
Community and Stakeholder Engagement Report

Foreshore connection improvements – Pittwater Road, Bayview

Consultation period: Tuesday 1 to Wednesday 30 November 2022

Contents

1.	Summary.....	2
1.1.	Key outcomes	2
1.2.	How we engaged	3
1.3.	Who responded.....	3
2.	Background	4
3.	Engagement objectives.....	4
4.	Engagement approach.....	4
4.1.	Reaching diverse audiences.....	5
5.	Findings	5
	Appendix 1 Verbatim community and stakeholder responses	9

1. Summary

This report outlines the outcomes of community and stakeholder engagement as part of a proposal to renew and upgrade the seawall and pathway along Pittwater Road Bayview between Bayview baths and the Bayview Sea Scouts Hall.




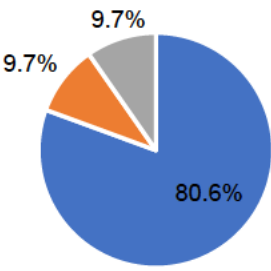

Pittwater Road through Bayview is a major evacuation and transport link and the seawall supporting it is listed as a critical asset. This project will improve protection and retention of the road verge and foundation from coastal erosion for the long-term and improve pedestrian safety by renewing and widening the existing poor condition footpath.

The feedback collected during consultation indicated a high level of support for the seawall and path works along Pittwater Road, Bayview, with comments citing the anticipated benefits for pedestrian safety and accessibility.

Feedback also suggested Council should consider extending the proposed shared path further north along Pittwater Road.

Respondents who were not supportive of the proposal raised concerns over the environmental impact of the proposal on the coastal mangroves.

1.1. Key outcomes

 Total unique responses	69 ¹	
 How responses were received	Submission/Comment form Written responses (email/letter) Phone call submission	Completions: 63 Number received: 5 Number: 1
 Online sentiment question: Do you support the proposal? ²	 <ul style="list-style-type: none"> Support Don't support Unsure/Prefer not to say <p>Total responses = 62</p>	
 Feedback themes	<ul style="list-style-type: none"> - pedestrian/cyclist conflict - support for path widening - vegetation removal 	<ul style="list-style-type: none"> - traffic and pedestrian impacts during construction period

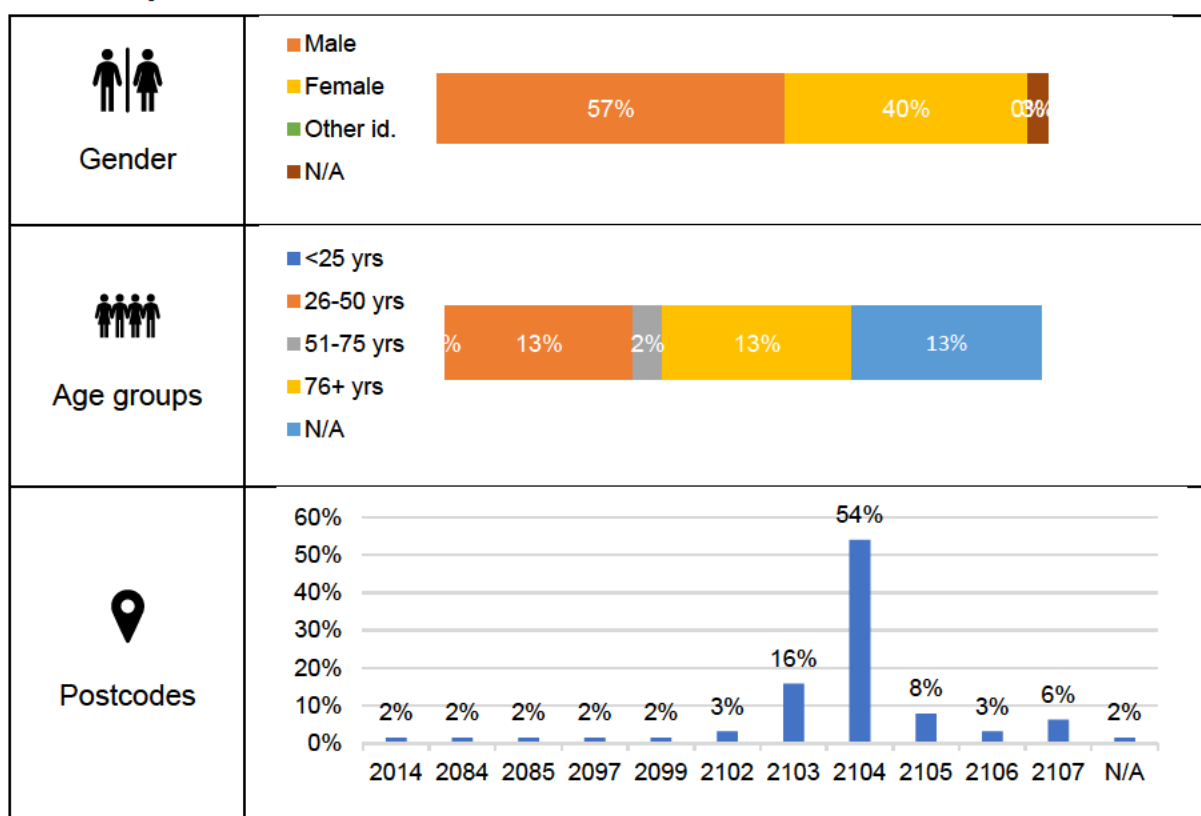
¹ Not every respondent made a comment in addition to answering the sentiment question, and some respondents sent in an additional submission via email.

² Not every respondent answered the online sentiment question.

1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 931	Visits: 1,228	Average time onsite: 2 mins 6 secs
 Print media and collateral	Letterbox drop: Residents and businesses in the immediate area of the works. Site signs used:		Distribution: 120 Number of signs: 3
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 2 editions Council (weekly) e-News: 1 edition		Distribution: 22,000 subscribers Distribution: 180,000 subscribers

1.3. Who responded³



³ Demographic data was gathered by request only.

2. Background

This project is driven by the need to renew existing infrastructure that has reached the end of its service life. Prior to the community engagement process, initial project investigations and concept designs had been completed. Targeted stakeholder consultation had been undertaken with the Bayview Church Point Residents Association.

The primary purpose of the wider community consultation was to inform the community of what was planned for this section of walkway, and the impacts on pedestrian and vehicle movement during construction. It was also an opportunity to get feedback on any concerns the community may have regarding the construction of the proposal, allowing Council time to address these concerns where practicable.

3. Engagement objectives

Community and stakeholder engagement aimed to:

- provide accessible information so community and stakeholders can participate in a meaningful way
- build community and stakeholder awareness of participation activities
- identify community and stakeholder concerns, local knowledge and values
- facilitate inclusive and ongoing dialogue using context appropriate spaces and platforms.

4. Engagement approach

Community and stakeholder engagement for the Foreshore connection improvements – Pittwater Road, Bayview was conducted between Tuesday 1 and Wednesday 30 November 2022, 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 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 Your Say project page. The form included a question that directly asked respondents for their level of support on the proposal.

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

Email and written comments were also invited.

4.1. Reaching diverse audiences

It was determined for this project that it was important to hear from local residents (from the surrounding streets) and nearby community groups such as the Scouts and tennis club. These groups will be most affected by the construction works, being in close proximity to the project area. Issues such as pedestrian and vehicular access will also impact these groups.

Council's project team directly consulted with the Bayview Sea Scouts and Bayview Tennis Club to review the project and understand their access requirements. These requirements have been included in the site set out plan ensuring that existing club activities would be unencumbered.

Residents in the streets immediately surrounding the works were letterbox dropped details on the project with a link to the Yoursay page, to ensure that they were given every opportunity to comment on the proposal and the temporary changes to pedestrian and vehicular movements.

5. Findings

Overall feedback for the project was very positive, with over 80% of responses supportive of the planned works. Improvement of pedestrian safety was the key driver of people's support for the project.

The main reason for people not supporting the project was the perceived impact on the foreshore mangroves. Removal of some mangroves will be required to undertake the works however, it should be noted that Council will be replanting mangrove seedlings at a greater density than what is currently in place.

Table 1: Issues, change requests and other considerations

Theme	Issues, change requests and other considerations raised	Council's response
Pedestrian access during construction	Temporary foreshore boardwalk structure to accommodate pedestrians during works	There is insufficient space to accommodate this request. The work area is restricted by Pittwater Road to the south and a Sydney Water Sewer main to the north. Additionally, the foreshore tidal flat adjacent the embankment will be a construction zone for machinery and excavation.
	Accommodate pedestrians on the roadway with a jersey kerb/water barrier accessway	The road corridor is too narrow to accommodate a pedestrian accessway, construction access and maintain a single traffic lane open during construction. Outside of construction hours both lanes of Pittwater Road will be open to traffic.
	Proposed pedestrian reroute is not easy to traverse.	Unfortunately, there is no feasible or safe way to maintain pedestrian access along the foreshore during construction. However, Council has included improvements to this route as part of the

Theme	Issues, change requests and other considerations raised	Council's response
		<p>first stage of construction works. These improvements include:</p> <ul style="list-style-type: none"> - installation of approximately 50 metres of footpath to connect the northern end of Fermoy Street to the traffic island crossing at Gibsons Marina - temporary change of King Edward Road to one way during construction works. The other lane will be converted into pedestrian access with a water barrier/jersey kerb delineator. - Installation of a temporary/permanent pedestrian island crossing point to the north of King Edward and Pittwater Road intersection to allow for pedestrians to re-join the foreshore pathway.
Environmental impact on mangroves	Concern over removal of mangroves.	Council will be engaging specialist horticultural contractors to undertake offset planting of mangroves after the completion of the wall and pathway and at a much higher density than what is currently there.
Pedestrian and Cyclist conflict	Include stencilling/signage in the works identifying the upgraded pathway as pedestrians only.	<p>The widened section of pathway will continue to operate under the existing set of regulations as it currently does, matching the connecting paths on either end. There is no need for additional signage/clarification.</p> <p>If there is a persistent issue with people not adhering to regulations, then Council will review the need for signs and will ensure compliance action is undertaken</p>
Road Improvements	Widen road to include a dedicated on road bike lane.	Due to the presence of the Sydney Water sewer main it is not possible to further widen the carriageway.
Traffic Concerns	One lane closed arrangement during construction will cause significant traffic delays during peak periods.	The one lane closure for the construction area will only be allowed between the hours of 9:30am and 2:30pm (when required). Outside of these hours the road will have two lanes open.

During the consultation/exhibition. 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
Will there be a bike track?	A bike track is not included in this project.
When will the work be taking place?	The work is expected to take place between May – September 2023, weather permitting.
Is there any opportunity to provide for cyclists by creating a cycle lane at the same time?	Sydney Water have enforced an exclusion around the sewer main to the north of the embankment, Council proposes to widen the path to the edge of the exclusion zone but this is not wide enough to allow for an additional bike lane.
When mangrove seedlings are planted "with the aim of being in greater numbers than the original mangroves", will those seedlings be viable, given they will be planted so far offshore from the existing mangroves?	Council will be engaging a horticultural contractor to undertake the mangrove seedling planting, to ensure that this is done appropriately and to maintain them through their establishment. The area that will be replanted is currently inhabited by mangrove plants and is considered a suitable habitat.
Surely it is possible to keep one (narrow) path through, available for pedestrians? Even if that includes a traffic controller for pedestrians?	Council endeavoured to try and accommodate pedestrians along/close to the existing route, however the existing carriageway is already narrow, and so a protected pedestrian walkway on the side of the road cannot be accommodated.
Is it designed for the next hundred year flood?	The design was developed by experienced coastal engineering consultants who have factored in sea level rises over the course of the structures design life (50 years).
At the chainage mark of 0, the start of the path improvement from the west, what happens there? Would the improvement not go closer to the car park area?	Council will improve the pathway between the car park and the commencement of the seawall works, however it cannot be widened in this section due to the presence of endangered ecological community at the edge of this section of path.
Have you considered improving the other side of the road on the inside of the bend. I am sure you are aware of the large overgrowth of invasive Lantana and splashes of large leaf privet. Any plans to tidy that up?	A customer request has been created to undertake maintenance along the inside of the bend.

Question raised in feedback	Council's answer
<p>Taking a wider view of the location have you considered cutting into the embankment on the inside of the road bend. One purpose of this would be to give you space on the outside for your pavement width and two, you could improve the radius of the bend and making it a wider radius bend. As you know the final turn of the bend, heading west, has a tighter radius than the earlier part of the road.</p>	<p>Cutting into the inside bend embankment has not been considered as part of this project. This embankment supports private property and changing its shape would be a significant undertaking, which is beyond the scope of this project.</p>
<p>What is the anticipated time schedule for completion on this project?</p>	<p>The construction of this project is expected to take place between May – September 2023.</p>
<p>Is there provision for an additional bike lane?</p>	<p>Sydney Water have enforced an exclusion around the sewer main to the north of the embankment, Council proposes to widen the path to the edge of the exclusion zone but this is not wide enough to allow for an additional bike lane.</p>
<p>As a pedestrian safety measure, could the existing guard rails be replaced by more robust barriers such as a solid concrete wall?</p>	<p>Council's Transport and Civil Infrastructure unit has provided the following response to this suggestion:</p> <p>The Armco barrier is appropriate in this location. An Armco rail is designed to absorb and deflect under impact minimising the severity of run off road crashes. A concrete barrier will not deflect and is therefore likely to result in a greater degree of crash severity.</p>
<p>As part of the works, could the existing stormwater drain line from the parking area near the Scout Hall and Tennis Courts be upgraded, or repaired/unblocked? Currently whenever there is heavy rain, the parking area floods and turns into a lake.</p>	<p>Council's Stormwater unit has provided the following response to this request:</p> <p>Currently there are no plans for Council to upgrade the stormwater system located within the Scout Hall and Tennis Courts parking area. However, Council's stormwater Engineer's will investigate the drainage issues noted and rectify any issues identified in order to alleviate the flooding issues experienced within the parking area.</p>

Appendix 1 Verbatim community and stakeholder responses*

Number	Comment/submission
1	<p>While I'm in support of these important works, I have strong concerns about the 1 lane contra flow at peak hours, being drop off and pick up times at Pittwater High and in particular, St Luke's Grammar. Every school day, especially at pick up /3pm there is congestion which backs up to 8 knots cafe and the contra flow will only add to this issue and cause a real headache for parents and residents in the area.</p> <p>Im not sure if there's any scope to amend the contra flow to help ease this issue, but I know it would be appreciated if this could be considered as it will seriously impact all users of this stretch of road during the 6 month works period.</p>
2	<p>The upgrading of the unstable narrow Bayview waterfront walkway is overdue and very welcome but Council's current proposal is not adequate or practical and fails to fully address its temporary impact during construction on the local community.</p> <ol style="list-style-type: none"> 1. The proposal to reduce 300m of busy Pittwater Rd to 1 lane for many months will cause severe delays and congestion in morning and afternoon peak periods as it is the only practical access road from Western Bayview and Church Point for school, bus, construction and business traffic. Traffic back up from Stop/Go Control will also congest access for up to 60 cars in the busy Marina carpark and 60 more in Edgewater complex opposite. This has not been addressed. 2. The GHD study has painstakingly assessed many factors including environment, noise, vibration, heritage etc but the only traffic consideration was of traffic generated by the works with no assessment of the impact of the road closure on existing heavy traffic and pedestrian flows. One solution to reduce traffic congestion would be to stage the works so that 2 lanes could be kept open in peak hours and this could be facilitated by building temporary work platforms between or over low mangroves. There are at least 3 locations where space is available for this. 3. The safety barrier and the walkway at the western end need to extend to the carpark as depicted in 'Artist impression 3'. It appears from the drawings that the western end of the new pathway is designed to finish where the current safety barrier finishes. The narrow path and verge between the safety barrier and the carpark is only protected by bollards which is an unsafe solution. This is demonstrated by traffic damage to the current bollards. 4. The plans do not show the narrow section of footpath behind the rear corner of the Scout Hall to be widened. This critical chokepoint needs to be addressed and the widened walkway extended past the Scout Hall. 5. The planned alternate pedestrian route via Fermoy St and King Edward St is too unsafe and difficult for use by many members of the community. The route is much too steep and there are no footpaths and the narrow descent down King Edward St is very hazardous especially as vehicles turn blindly and accelerate up the hill. Hundreds of walkers use this route every week. 6. A temporary overwater alternative walkway could be provided such as a scaffold platform placed on pads. Subsidence of the pads would not be a significant issue over such a short period of time. <p>A BETTER SOLUTION IS AVAILABLE – Alternative Boardwalk Option should be Revisited</p>

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

Cardno Consultants preliminary project review for Council dated 21/5/2019 (in Appendix F of GHD Report) considered an option of building an over- water boardwalk from Bayview Baths Reserve around the water side of the mangroves to near the Scout Hall.

Construction of this boardwalk prior to starting repairs to the sea wall would provide a safe and uninterrupted pedestrian and bike route and the existing roadside pathway would provide space for subsequent rebuilding of a simpler sea wall plus also reduce loss of mangrove habitat.

The original Cardno design was longer and more costly than necessary and impacted mangroves East of Scout Hall. It could be modified as illustrated below so that the boardwalk lands West of the Scout Hall instead of conflicting with their boat ramp. This change would reduce costs and environmental impacts significantly.

Cardno also incorrectly assumed that the existing pathway would need to be retained/rebuilt (duplicating the boardwalk) but the verge could be closed behind the Armco Barriers and pedestrians diverted to the new boardwalk.

This simplified Boardwalk Layout is illustrated on our Concept Plan dated 11/11/2022 below.

SUMMARY

The plan to replace the existing walkway and sea wall is very welcome but the design should be modified to reduce the serious disruption to traffic and pedestrians during the extended construction period.

I live [REDACTED] Gibsons Marina Carpark and observe hundreds of vehicles and cyclists accessing busy Pittwater Road every day who will be directly impacted, so any lane closure must be minimised.



3

Excellent project, long overdue. This is going to be amazing but, to totally close the pathway for six months is ridiculous. Surely, it is not rocket science to construct a temporary, movable walkway whilst construction is going on. The detour via King Edwards and Fermoy etc, will be difficult for many and impossible for some. Impossible for wheelchair access and families with children in pushchairs. Very, very strenuous detour for elderly and infirm people, many of whom will have their elderly and infirm dogs with them on the way to and from the dog park!

4	<p>Whilst I approve of the development, I believe this could be built without closing Pittwater Rd down to one lane for six months. The five minute delay could very well be more like 20 minutes during school times.</p> <p>Surely there is enough room to get machinery on the path and let vehicles coming and going with loads access it outside the school and busy times.</p> <p>Also when they are not working it could be open two ways.</p>
5	<p>Please ensure adequate provision of bins along the pathway as coffee cups and dog poo bags discarded along the current pathway and in surrounding mangrove areas are currently very common.</p>
6	<p>At last, remedial action is proposed - well done. Two points worth raising:-</p> <ol style="list-style-type: none"> 1. I've lost count of the number of vehicles I have seen spin out of control in the wet on the road bend involved. Fortunately, many end up into the side of the embankment on the opposite side to the pathway but, some have ended up into the Armco fence or, more recently, a Pine tree close to the Bayview Wharf Public Car Park. Because that road bend tightens towards the western exit, it catches many out. I have always held reservations that the existing Armco fencing is not of sufficient height - it frightened the daylight out of my wife a few months ago when one car 'kissed' the Armco beside us before spinning across the road into the embankment, as we walked around the bend. Fortunately, the female driver (white as a ghost) managed to extricate her older Honda 4WD out of the ditch to return back from where she came, with a bent front suspension. The safety issue is that at some point, a vehicle will crash at sufficient speed to mount or cross over the Armco fence as the fences existing low height will not 'capture' a vehicle sufficiently to protect pedestrians walking around that section of pathway. For that reason, also extending the protective barrier further west instead of using bollards, will add further pedestrian protection, at the western end near the Pine trees. 2. A fierce N.W. storm that occurred somewhere around the 2005 era, resulted in the existing damage to the pathway - there were no gentle lapping waves on that day. The rolling waves in the area between Scotland Island and the western edge of the dog park, were averaging 1 to 1.5 metres with much spume and velocity and were the cause of the old RMYC timber marina nearing collapse, requiring urgent temporary repairs to stop it falling over altogether. As the then Maritime Boating Safety Officer, I had 33 vessels break from their moorings along Bayview, with several completely wrecked in the area from the Scout Hall around to the Rowland sandspit. The afternoon of the storm made it impossible to try and save anything as conditions were unbelievably rough - that area from Bayview Wharf around to the sandspit, bore the brunt of the force of that storm. I believe that the footings for the new work need to at least be interlocking. Reliance on weight and tapering alone will not hold in a storm such as described above ... the forces of mother nature are greater than could usually be anticipated. As an example, have a look at the southern seawall at Coffs Harbour - massive interlocking angled concrete abutments weighing huge tonnage, many of which have been moved about like toy soldiers in storms, despite the interlocking. If reliance had been put on just weight alone, the damage would be far worse with the Coffs wall possibly being breached. Hopefully, a N.W. storm with a fetch towards Bayview will be rare but, it will happen again one day. The proposed rebuild will need to be of sufficient strength to survive such an onslaught, combined with a view to save on future repair expenditure. Despite the normal placid conditions in this area, over engineering is definitely needed for the 'one offs'.
7	<p>We are residents of Bayview and fully support the proposed footpath and seawall area. Having lived here for 12 years, and being a dog owner, we have witnessed the large increase in pedestrian activity together with bicycle riders, dog walking and parents with prams along the path in question.</p> <p>Frankly it has reached a stage where it is somewhat hazardous given the amount and variety of traffic and the uneven nature and deterioration of the existing pathway.</p> <p>Well done, please proceed as planned.</p>
8	<p>I would like to congratulate Council for the decision to improve this pathway. However, I have a few concerns with the project as it stands.</p> <ol style="list-style-type: none"> 1. The safety barrier and walkway at the western end need to extend to the carpark as depicted in 'Artist impression 3'. It appears from the drawings that the western end of the new pathway finishes where current safety barrier finishes.

	<p>Narrowing the pathway there will create a pinch point. This section is only protected by bollards which is an unsafe solution. This can be seen from damage to the current bollards.</p> <p>2. In the eastern section, the full width of pathway needs to be maintained until it has passed the scout hall otherwise it will become a pinch point.</p> <p>3. The planned alternate pedestrian route via Fermoy St and King Edward St would be too difficult for many members of the community. The route is too steep and there is no footpath in King Edward St. An alternative would be a temporary pedestrian platform around the outside edge of the mangroves.</p> <p>4. The roadway needs to be cleared of plant and machinery when no work is taking place to allow for free traffic movement.</p> <p>5. The designed width of 2.2 metres is the minimum standard for a low traffic walkway. This is a popular walkway and should be considered a high traffic walkway which Dept of Transport NSW recommend a minimum width of 3 metres.</p> <p>I look forward to the completion of this essential piece of infrastructure.</p>
9	<p>My major concern is to avoid any possibility of having to share the footpath with bicycles. The Centre for Road Safety recommends minimums for "Shared Local Path - 2.5 m and Shared Recreational Path - 3.0 m". This is undeniably a very well used Recreational Pathway and any possibility of sharing should be emphatically denied, as it will be well under 3.0 metres wide.</p> <p>My other concern is the lack of any safety fence on the water side. It is suggested that pedestrians keep to the left but this can be dangerous for pedestrians walking east, particularly for those over 65 years, when confronted by a bicycle or pram. I have been told there will be no fence as "it is not pretty".</p> <p>I was under the impression that there would be provision for pedestrians on the closed section of the road between the Scout Hall and Bayview Baths Reserve during the construction work, but that is not in the plan.</p> <p>During the construction period, the only pedestrian access to and from Bayview Baths Reserve to the Dog Park and Winnererremy Bay will be across busy Pittwater Road twice, in dangerous locations and then up and down Fermoy and King Edward. Very difficult for elderly walkers, especially as there is no provision for pedestrians in King Edward.</p> <p>Another alternative for pedestrians would be the construction of a temporary board walk outside the mangroves. It would not require the engineering that makes a permanent structure too expensive but would be far safer, in avoiding two dangerous road crossings.</p> <p>Even though the new pathway is unlikely to look anything like the artist's impression, it has to be an improvement on the current situation.</p> <p>I congratulate you on tackling a problem that has existed for too many years and hope that some of the suggestions may be incorporated into the final plans.</p>
10	<p>Hope it turns out as good as it looks. Much needed. So tired of having to jump out of the way of bicycles being ridden by grown very arrogant men</p>
11	<p>The footpath needs to be repaired and proper guttering is needed on the other side of the road but widening of the footpath is totally unnecessary. Foot traffic there is not heavy. A much smaller project would be sufficient.</p> <p>The mangrove swamp will be severely reduced, the casurina stand will be destroyed; subsequent replanting may not be effective. This would never be allowed on private land! It will disrupt traffic for many months. A separate walkway, as done for Narrabeed Bridge and Deep Creek Bridge would be much less disruptive to vegetation and traffic.</p>

12	Excellent initiative and design. I've seen older people struggle to negotiate the path when passing people, animals etc so I think as a safety measure it's worth doing.
13	Mangroves are an extremely important part of the ecosystem. Do not touch them. Improve local hospitals instead of this.
14	Maybe you could incorporate a dedicated bike path also, I can't tell you how many times I've almost had a head on crash on that bend from motorists passing cyclists. I know they shouldn't be doing that on a blind bend, but it DOES HAPPEN. Most likely, the cyclists wouldn't use it anyway because they're just as ignorant as the motorists passing on blind bends.
15	The footpath widening is greatly needed as the current footpath width is quite dangerous with a high risk of pedestrians and kids on bicycles falling off the drop at the edge of the path into the mangroves.
16	I live in Bayview and walk along the Bayview path to the tennis courts all the time and the widening of the pathway by the water is necessary as there's no room for women with prams and kids on bikes
17	Hi, This pathway is used by numerous people every day including walkers, tourists, bicycle riders, dog walkers, people in wheelchairs, mums with prams, classes of school children, etc. I feel the new pathway needs to be wider, say 3 metres & made of the same surface which has been used around Narrabeen Lakes.
18	I am worried that bike riders will now treat the path as a bike path. We already have to avoid paths which we used to walk on regularly, such as Narrabeen Lake, due to reckless riding by bike riders.
19	The current pathway is too narrow and is extremely dangerous to the general public and in its present condition it's only a matter of time before someone falls over the edge and onto the rocks. The quicker it's rebuilt for two way pedestrian traffic and for the disabled to use safely is imperative.
20	Great proposal and will allow for better pram access.
21	A great plan, however unless Bikes are allowed on it, it's a waste of money. I may use it only once a year only however others will
22	The upgrade of the pathway is long overdue. The path is continually used every day and provides a link around the water. Without the upgrade eventually the path will collapse and there is no alternative link. The path is very unsafe and an accident will happen eventually. Particularly when passing other people, many with a dog, when?
23	I am very much in favour of this proposal. I walk this section nearly every day with my dog and improvement is much needed. At present it is very difficult to pass other people as the path is very narrow. This section of the foreshore walk is very popular and would benefit greatly from an upgrade.
24	I wish that we were able to widen the road to have actual bike paths as well not just the footpath. I've ridden around that corner and nearly been swiped by aggressive traffic.
25	1. Is there any opportunity to provide for cyclists by creating a cycle lane at the same time? They create major traffic hassles in that area as there is no opportunity for cars to overtake. 2. Please use recycled plastic bollards to help create a market for plastic recyclers.
26	Footpath along car park near 8 knots cafe needs bollards to stop cars parking on footpath.

We wholeheartedly support the Bayview Seawall Upgrade with the significant improvement planned for pedestrian safety.

We are, however, disappointed at the lack of detailed information on how pedestrians are to navigate around this construction site for at least 5 months during the winter months.

The proposed pedestrian diversion via King Edward Avenue, Roches Avenue and Fermoy Avenue (none of which have footpaths and all of which are quite narrow) introduces a number of pedestrian safety issues which need to be addressed before construction commences.

If not adequately addressed prior to going to tender through a detailed Pedestrian Safety Plan we see the situation developing where pedestrians are placed in greater danger during the construction stage than they do now with the current inadequate footpath.

We urge Council to prepare and implement such a Pedestrian Safety Plan prior to tender documents being issued

To assist with compiling such a plan we make the following recommendations.

Recommended for Inclusion in a PEDESTRIAN SAFETY PLAN


- **Pittwater Road and King Edward Avenue**
 - Install a fully marked temporary pedestrian crossing, across Pittwater Road, immediately to the north of King Edward Avenue.
 - To reduce the speed of vehicles in this area, temporary traffic calming devices (similar to those installed in Mona Street, Mona Vale) should be installed for both north and southbound vehicles immediately adjacent to this crossing.
 - As the roadway at King Edward Avenue as it approaches Pittwater Road is below the level of the adjacent properties it is not possible for pedestrians to walk other than on the road and to avoid cars.
 - One suggestion is to separate cars and pedestrians by making King Edward Avenue one way westbound from Pittwater Road to Roches Avenue, place concrete barriers down the middle of this section of King Edward Avenue, with pedestrians directed to the north side of this section. Vehicles which currently enter Pittwater Road from King Edward Avenue would divert to Bayview Place to enter Pittwater Road.
 - Another suggestion is to place illuminated flashing signs on the corner of Pittwater Road and King Edward Avenue and the corner of King Edward Avenue and Roches Avenue warning motorists of pedestrians on the road

Page 1 of 2

	<ul style="list-style-type: none"> • Pittwater Road at Fermoy Avenue • Install a fully marked temporary pedestrian crossing, across Pittwater Road, immediately opposite Fermoy Avenue <ul style="list-style-type: none"> ◦ To reduce the speed of vehicles in this area, temporary traffic calming devices should be installed for both north and southbound vehicles immediately adjacent to this crossing. • Although there is a refuge island on Pittwater Road within sight of Fermoy Avenue, the narrowness of the verge on the southside of Pittwater Road between this island and Fermoy Avenue plus human nature wanting to take the shortest way across Pittwater Road suggests that pedestrians would still cross Pittwater Road at Fermoy Avenue rather than detour via this refuge island. • Car Park at Bayview Baths (adjacent to 8 Knots Café) • At present the footpath on the northside of Pittwater Road stops partway adjacent to this car park. Pedestrians are directed along a corridor painted on this car park to join up with the existing seawall footpath. At busy times, particularly weekends, cars are frequently parked across this painted corridor, forcing pedestrians into the car park where they have to contend with moving vehicles. • As the seawall plans indicate the widened footpath will cease prior to reaching this car park, ie where the current seawall footpath stops before reaching the car park, the footpath adjacent to this car park should be extended to join up with the new widened seawall footpath AND bollards installed on the northside of this footpath extension to stop cars parking across it • If the current footpath is not going to be extended to the new seawall footpath then, as a minimum, bollards need to be installed adjacent to the painted corridor on its northside to stop cars parking across this corridor.
28	<p>Upgrading of this busy degraded pathway is long overdue. However, there are numerous problems with the present plans.</p> <ol style="list-style-type: none"> 1. The "Artists Impression" is very misleading, with the 2.2 pathway apparently far wider than the neighboring 3m+ road lane. 2. 2.2 m. is too narrow for the stated joint use as a cycle way, with many older people and prams etc using this path. The new Narrabeen pedestrian/cyclist bridge is 3 m and includes a 'viewing platform'. 3. There is no sign of a requested 'viewing platform' in these plans, which would provide a safe space for passing. 4. We were assured that pedestrians, many of whom are older, or young people with prams, would be managed on essentially the present route as part of traffic management. However, these plans route them via Fermoy, Roches and King Edward Aves for the construction period. For many of them this is not feasible, and with steep over grass entry to Fermoy Ave and no footpath on King Edward Ave, dangerous for all pedestrians. <p>Hopefully, these problems can be suitably addressed.</p>
29	<p>If you have a chance to include se small trees between the guardrail and the new footpath (particularly for @ areas relating to section A, might be difficult to do so for areas relating to section B). This will have a much greater benefit to separating the vehicles to the pedestrians and cyclists. This will have so much benefit and make every road user feel safer through slowing vehicles down, separation and a more appealing section.</p>
30	<p>I support the concept of the upgrade and the initiative, however I have seen many examples all over the world where a much simpler and quicker methodology has been adopted. It is normal in a sensitive environment to weave small timber piles and a timber boardwalk through the</p>

	Mangroves (over water) so there is minimal ecological impact, opportunity for a wider pathway, and probably cheaper and quicker than the design proposed.
31	Widening is necessary. Would prefer an original suggestion of a walkway in front of the mangroves then the existing path could be left to bicycles.
32	I support the proposal in principle however the path would be safer and more usable as a shared path if it was widened to 2.4m minimum width for its entire length. The path will be heavily trafficked by both pedestrians, prams, toddlers, school children, dogs on extender leads, personal mobility devices, scooters, skateboards and recreational cyclists of all ages. The wider the path the better as it will be safer, give more room to avoid others when passing, and would give better economies of scale at the outset rather than a later upgrade to widen the path.
33	Hello, I am a nearby resident who uses this footpath regularly. I have two concerns about this proposal. 1. When mangrove seedlings are planted "with the aim of being in greater numbers than the original mangroves", will those seedlings be viable, given they will be planted so far offshore from the existing mangroves? and 2. Surely it is possible to keep one (narrow) path through , available for pedestrians? Even if that includes a traffic controller for pedestrians? Otherwise the design target looks fantastic. Thankyou,
34	Productivity ALERT - this work must NOT follow the disgraceful delays of MV road upgrade or the Narrabeen pedestrian bridge. These two projects would qualify for Worlds WORST practice! Would also support alternative construction of an elevated platform on pillars similar to Narrabeen lake walkway.
35	The Mangroves are very important to the survival of the planet. The picture of the proposal does not show that they have been fully preserved. It is essential that they are fully preserved. This Council's record at preserving the Environment is poor. If you think this is not important just look at what you have done to the Environment with the Sea Wall at Collaroy. In less than year the beach has disappeared at high tide. I walk the Bayview path twice a week.
36	I think this is a great idea, especially if it would get the 'Tour de France' cyclists off the roadway as it hinders the traffic flow for that entire roadway to Church Point and beyond! Car cannot pass safely past any cyclists along that entire stretch of road. So any wide dual passageway for pedestrians and cyclist would be a huge improvement to that area.
37	Will enhance the natural beauty of the area. Provide safety for motorists and pedestrians alike.
38	It will improve safety for pedestrians. Parents with strollers will more easily traverse the area.
39	Thank you, this is so long overdue. This section has been narrow, dangerous and poorly maintained for far too long. We use this walk many times a year.
40	Great move as it's a much too narrow sloping path and right now you have stop to safely let people pass from the other direction.
41	This will be a great improvement to many people's favourite walk.
42	looks like yr using pavers / just make it concrete ,pity all of the northern beaches "coastal walk" could have a surface thats flat like the pictures
43	This an excellent proposal. To say the least , it is long overdue and I congratulate the council on moving forward with the plans. Looking at the design and plans I am wondering, what is the budget? The design looks very substantial and hence O would think costly. Is it designed for the next hundred year flood? At the chai age mark of oooo, the start of the path improvement from the west, what happens there? Would the improvement not go closer to the car park area?!?!

	<p>As the upgrade work is of the 'footpath', have you considered improving the other side of the road on the inside of the bend. I am sure you are aware of the large overgrowth of invasive Lantana and splashes of large leaf privet. Any plans to tidy that up? Possibly a bushcare group activity. It will all look very good on the waterfront side but utter rubbish on the land side. Please consider.</p> <p>Taking a wider view of the location have you considered cutting into the embankment on the inside of the road bend. One purpose of this would be to give you space on the outside for your pavement width and two, you could improve the radius of the bend and making it a wider radius bend. As you know the final turn of the bend, heading west, has a tighter radius than the earlier part of the road.</p> <p>What is the anticipated time schedule for completion on this project? I am sure it cause incredible traffic chaos and I am just very glad that ai do not live that side of the border.</p> <p>I saved a copy of the plans under the title of 'Pittwater Water Road Upgrade'. If the budget allows, please consider upgrading the road as well as it sadly needs to be. Please consider cleaning up all the weed and infestation of weeds, not just at this location, but many along the road to Church Point. We are so fortunate to have such a beautiful natural environment at our doorstep and one that should be shown off at its best.</p> <p>Good luck with the project and I hope it moves along quickly.</p>
44	Much needed for pedestrian load, prams, dogs, bicycles !
45	<p>The pathway appears to terminate about 10 metres to the east of the car park near Bayview baths. This seems a little inadequate. The pathway should extend all the way so that it is a more safer path for bikes and pedestrians, otherwise you will have a pinch point which is not desirable.</p> <p>I am very much in favour of the proposal</p>
46	<p>Please ensure top surface gravel/pebble mix is suitable for wheelchairs.</p> <p>Next project is widening the adjacent road or building a wide dish drain suitable for road bikes.</p> <p>Currently there is a culvert cover that sticks out making it impossible for cars to hug the curve heading to Church Pt.</p>
47	<p>I support the need to improve pathway and reinforce sea wall BUT I don't support this design. I think it is awful, ugly and looks out of place in the area. I expected to see materials consistent with narrabeen lake walk with open grid to see shoreline life, I expected it to go out into the water so that the existing path could be incorporated into widening the road on this dangerous bend and facilitate a cycle soft edge lane in either direction.</p> <p>Please rethink this and show more creativity to solve three problems in one go, poor road, appalling path and no allowance for safely of cyclists on a dangerous S bend</p>
48	<p>I think the plans look good and I'm pleased to see the 2.2m wide concrete path rather than a narrow pathway. My only comment or suggestion is should you also look to update and widen the road that runs along the path at the same time as the current one is too narrow and is nearly always in poor repair (pot holes and broken surfaces). This section of road is dangerous to both vehicles and cyclist alike and the community would be better off if it were to be made wider.</p>
49	<p>Please!!! Prioritise walkways that DON't have a pathway first. The incomplete footpath along Warriewood Road is dangerous, and impossible for elderly and wheelchair bound people, or any kind of walking difficulty. This is such a busy road, and you're forced to walk on the road. Even if no one parked there, the ground is completely uneven - dirt and rocks - total trip hazard, you have to walk on the road! When my friends and I walk along this section many times a week and my friend was very close to being hit by a car along this section.</p> <p>Please use these funds to fix this dangerous non-existent footpaths, before "upgrading" another.</p>
50	Much needed improvement for this footpath. Thank you for progressing this proposal
51	An absolutely great idea and a necessary improvement on this beautiful but totally inadequate narrow walkway, the sooner the better!!

52	It's long overdue and needed, it can be quite dangerous when you dogs, walkers, cyclist, joggers and elderly people navigating such a narrow path.
53	The environmental impact isn't worth a path widening
54	<p>Wonderful to see it finally happening. I witnessed a child trip on one of the uneven, sloping parts last year and fall into the sea - thankfully it was low tide.</p> <p>Is there provision for an additional bike lane? It is a high foot traffic and dog walking area, being the main link between the dog park and the Bayview area and Cafes. Being someone who has been hit and injured as a result of a bike in a pedestrian area before, I'm against shared bike/pedestrian lanes in high traffic areas such as this. Shared zones create a big disincentive and impediment to foot traffic, especially if walking dogs. Having said that, I have witnessed impatient cars trying to overtake bikes on that blind corner and have witnessed a resulting accident so would be happy to see it widened further to allow for a separated bike path.</p> <p>Second submissions:</p> <p>Suggestion: I commented earlier but to add - I'm currently at Metung in Victoria where they have dropped the footpath a bit lower than the road which is nice. They have widened the road for bikes then built a wide boardwalk off the side for foot traffic. Couldn't attach photo so please Google it.</p> 
55	Very important change – congratulations
56	<p>The proposed walkway will look great and even better if the connection at the Bayview Baths could be reviewed & improved as the walkway beside the car park & in front of Gibson's marina is often congested & somewhat dangerous due to the close proximity of Pedestrians and vehicle traffic.</p> <p>There is now much more foot & vehicle traffic in this area on most days of the week & clear demarcation & signage is necessary.</p> <p>The Pedestrian barrier with Pittwater road is non-existent & dangerous!</p>
57	<p>Thank you for the opportunity to comment on this proposal. My wife and I frequently walk along this section of pathway and welcome the planned improvements. Two comments we have:</p> <p>1) The road is very close to the path along the route, and there have been several incidents where vehicles have impacted the guard rails. This is verified by the existing damage to the guard rails and supporting posts. As a pedestrian safety measure, could the existing guard rails be replaced by more robust barriers such as a solid concrete wall?</p> <p>2) As part of the works, could the existing stormwater drain line from the parking area near the Scout Hall and Tennis Courts be upgraded, or repaired/unblocked? Currently whenever there is heavy rain, the parking area floods and turns into a lake.</p>
58	<p>It will make that stretch of footpath much safer, and looks like the environmental impact is being minimised. Especially if eventually there will be more mangroves than currently.</p> <p>The lane closure will be a challenge, especially at peak times with how far back cars will be</p>

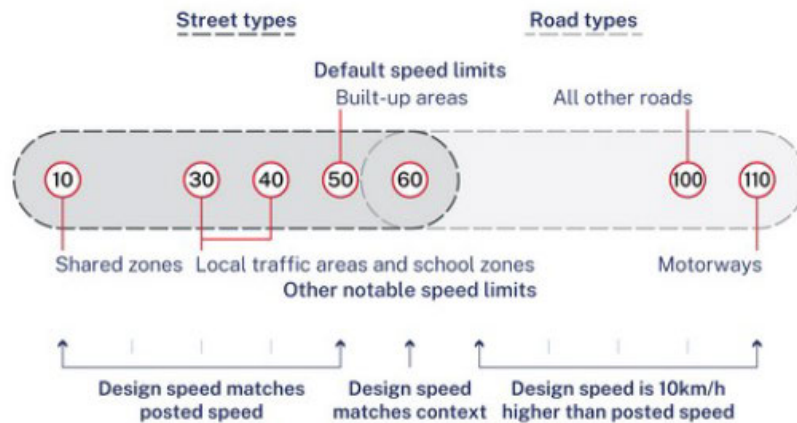
	queuing. It's not clear if the lane closure is only site working hours or 24/7. At times (especially weekends) there's numerous cyclists along the road; there needs to be a solution so that they don't all go to the front of the queue at the traffic light, start off slowly which will impact how many cars are able to drive through.
59	This proposal is incomplete. The road needs to be widened to allow room for a dedicated bicycle lane in both directions. Currently it is unsafe to ride a bicycle on the road in this area and bicycles should not be allowed on the pedestrian walk/run pathway
60	It's a great idea but I & many others would like to see some signage or footpath stencilling stating It's pedestrian only. The bicyclists using the footpath from Mona Vale to Church Point is a long standing problem. Bayview & Church Point are mostly older people, with a few retirement villages in the area, who use this walk way as their only means of exercise. It's really suited because it's flat but bicyclists illegally riding on the footpath here make it dangerous for elderly pedestrians & I personally know of several near misses & older more frail people who are terrified of the bicyclists. The bicyclists will abuse you & insist they can legally ride on the footpath here when you try to tell them otherwise which is even more terrifying. Surely in the name of Inclusivity for older people & at very little expense, NBC could put some Pedestrians Only stencils on this new section.
61	Please ensure the path is wide enough for passing wheelchairs and prams. Please also ensure that the alternative pedestrian access during construction is wheelchair accessible.
62	It's a great plan and I look forward to its completion. My only comment is that on completion it should be clearly marked as a pedestrian path and therefore exclude bikes from using it..At present, the substandard path is all that slows bikes down.
63	Will there be a bike track?

Email Submissions

1	<p>I'm writing to express provisional support for the proposal for foreshore connection improvements alongside Pittwater Road on the Bayview. It is excellent to see this neglected footpath be identified by Northern Beaches Council for an upgrade. However there are several very important ideas that must be considered to improve the proposed plans. These suggestions are all aimed at increasing the design quality of the waterfront for people and place by taking a Healthy Streets approach https://www.healthystreets.com/, while being modest in cost.</p> <p>(Thanks for our phone conversation earlier today, and for agreeing to accept my late submission. My apologies that I confused the closing date for this project with the Conservation Zones Review project, as I thought that both projects had submissions closing on the Friday).</p> <p>My family and I are residents in Bayview and involved in the Bayview Sea Scout Group, and we consider the Pittwater Road walkway to be essential infrastructure for young and old. The Pittwater Road footpath is an especially important connection due to the landform in the neighbourhood being so steep and the street network so disconnected. I am a professional urban designer with experience in public and private practice in the public domain, and consider it vital that streets are designed primarily as healthy spaces for people.</p> <p>The current proposal has room for improvement in these ways:</p> <p>1. Prioritise space for people by minimising the width of the roadway.</p> <p>The existing guardrail is degraded and is likely to need to be replaced. Council should take this project as an opportunity to minimise the width of the roadway by creating a new alignment for the new guardrail. There appears to be at least 0.5 – 1 metre of wasted space between the road and the existing guardrail, so the new guardrail alignment could be moved southwards by at least that amount, if not more. This can create more space for people and for landscaping, can create a more safe and amenable environment for walking as well as for people driving vehicles, and can reinforce the need for car drivers to drive up to the appropriate speed and not beyond.</p> <p>Please note that the TfNSW Road Space Allocation Policy and Procedure https://www.transport.nsw.gov.au/about-us/access-to-information/policy-documents require that walking be first in the order of considerations, and private vehicles considered last. To apply this</p>
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policy and procedure in a spatially constrained environment like the Bayview waterfront, it is appropriate that the space for people walking to be prioritised over the space for private vehicles.

Please also note that recent changes in TfNSW Transport Standards support more appropriate designs for slower speed streets. The new [Design and Roads and Streets \(DORAS\) Guide](https://www.movementandplace.nsw.gov.au/design-principles/design-road-and-streets-guide/road-and-street-types/general-design-direction-roads-and-streets) <https://www.movementandplace.nsw.gov.au/design-principles/design-road-and-streets-guide/road-and-street-types/general-design-direction-roads-and-streets> asserts that streets with a 50km/h signposted speed should have a design speed to match the posted speed.



Since Pittwater Road was previously signposted at 60km/h and engineered according to previous (now outdated) Austroads guidance, and that the road alignment appears not to have changed when the speed was reduced, then it is likely that the current roadway has wider lanes and wider swept paths than is required under the current DORAS Transport Standard. Therefore, the width of the roadway may be permissibly reduced to create a safer environment for all road users without compromising vehicle movements.

As the current proposal for a new 2.2m wide footpath appears to be reasonable, any space that is saved in minimising the width of the roadway can be invested in providing more space for plantings and / or minimising encroachment from the new sea wall on the mangroves. (Please note that it would not be acceptable for this footpath to be designated as a shared path, because the inclusion of bicycles on the footpath would compromise safety and equitable accessibility for walking).

(For any other applications of DORAS to the Pittwater Road context, please consider that Pittwater Road can be identified using the TfNSW Movement and Place approach <https://www.movementandplace.nsw.gov.au/design-principles/design-road-and-streets-guide/road-and-street-types> as either a Local Street or a Main Street, not a Main Road. Furthermore, the street type in this segment could be identified as either a Connector Street or a Connector Avenue. By accurately identifying Pittwater Road as street and not a road – despite the name – then more appropriate design elements can be considered in this project.)

2. Provide continuous plantings beside the footpath for shade and shelter.

It is essential that plantings are provided along the footpath to provide shade and shelter for people walking and to buffer the footpath from the roadway. This is especially important due to the highly exposed environment. The current proposal is inadequate as it does not appear to provide any plantings.

The existing waterfront walkway between Bayview and Church Point is a highly amenable space in areas where substantial plantings are provided (e.g. below Barooka Road and west of The Quays Marina), and highly exposed in areas where plantings are diminutive or absent (e.g. east of The Quays Marina). The exposure (especially to trucks and buses) is so uncomfortable in areas where there are no plantings that it discourages people from walking, particularly older people.



These precedents suggest that a minimum requirement for plantings in this project is a 1m verge with 3m+ tall shrubs. An more ideal provision would be a 1.5 verge with regularly spaced full size trees plus lower scale plantings. The planting space could be even wider wherever space permits.

3. Provide a high quality public domain treatment for walking and for plantings.

The current proposal for a concrete footpath is highly appropriate for accessibility reasons, particularly with elderly and disabled people in this area. To integrate this space with the existing waterfront footpath between Bayview and Church Point, please use a warm and light sandy-coloured concrete. The concrete footpath on the south side of Manly Dam is a good precedent. And for visual interest, please also apply a decorative surface colour patterning as appropriate for the waterfront context.



Please also provide seating and some wider spaces along the footpath to encourage people to stop and rest and enjoy the waterfront environment. This would be ideal where the seawall is wider on the outer apex of the curve.

Where the current proposal suggests replacing missing bollards at the western end of the project area, please ensure that the bollards continue westwards to meet the existing kerb and footpath outside the public car park. This will provide additional protection from the roadway, and prevent unsafe casual vehicle movements in and out of the Bayview Wharf car park away from the correct car park entrance and exit.

At the eastern end of the project, it would be ideal to provide new plantings on the grassed slope immediately south of the Bayview Scout Hall. Please consider planting a Norfolk Island Pine in this location to provide a beautiful counterpoint to the two Bunya Pines to the west – both species being of the *Araucaria* genus. (There were previously 2 mature Poplar trees outside the Scout Hall that became diseased and had to be removed, so a new tree should be considered a replacement).

4. Ensure pedestrian access is maintained along Pittwater Road during construction.

Since Pittwater Road provides an essential walking connection between the neighbourhood of Bayview and local destinations such as the St Luke's Grammar School, Gibson Marina Bayview Scout Hall, Bayview Park, Roland Reserve, and Mona Vale, it is highly inappropriate for the current proposal to suggest diverting pedestrians up the hill during construction while maintaining vehicle access. This proposal is also contrary to the [TfNSW Road Space Allocation Policy and Procedure](#) because walking needs to be considered first.

To help ensure that the walking connection on Pittwater Road is maintained during construction, please consider any or all of these initiatives; reducing the temporary roadworks speed to 10km/h, reducing the width of the roadway to the minimum based on the very slow speed limit, and installing temporary water-filled barriers beside the footpath so that a protected minimum footpath width can be provided between the roadway and the construction site.

5. Ensure the design is integrated with the Bayview Scout Hall.


The Bayview Sea Scouts require canoe trailer access along the existing footpath to the green space immediately to the west of the Scout Hall, so the new walkway design must maintain this access.

Please also note that the car parking area proposed to be used as the Contractor's Compound Area includes a pit and drain that regularly becomes blocked. This causes flooding to the public space and inside the Bayview Scout Hall. The Scouts regularly clear the drain at the moment, however this will not be possible during construction. Council and / or the contractor must ensure that the drain remains clear during and after construction.

6. Apply treatments to improve safety and amenity in the locations of highest need along Pittwater Road.

Although this last suggestion is not strictly within the scope of the current project proposal, please note that the entirety of the Pittwater Road walkway must be reasonably safe and amenable for people to consider walking. However, some parts of the walkway are better than others, and the most dangerous section of Pittwater Road between BYRA and Kananook Avenue has some considerable safety flaws that need to be addressed. Please apply the following suggestions as a highly cost-effective way to increase people's health and safety:

1. Install bollards between 1768 and 1800 Pittwater Road in areas where existing bollards are currently missing to protect the footpath space from moving vehicles and parked cars.
2. Install a red painted or red paved surface treatment across the existing bitumen roadway outside 1796 Pittwater Road, to align with the public pathway uphill to Noolinga Road. This will provide a visual and tactile reminder for drivers to proceed carefully while watching for people crossing the road on this blind corner. A precedent for a red paved surface treatment can be found on King Avenue, Fairlight.
3. Install a No Parking area between the driveways of 1800 and 1802 Pittwater Road. This is to remove 1 car parking space at the top of the laneway where people walk down to Riddle Reserve. There is often a car parked in this location, and although this parking appears legal, it completely blocks the walkway, making it inaccessible and clearly unsafe. There is a danger that people walking can either be forced onto the roadway or get trapped between parked cars and moving vehicles. (See the image below).

	 <p>Thank you in advance for your the consideration of these modest improvements that can create a significantly safer and healthier experience for people walking in Bayview. I welcome you to get in touch with me if you would like to discuss any of these suggestions further.</p>
2	<p>I refer to the above project and the details provided of the planned upgrade</p> <p>I note that the plan is to widen the path to 2.1m which I believe is too narrow. This stretch of Pittwater Road is particularly dangerous for individual cyclist and the facility for cyclists to negotiate this section off the road would significantly improve their safety. (I'm not talking about the groups that regularly cycle this road two or sometimes three abreast, but the solo cyclists like my wife and me.)</p> <p>I would suggest that for this new pathway be widened to 3 metres and is nominated and signed as a shared pedestrian and cyclist pathway with the appropriate signage.</p>
3	<p>Great the path at the Bayview Bend will be widened .</p> <p>I hope the road will be resurfaced on the bend at the same time .</p> <p>I hope the area near Bayview Tennis Court & Scout Hall on Pittwater road will have the surface improved at the same time also .</p> <p>The contra-flow of traffic is of concern in regards to ambulance and fire services .</p> <p>How will emergency traffic be managed safely to get through in contra flow situations if they are against the flow .</p> <p>Walkers can also use the pathway and stairs that leads up to Alexandra Crescent via the small lane opposite Bayview Anchorage so please let walkers know there's two options not just Fermoy Ave .</p> <p>Thanks</p>
4	<p>That is great that the path will be prepared.I have written previously of the opposite side which is hardly ever cleared and creates water right on the bend in a dangerous position.I constantly dig a trench to allow water to have somewhere to run.I am surprised in this bend where many accidents have occurred we have not placed a concrete curbing with a drain .</p>
5	<p>Thank you for the opportunity to comment.</p> <p>The detail shows a continuation of the material palette of sandstone Seawall, and timber edge treatment that has been established, and is commendable.</p>

	<p>The shared use of the footpath by pedestrians and bicycles does not appear to be well communicated. Is the intent to get bicycles off the roadway? The plans show a footpath width of 2m of concrete, and pebble infill as required/agreed by NBC.</p> <p>This width is sufficient for the community use including kids on bikes. The bicycle groups who regularly use this road to access McCarrs creek rd and the connection to Terry Hills are still use likely to use. the roadway in this section. Some clarity on this would be good.</p> <p>The use of pebbles(crushed sandstone?) as an infill is likely to lead to stone scatter on the path and the consequent trip/fall/maintenance aspect need consideration.</p>
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Phone Submission

1	Supportive of the proposal. Please consider keeping the pedestrian pathway available along existing route during construction. Consider scaffolding temporary walkway along outside edge of works.
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Document administration	
Version	1
Date	1 February 2023
Approval	Content provided and approved by Manager, Park Assets – Planning, Design & Delivery
Status	Final
Related Projects	-
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.