t=webdoc&id=8kxFNPmABF4V0A60ki4OEg==>

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

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Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.