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# Community and Stakeholder Engagement Report

## Access to Queenscliff Headland (Stage 1 of 2)

Impact level: 4

Consultation period: 19 November to 20 December 2020

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# 1. Summary

This report outlines the outcomes of the community and stakeholder engagement conducted from 19 November 2020 to 20 December 2020 as part of investigations into improving access to Queenscliff Headland.

Two concept designs, both aimed at providing improved pedestrian access between upper and lower Greycliffe Street, were exhibited:

Option A: Straight ramp

Option B: Switchback ramp

The feedback collected during consultation revealed a significant number of community respondents supported the proposal to improve access in this area. Responses highlighted specifically the need for safer access for prams, bicycles and wheelchairs.

However, some respondents felt that an access path was unnecessary and unwanted by the community. They expressed concerns with the potential impact on the aesthetics of the area, loss of vegetation, an increase in traffic congestion and the cost impacts of the project.

From the feedback received, the switchback ramp option was the more popular choice as it was considered a more accessible solution.

There were also suggestions regarding the need for safer access for bicycles, however, neither of the options presented would be suitable for a formalised shared path in its current design.

## 1.1. Engagement snapshot



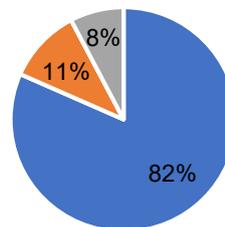
Total responses received<sup>1</sup>

246

Would you like to see access improvements to Queenscliff?



Quantitative support question 1

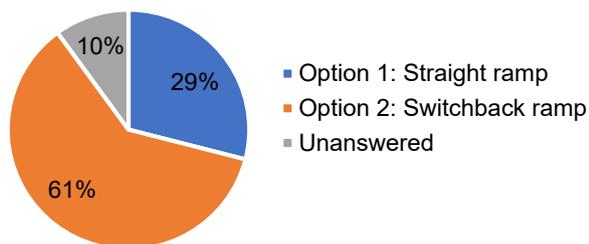


■ Yes  
■ No  
■ Unsure

<sup>1</sup> 115 submissions included written comments in addition to a response to the quantitative support questions

Which of the proposed access options do you prefer?

  
Quantitative support question 2



  
Feedback themes

- Accessibility.
- Pedestrian safety.
- Loss of vegetation and impacts to local environment.
- Cost efficiency.
- Design and aesthetics.
- Protection of the historical staircase.
- Bicycle use on the proposed path (and impact to pedestrian safety).

1.2 How we engaged

 Visitors: 1197      Visits: 1425      Av. time onsite: 1 minute  
Have Your Say

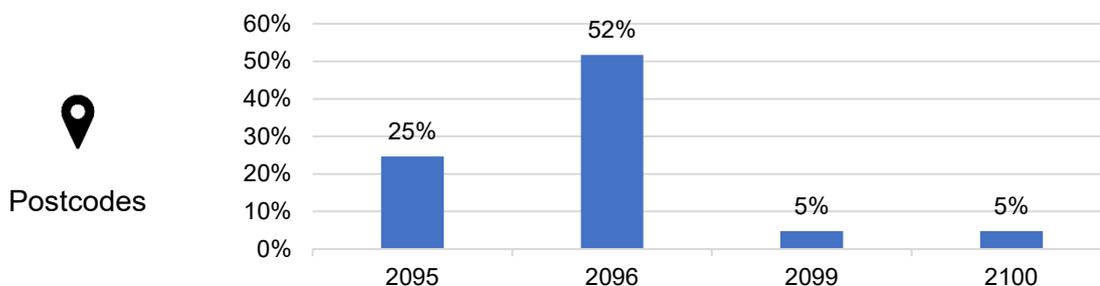
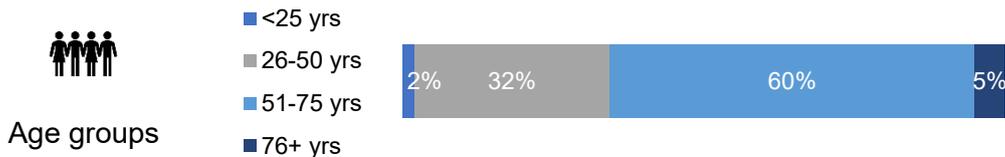
 Site signs: Yes      Number: 2  
Print media and collateral

 Community Engagement Newsletter: 2 editions      Distribution: 20,000 subscribers  
Electronic direct mail (EDM)

1.3 Who we engaged<sup>2</sup>



<sup>2</sup> Demographic data was captured by request only. The data represented only includes those respondents who provided this detail.



## 2. Background

At its meeting on 24 September 2019, Council resolved to further explore a footpath on the north side of Greycliffe Street as the preferred concept option to improve accessibility to Queenscliff Headland.

Potential concept designs were developed aimed at providing improved pedestrian access between Bridge Road and Greycliffe Street, including upgrading of the crossing point in Greycliffe Street.

An initial site investigation was undertaken, including a geotechnical assessment to determine the site constraints and potential issues that would require engineering solutions to provide a path connecting the Stuart Somerville Bridge to the residential area of Queenscliff, based on the geotechnical investigation, service locations and the design parameters to achieve access for a wider range of users, 3 options were developed.

Option one was a simple ramp connecting the base of the existing stairs to Upper Greycliffe Street. This option allows for all users to access the upper level using a 2-metre-wide path that connects with existing footpath on northern side of Upper Greycliffe Street. This option has grades of up to 1 in 7, which exceeds the desired accessibility standard (1 in 14 with 1 in 20 preferred), however it is noted that the existing footpath connections further north towards Queenscliff Road along Bridge Road are also non-compliant (1 in 7).

Option two is a switch back design that meets the 1 in 14 but reduces the width to 1.5 metres (footpath standard) and has an entry and exit point location adjoining the existing stairs. This option requires a significant amount of additional rock excavation, impacting on the neighbouring resident's amenity and extending the construction program. This option also requires significant service and stormwater relocation to facilitate the required grades.

Option three was considered to minimise the relocation requirements, however this option results in almost as much impact on the adjoining residents, significant visual impact, and resulted in a multi-leg switchback that was not a practical solution. This option was not considered suitable for consultation and was not progressed to costing or review.

### 3. Engagement objectives

Our engagement objectives were to:

- build community and stakeholder awareness of project
- extract local knowledge affecting the ability to install either option
- understand community preference between the two presented options and why
- provide accessible information through a variety of channels to ensure the community and stakeholders could participate in a meaningful way.

### 4. Engagement approach

Community and stakeholder engagement for the proposed access improvements to Queenscliff Headland was conducted from 19 November to 20 December 2020 to provide an opportunity for community and stakeholders to provide comments on the options prior to Council choosing a solution.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017). A documented engagement approach is outlined in the Access to Queenscliff Headland Community and Stakeholder Engagement Plan (October 2020).

The Community and Stakeholder Engagement Plan established the approach to promote the project engagement, identify risk, map key stakeholders and identified easy and accessible ways to collect feedback that reflected local community sentiment including levels of support, opportunities and issues.

Engagement was conducted through the Have Your Say project page with concept designs and technical plans made available on the page. Behavioural economics principles guided the development of our online content to ensure clear and consistent information was provided to our community.

To understand community sentiment on key elements of this proposal, two quantitative questions were asked. These related to the support for access improvement overall and a preference on each of the options provided.

In addition, an open-field comments box provided an opportunity to contribute further feedback including identifying other potential solutions and comments to support the response to the quantitative questions.

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

### 5. Findings

Overall, 82 percent of respondents would like to see improvements in access to the Queenscliff Headland. Most comments received outlined the benefit of improved access for pedestrians, pram users, elderly and wheelchairs.

When presented with the two concept designs; Option A (straight ramp) and Option B (switch back ramp) the majority of respondents indicated a preference for a switchback ramp.

The loss of vegetation was mentioned by some with an overarching desire for council to ensure we protected the natural local environment as much as possible regardless of the option selected.

Some submissions mentioned the need to improve the safety of users in design and the request to protect the current aesthetics of the area (in particular the 'natural' look of the rock face).

A few of the community members raised concerns over potential impacts on the existing staircase. However, this will not be impacted as part of this work, with the potential to improve safety by providing a better landing point at Lower Grey Cliffe Street.

Many submissions made reference to access for bicycles and the need to increased safety for both pedestrians and people riding bicycles. Neither option has been designed for bicycles riders due to the cost and impact of providing the necessary 2.5 metre path width.

### **Option A (straight ramp)**

32 percent of respondents indicated that they supported the straight ramp option primarily as they believed it would be the more cost-effective option. Aesthetic reasons were also raised with many indicating this was the more visually appealing option. Some believed this option would encroach on the privacy of more homes in the area.

### **Option B (switch back ramp)**

61 percent of people supported this option. The main reason given were that it was a safer and more accessible alternative due to the more gradual (less steep) incline. Other comments highlighted the switch back ramp option would result in noise for residents. Some concerns were raised about the excavation of the rock face and removal of vegetation.

### **No support or neutral**

A small percentage of respondents did not support any access improvement outlining concerns about impact on aesthetics of the area, loss of vegetation and rock bedding, additional traffic congestion and impacts on the historical staircase.

The cost benefit ratio was mentioned a number of times and of those respondents who did not favour the project, the majority indicated it was due to cost efficiently concerns.

## Appendix 1 Verbatim community and stakeholder responses\*

Number	Comment/submission
1.	Option 1 proposes a wider shared path which is important for multiple users. It's also indicated to be less intrusive and more cost effective.
2.	So stupid. Waste of money and people will just get knocked over by mountain bikers and skateboarders. Another STUPID COUNCIL PROPOSAL.
3.	This project description is to provide better access for pedestrians, prams, wheel chairs and bike riders. However, Option 2 is for a 1.5 metre wide path which is not suitable for use as a shared path. Therefore Option 1 is the only option meeting the stated project description.
4.	Option 2 (switchback ramp) is the preferred and safest. With Option 1, wheelchairs or mothers with prams would be required to cross the road two times (Upper Greycliffe Street) without a cross walk - both at Bridge Road and in front of 29 Greycliffe Street. Option 2 starts from the sidewalk, and does not need to cross either time. There is also less disruption to the reserve overall.
5.	A travelator
6.	Please also keep the current stairs for quick access.
7.	The switchback ramp is better along as there is ample room at the junction to turn a bike or pram around the corner.
8.	This option allows pedestrians that walk from Queenscliff to Freshwater and visa versa to start and finish as with the existing stairs and not have to walk up the street on a skinny path past residents houses with a possible noise problem for them
9.	Don't ruin the natural landscape for this not important feature!
10.	Switchback option is preferable as it starts and ends at the existing stairs thereby is a proper alternative. The other option increases foot and bicycle traffic along a residential road which is a less safe choice. It also has more of an adverse impact on the local residents of that street.
11.	Either access option would be okay
12.	I think it would be important that the natural rock and vegetation would be kept and other vegetation planted to "screen" the ramp.
13.	waste of money there is already a road there you can walk around if you need to. don't waste our tax payer dollars on a ridiculously ugly sandstone ramp when there is beautiful vegetation there already
14.	option A seems less steep, so better for bicycles, prams etc. Also the option A can provide more green space, so you dont look to a blank wall
15.	Is there to be a footpath along Upper Greycliffe Street to this straight ramp to keep mothers and prams, and the elderly and the disabled, off the road? Is there going to be a zigzag type fencing at the bottom of the ramp to make bike riders dismount to go in and around fencing so that they do not fly down ramp and across the entrance to Greycliffe St below? I do not see such fencing pictured. This will be a major safety problem if not addressed properly.
16.	If this goes ahead it will be like the pedestrian crossing in North Steyne, at the intersection of Collingwood street, where the pedestrians cause massive traffic congestion. Will the residents of Greycliffe street, east of Bridge Road, have right of way at the intersection of Bridge road and Greycliffe street? I don't think this matters as Council doesn't take any notice of local input.
17.	If this goes ahead it will be like the pedestrian crossing in North Steyne, at the intersection of Collingwood street, where the pedestrians cause massive traffic congestion. Will the residents of Greycliffe street, east of Bridge Road, have right of way at the intersection of Bridge road and Greycliffe street? I don't think this matters as Council doesn't take any notice of local input.
18.	Option 1 does not provide the same level of safety as Option 2. The purpose of the ramp is to ensure safe and equitable access for those families, cyclists and walkers coming and going to and from the queens cliff headland.

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

Number	Comment/submission
	Option 1 forces them to still cross a busy road, as a lot of people use the pedestrian path on the east side (steps & handrail) then they have to cross road then cross again to access the start of the new ramp. That is a complete nonsense. Why Council even considering promoting Option 1 to the public is beyond me. Please do not waste anymore precious community time and resources on Option 1. Thank you.
19.	Pram friendly please
20.	Option b with a flatter gradient will be much easier for people heading back up the ramp especially someone like me pushing a heavy double pram. The council needs to stop delaying and build the ramp
21.	It lands you in Bridge Road and able to keep going up Bridge Rd. The straight ramp requires navigation down a narrow road
22.	I can see the benefits for those with prams, cycles or possibly even the elderly who would feel safer. Unless sufficiently wide, I would suggest that cyclists dismount and the railing be high to avoid falling onto the road below. I have a strong preference to ensuring we take efforts to maintain any of the plants/life that exists.
23.	Make it safe for everyone who uses it. Keep as much green as possible.
24.	is this why the trees have disappeared? I wouldn't like to walk on either pathway, as it is too close to the road, though if I have to choose, I go with Plan B
25.	Straight ramp is visually more appealing & cost effective & ensures house still have privacy from the road / ramp. It is also greener, taking less away from the environment
26.	Switch Back ramp looks a lot safer, as you don't have to go on the road at all. It also offers a nice cascading landscape if vines and plants are planted.
27.	Option B is more accessible and inclusive to people with all different physical needs. Option A is likely to be prohibitive to some users given the varying gradients - which means the overall goal was not achieved. Inclusion in the community is for everyone and option B will ensure that the needs of people with varying physical abilities & needs are as important as others in the community - everyone can and will belong. Option A will not achieve this.
28.	I believe the proposed option 1 will be a danger to pedestrians walking along the narrow street, with cars reversing from driveways and will be difficult for pedestrians to follow/find the ramp. Currently there are a lot of drivers who drive west along Upper Greycliffe Street, notwithstanding the "no through road" sign and then realise when they get to the end of the street that it is a no through road and either have to reverse and turn around or what we see happening on more occasions than not, cars ignore the no through road sign and turn onto the road leading down to the bridge and often nearly causing collisions.
29.	A switchback ramp with stairs at the switchback would add options for pedestrians and reduce walking distance for some users.
30.	Wider, straighter option is better for prams and bikes and pedestrians to not collide.
31.	An elevator (Disabled Lift) should also be installed at top of stairs (End of Bridge Rd) to meet Undercliff Rd that leads to freshwater beach.
32.	No sure we need his ramp to cater for bikes: they can take the existing road
33.	This will destroy vegetation, and sandstone wall
34.	Both options make your journey much longer in time and distance, but necessary for less able pedestrians and wheelchairs. The switchback option is shorter option, therefore better. The stairs need to remain in place as option for able pedestrians.
35.	I think option B would be safer
36.	It's fine the way it is! It's wonderful that we still have so much natural vegetation next to a busy road and it doesn't need to be destroyed. It's also great exercise taking the stair over to Freshwater and vice versa and we could put the funding towards something more useful and necessary to the community.
37.	In my opinion the Switchback option provides a more direct route to walk from Queenscliff beach to Freshwater , otherwise you would be backtracking if option 1 was to be installed
38.	Switchback ramp is superior because it creates a dedicated walking ramp from the upper road all the way down.
39.	No this is a historic headland and this modern looking trash will ruin the whole aspect! Keep it original and untouched!!

Number	Comment/submission
40.	Proposal B especially is a huge scar on the landscape.
41.	There's no need to damage the existing wall, vegetation and stone structure. Leave it as is and save the money.
42.	Leave it how it is
43.	Please ensure adequate lighting for safety at night.
44.	It will ruin what is there from the sandstone, waterfall when there is nothing wrong with it.
45.	Both options an improvement
46.	The straight ramp provides a wider share path and adequate room for soft landscaping.
47.	Option 2, only because Option 1 does not seem to include a protected pedestrian path on bridge road. I feel that Option 1 is a better looking solution, but option 2 brings users back to the top of the existing stairs without the need to walk along the road.
48.	The stairs MUST be retained for easier access for able bodied people. The stairs are also used as part of people's exercise regime. If the budget is a problem the straight ramp is satisfactory
49.	Waste of time and money. This will destroy the sandstone wall, the 1880 steps, the water fall and all the vegetation. There are already many great footpaths to get access to Queenscliff headland, to be accurate this isn't even direct access to Queenscliff Headland. I do think there needs to be something at the bottom of the steps like a fence, as cars do turn fast into that street, but not this massive footpath ruining what is a beautiful view driving up the bridge.
50.	This will destroy the sandstone wall, the 1880 historic steps, the waterfall and vegetation.
51.	Option 2 provides safer pedestrian access and ends at top of existing stairs in Bridge Road where pedestrians would want to go. Option 1 may be cheaper but is less desirable and pedestrian friendly.
52.	First option would be completed before option 2 as not so much rock cutting
53.	actually either suits me - option 2 is less to walk so probably better for people with a disability. Can I ask that the stairs remain.
54.	Either option will be an aesthetic blight -option A is the better of 2 ordinary options; pedestrian safety via a raised intersection are however, long over due not only at Greycliff St but also where walkers cross at Queenscliff Rd and Pavillion St . Surely if the coastline is worth walking a modicum of basic fitness is required; are we rewarding sloth? Locals otherwise have plenty of options and frankly I'm not hearing complaints from them. The stairs ought remain no matter what - they have historical value
55.	Include a ramp option to access Queenscliff Headland is supported. Please consider how the existing road width be maintained, without extensive excavation of the existing retaining wall?
56.	Having studied both options in detail, I feel that the high cost and impact on the Queenscliff Headland environment is far too great for such a proposal to proceed. It concerns me that the premise this development of giving 'access to Queenscliff Headland' isn't accurate. Both options proposed only create access from Greycliffe Street, 30m up to Bridge Road. For someone wanting to venture any further along Bridge Road and have full access to the headland there are more steps on Bridge Road and if they wanted to go to the top of the headland there is an entire maze of steps and ramps to navigate between Queenscliff Road and Pavilion Street. And if they wanted to go further down into Freshwater there is another maze of steps and even steeper ramps. So, to spend so much time and money on such an intrusive and expensive development that doesn't fulfil its objective of 'access to Queenscliff Headland' seems to be extravagant to say the least. Surely the funds could be better used else where in the community.
57.	There needs to be speed humps placed at the bottom of the stairs at Greycliff St and also at Queenscliff road. The stairs are constantly used each day and I'm concerned it's only a Matter of time that a child or any pedestrian gets hit by a car as they come off the stairs. I also think that the section at the top of the stairs coming from both Queenscliff and freshwater on Bridge Rd is paved to indicate to cars that it's a high pedestrian area. Everyone walks on the road in this section. Thank you.
58.	Having resided in (Upper) Greycliffe St for 22 years, I am aware of some of the topography buried at the start of the proposed ramp. Around 10 years ago, Council sprayed bitumen over the dirt on the western side of the top of the steps to prevent the dirt washing down the steps. I believe that once that bitumen and soil is scrapped away, as well as the soil, bushes and trees

Number	Comment/submission
	<p>around the bend, it will reveal a decent slope downhill, Looking over the edge near the open drain, it appear that to that point would be at least a third of the height down to the finishing point. Also once the tree immediately west of the open drain is removed, it is then uphill to the proposed switchback opposite No 23. I am of the opinion that taking the proposed ramp only as far as the eastern boundary of No 21, the only rock that may need removing is from there to the existing steps. It seems to be a pointless exercise to excavate another 40 odd metres of rock before coming the switch to head east. The preferred Option A would involve denuding many shrubs from 29 to 33, excavating far more rock than required for Option B. I have spoken to some residents and they would consider that many people would not bother to walk the extra about 100 metres for Option A. Surely the costs of an extra 100 metres of concrete path needing to be formed up, poured and finished off would be at a greater cost than that of the switchback ramp. It might be noted the northern side of the proposed switchback has not been Bridge Rd, since Warringah Council changed it to Greycliffe St around 15 years ago, (gave the old corner shop a Queenscliff Rd address and gave the house on the south side of it a Greycliffe St number) and signposted the street accordingly.</p>
59.	<p>This is a complete and utter waste of money. An expensive eyesore.  This path leads to further stairs up the headland and then more stairs down to Freshwater. Nobody needs this construction as the people I see on this path are joggers, walkers and people with dogs. We are all happy to use the stairs. People with prams and bikes use the path on the other side of the road so there is a happy separation.  Why is Council pursuing this and other frivolous projects that nobody wants? It's just a waste of ratepayers' money. If you have spare funds then reduce our rates!  Alternatively address serious problems that have been around for over 20 years like the resident parking problem on Queenscliff headland! Absolutely nothing has been done to address this problem for over 20 years and it continually gets worse and worse with boats, caravans, trailers, trucks and commercial vehicles parking permanently and taking all residential space.  <u>Seriously – start fixing real problems not frivolous projects for 1 or 2 people.</u></p>
60.	<p>1. Why has the northbound route, on the southern side of Greycliffe St (ie. via Lower Greycliffe St), had signage removed which previously directed road cyclists to use it (for safety)? This route/signage needs to be re-established (for safety).  2. The ramp concept of this proposal should be similarly considered for improving pedestrian access between the upper &amp; lower level paths adjacent to Manly Life Saving Club.</p>
61.	<p>I have submitted a more detailed analysis by email.</p>
62.	<p>The cost benefit for this project would be very low unless Council is planning to put in ramps all the way to Freshwater Beach. It seems this project would really only benefit a small number of people for which there is already a footpath. Perhaps a pedestrian crossing to cross Greycliff Street would help and be much cheaper.</p>
63.	<p>Wider and straight ramp in option A is safer.</p>
64.	<p>Is it really needed? Also, just don't think it's feasible.  People with disabilities have good access to and between Queenscliff, North Steyne, Manly, Fairy Bower and Shelly beaches. And Manly Warf.  Accessible access from Queenscliff beach to Freshwater beach is unlikely to be achievable any time soon given the very steep stairs and lack of space around the stairs from Bridge Road to Undercliff Road.  Nor are the following proposed accessible sections likely to be suitable or complying:  1. Queenscliff bridge, given the uneven surface and gaps in the concrete  2. The proposed ramp, given its width, gradient, lack of passing areas and landings  3. Upper Greycliff Street Bridge Road, given its steepness  4. The stairs at the top of Bridge Road  5. The stairs from Bridge Road down to Undercliff Road  6. The steep Undercliff Road and stairs down to Freshwater beach  If the proposal is just to make the section from Queenscliff beach to (upper) Greycliff Street accessible, the ramp (if it can be made to comply) will have little benefit for people with disabilities as the ramp (if people can get to it over Queenscliff bridge) will only get those people to upper Greycliff Street (the bottom of the steep Bridge Road) with 3 more sets of stairs to get down to Freshwater beach. There is nothing at the top of the proposed ramp,</p>

Number	Comment/submission
	<p>unless you are a resident of that part of Queenscliff Road, or Greycliff Street, comprising perhaps 60 houses / residences. Are there any wheelchair users that live in those 60 odd houses?</p> <p>Cyclists are also unlikely to use the proposed ramp (if they are allowed to, given the proposed use by wheelchair users) given that it is out of the way of the established bike path from Freshwater to Manly and given the remaining 2 sets of stairs between Undercliff Road and Queenscliff – that is, the proposed ramp only addresses 1 out of 3 lots of stairs.</p>
65.	Option B is less intrusive on local residents.
66.	Switchback ramp is shorter!
67.	<p>Council should check the proposed ramp's compliance with disability and accessibility standards as I think it may be hard to design a compliant ramp, given the limited space and steepness of the steps.</p> <p>Suggest Council engage an independent disability consultant to assess: compliance, safety, utility and demand for the ramp by disabled visitors or residents.</p> <p>Proposal really needs careful independent assessment given the likely cost and disruption - will make traffic very bad getting out of Queenscliff and Freshwater during construction given likely closure of 1-2 lanes on northern side of Queenscliff bridge (Bridge Road).</p>
68.	Ensure stairs are avoided so that less mobile citizens such as ones in wheelchairs can access the new works.
69.	Both options very welcome. The straight ramp would be simpler to negotiate, but less direct. Are there specific suggestions regarding bikes?
70.	We have young grandchildren and currently need to walk west along Queenscliff road and cross at the island which is dangerous. We are excited to see the project progressing. Either option is ok but B is preferable
71.	We live on Queenscliff road and are very keen to see this ramp built as soon as possible. We support the switch back method as it has a lower gradient and thus allowing us, nearing 70 a much easier access to Queenscliff road with our grandchildren, some in strollers and prams. One thing we would like to ensure is that the width of both down and up paths are wide enough for pedestrians to pass easily if they have bikes and or strollers.
72.	I believe this is a safer option for pedestrians and bike riders.
73.	We believe that option 1 would be safer for pedestrians and bike riders.
74.	The switchback plan creates a pinch point and exposes more rock, removes more vegetation and is visually unattractive. Hence the straight ramp is preferable and visually less intrusive. I trust that the existing stairs will be retained as well.
75.	Switchback seems safer for pedestrians and prams against speeding bicycles.
76.	Please add some width at switch back since it will be a little pinch point for prams/bikes etc Also there might need to be signage if it's ok to ride ramp or push bike only.
77.	<p>I live on the Queenscliff headland with a young child and use these stairs many times a day. Many times I have witnessed people carrying prams, strollers and bikes up or down the stairs. A ramp in this area would improve the area both for residents and the many tourists who do the beaches walk with children. It would also improve access for the elderly and less mobile population to the headland or crossing the headland. The existing stairs are a major impediment for many.</p> <p>While any solution is better than none Option B is preferred because-</p> <ul style="list-style-type: none"> <li>- convenient, easy, intuitive ( it starts and finishes in same location as stairs)</li> <li>- safer (less road crossings, no conflict with cars and reversing from parking on Upper Greycliffe)</li> <li>- doesn't empty pedestrians onto Upper Greycliffe and create a dangerous traffic crossing for prams etc</li> </ul>
78.	Either option would be very useful. If option 2 is a lot more expensive then option 1 would be good.
79.	Great idea. Bike riders really need this
80.	I suggest that the proposed new bicycle connection between Manly and Freshwater should be integrated with the suggested work. The current route along Greycliff Street is piecemeal at best.

Number	Comment/submission
81.	Smart & simple solution that does not make those who need the ramp to feel separate. They start & finish adjacent the step climbers. Great option
82.	As no one seems to have commented on the proposed access options, and the numbers of people affected seems to be small, I think that Council has a duty to ratepayers to minimise costs while continuing to upgrade safety and amenity for its ratepayers.
83.	Please complete as soon as possible, we've seen several prams nearly end up at the bottom of the stairs as people struggle to get down them - it's only a matter of time.
84.	there is no greenspace left at this end, please leave it alone as a natural cliff face to drive past and appreciate
85.	Seem to be a good idea to make this access more secured for any user as you are proposing. Both solutions seems okay. What is the cost difference? Over the years the current access has been utilised in an expediential increase. Only having stairs is disadvantaging those who are less mobile who live on Queenscliff headland. It also disadvantages those who have prams and families with young children on bikes.
86.	Switchback ramp appears to provide easier access with the shallower grade and flat rest stops. I believe the cost should not be at the expense of greater public accessibility .... and the obvious improved pedestrian safety.
87.	There are many other areas with greater priority where this money can be spent. There are very few people who would benefit from this, who are not slightly worse off with alternative sloped routes such as via Queenscliff Road. Building either ramp will remove an aesthetic wall of green that softens the area and helps make the area feel less 'over developed' and helps retain a beachside feel. It will be replaced with a hard wall of black / concrete. Greycliffe Street / Bridge Road already provides a steady gradient footpath ramp to connect to Queenscliff. Improvements for pedestrians/cyclists to cross the road at the western intersection between Greycliffe and Bridge Road should be made instead. Of the two options, option A is preferable. The ramp would be heavily used by cyclists and the switchback would be very difficult to negotiate, especially when there is traffic in the opposite direction. The path is wider and it would leave more greenery on the bank and slightly reduce the visual scarring.
88.	This option is more practical in that it is a shorter route (i.e. from the top of the stairs to the bottom of the stairs) and is easier for people to identify from the existing pathway. The path leading down to the stairs from Queenscliff Rd should also be widened.
89.	As a family we use the Queenscliff to Manly walk regularly and the steps are no problem for the able users but a big problem for the prams, wheelchairs and cyclists it causes issues, a switch back is the best option with out adding a lot of users onto the length of Greycliffe St into Bridge Road.
90.	Any access for less ambulant people or strollers should begin and end near where normal access points are. We do not ask people to go around the back to gain access anymore. Further, the switchback might reduce the speedsters going down the long slope and colliding with stair walkers.
91.	The entry and exit point of option B make is safer and simpler than the other option.
92.	While any solution is better than none Option B is preferred because- - convenient, easy, intuitive ( it starts and finishes in same location as stairs) - safer (less road crossings, no conflict with cars and reversing from parking on Upper Greycliffe) - equitable (DDA compliant) - amenity (doesn't empty pedestrians onto Upper Greycliffe, less signage) - width (can incorporate 'passing' points to make it just as wide as straight ramp) - cost (with two street crossings included in Option A the costs are similar if not less for Option B - aesthetic (less length means a quality landscape and retaining walls design will result in a more attractive design)
93.	Is this just another survey? To receive the same inaction as the many we have seen about parking , etc. , in the area.
94.	Option two would be great, I feel less invasive to the people residing on upper Greycliffe. What a fantastic proposal

Number	Comment/submission
95.	Option one will result on added length and possibly less safety as there is not footpath on upper bridge road. Option 2 seems the more reasonable and safest of the two. Thanks
96.	It is easier to get to and will provide safer access as well as providing an amazing panorama
97.	Option A. Straight ramp. Much easier to pass others than the narrower switch back option. Faster install time and cost saving. Great work getting it this far team
98.	The switchback ramp would be more convenient to most pedestrians who are seeking to come and go between Queenscliff and Freshwater.
99.	Option 2 would mean that there would be no need to cross the road as it would be a straight walk to the ramp from the foot path . It would also be shorter and more scenic
100.	If I am unsure of which option I favour why do I have to choose one in order to submit a comment? Does the gradient of either option comply with the wheelchair gradient of 1:14? What is the approximate cost of each option?
101.	All that is needed is two "LOOK" signs painted on the roadway at the bottom of the stairs on the northern side of Greycliffe street and on the roadway on the southern side of Greycliffe street at Bridge Road. The majority of pedestrian traffic will use the stairs. Waste of money.
102.	Maintaining the existing stairs for those capable and wanting to use them makes sense. Able bodied people may object to the ramp as it will be a longer and thus time intensive route, the routing the the west is not as desirable. The less expensive option looks just as good as the more expensive and longer term switchback project. However, gradient requirements may dictate how useful this is for users requiring a ramp.
103.	Should the Council decide there is actually a real need for a ramp rather than using the existing means of access/egress for prams etc the I am of the opinion that Option 1 will have the least detrimental impact upon the existing rock and the visible impact of this option reduce "visual pollution" Whilst I agree that Council could/should provide increased mobility options for residents and visitors I remain unsure that any "ramp option" will be utilised for the original intent. Currently the steps provide a natural barrier and parental "alert" for young children on scooters and bikes who gain too much speed descending Greycliff St. Sadly I believe that either ramp will become a playground for cycles, scooters and skateboards and will, at some stage challenge the risk management profile of the works.
104.	I think this kind of detail is important and encouraging to pedestrians.
105.	The switchback options provides for a safer egress point so is preferred.If ancillary areas could provide for improved landscaping this would be beneficial
106.	Why not just put a crossing point opposite no 41 Greycliffe St? Ramped access is already available to that point along the current shared bike path on the south side of Bridge Rd. No rock work needed.
107.	Current access must be improved especially for prams and wheelchairs.
108.	I believe most people use the existing track to access walks/cycle over the hill to destinations north. So your Option A deposits them off their track whereas Option B does not. Option B increases the throughput of the existing track and does not create a new 'destination'. Oh and if either options goes ahead it is important to keep the existing track and keep it open while works are there.
109.	The second option seems more convenient as most traffic seems to come down Bridge rather than along Greycliffe. Also, Greycliffe is quite narrow and could be unsafe to mix additional pedestrians and prams, wheelchairs etc. with cars. However, both options seem highly costly and though I'm not against either, I do wonder what proof of demand there is to justify this expense. I won't be surprised to see the finished structure very little used.
110.	I like the straight path option 1 visually and economically but we are not shown any new footpath at the top of greycliff st. this seems a little dangerous. So I will opt for No 2 as there seems to be a safer landing at the top. Would it be bicycle friendly or would the bicycle path on the other side remain the only way to get up the hill.

Number	Comment/submission
111.	The switchback ramp is better and so much safer because then you either start or finish still next to the stairs and not on the middle of the road where there isn't any footpath. That is so dangerous for kids on bikes or pushing prams to start or finish on the road if it is a straight ramp. This spot is so close to the corner of Greycliffe St where cars come around the bend and straight into the street and it's also opposite the large driveway section of the units opposite. A really bad design!!
112.	provides better access but consistent with road & other path slopes in the area (I think) - I don't see the point in building lower slope paths if surrounding roads & paths are higher slope. Also the extra width will likely be higher utility for many users.
113.	The switch back is ugly, costly and not suited to cyclists.
114.	Why are residents of Queenscliff receiving special consideration. This access has always required using stairs. Why now do residents require something different. Push bikes can be wheeled up the narrow ramp that is next to the stairs. Just because a vocal minority have now had babies and use prams does not mean the community should alter the access. This is the equivalent of new residents at Mascot complaining about noise from aircraft . It has always been. Should council put in a level access path between Curl Curl and Dee Why to allow easy access for mothers wheeling prams? What about access from the Spit Bridge to Seaforth. What a nonsense .There are more important things for Council to spend money on, than an expensive level ramp scarring the rockface for a privileged outspoken few
115.	<p>I have completed the online form in brief, so that the engagement criteria council seeks is recorded, but I would like to provide more detail in relation to my preferred option.</p> <p>As a walker and a bike rider, the proposal to improve pedestrian and cyclist access between upper and lower Greycliffe has great merit, although council conveys mixed messages in its accompanying explanatory text.</p> <p>It advises that:</p> <p>Two potential concept designs have been developed which would provide improved access between upper and lower Greycliffe Street for pedestrians, prams, wheel chairs <b>and bike riders</b>. (emphasis mine)</p> <p>Oddly, the options are variously described as A and B or 1 and 2, but more confusingly both options are described as footpaths rather than <b>shared</b> paths. Also, Option B/2 is for a 1.5m ramp, which does not meet the minimum shared path standard of 2m, meaning it can't legally be used by cyclists (although most likely they would still do so).</p> <p>I do not support Option B/2 therefore, both for this reason and the fact that it will have a far greater negative visual impact on the vegetated cliffside.</p> <p>Option A/1 is less intrusive, cheaper to construct and, as a shared path, provides the stated desired access for both pedestrians and cyclists - even though on the Photomontage, it's titled the Queenscliff Pedestrian Access Ramp and a 2m wide footpath...</p> <p>Council has also recently sought resident views on bike infrastructure proposals in this same area, ie from Greycliffe to Queenscliff Rd etc, so it would seem logical to integrate both these welcome initiatives.</p>

### Document administration

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