

# ATTACHMENT BOOKLET 3

**ORDINARY COUNCIL MEETING**

**TUESDAY 15 DECEMBER 2020**

## TABLE OF CONTENTS

Item No	Subject	
13.1	<b>STREETS AS SHARED SPACES</b>	
	Attachment 1: The Serpentine Illustrative Map .....	2
	Attachment 2: Bilgola Traffic Management Plan .....	3
	Attachment 3: Bilgola Community Engagement Report Summary .....	25
	Attachment 4: Manly Illustrative Map Overview - Initial Concept.....	208
	Attachment 5: Manly Traffic Management Plan - Initial Proposal.....	209
	Attachment 6: Manly Connection - Revised Overall Plan.....	246
	Attachment 7: Manly Connection - Revised Detail Plans .....	247
	Attachment 8: Community Engagement Report - Manly Streets as Shared Spaces .....	251





# ACTIVATE BILGOLA: STREETS AS SHARED SPACES

## Transport Management Plan

29 SEPTEMBER 2020





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## NORTHERN BEACHES COUNCIL ACTIVATE MANLY: STREETS AS SHARED SPACES

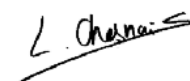
### Transport Management Plan

Draft report

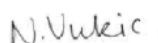
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### REVISIONS

Revision	Date	Description	Prepared by	Approved by
A	23/09/2020	Draft for client review	Lise Chesnais	Nicole Vukic
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## CONTENTS

<b>1 INTRODUCTION.....</b>	<b>1</b>
1.1 Background .....	1
1.2 Approach .....	2
1.3 Purpose of this report.....	3
1.4 Structure of this report .....	3
<b>2 THE PROPOSAL.....</b>	<b>4</b>
2.1 Overview .....	4
2.1.1 Section 1 – between Barrenjoey Road (north) and 27 The Serpentine .....	5
2.1.2 Section 2 – between 27 The Serpentine and Bilgola Avenue.....	6
2.1.3 Section 3 – between Bilgola Avenue and Barrenjoey Road (south) .....	7
2.2 Vehicular access .....	8
2.3 Public transport.....	8
2.4 Parking impact.....	10
2.5 Implementation of proposal .....	10
2.5.1 Network optimisation .....	10
2.5.2 Pedestrians and cyclists .....	11
2.5.3 Stakeholder and community engagement.....	11
<b>3 MANAGEMENT MEASURES.....</b>	<b>12</b>
3.1 Urban design elements .....	12
3.2 Speed limits and control.....	12
3.3 Road safety audits .....	12
3.4 Program of inspections .....	13
3.5 Construction hours .....	13
3.6 Monitoring and evaluation approach.....	14
<b>4 SUMMARY OF ACTIONS.....</b>	<b>15</b>



Activate Bilgola: streets as shared spaces

## 1 INTRODUCTION

### 1.1 Background

The Activate Bilgola project is part of a package of works that seeks to improve and activate the connections around town centres and beaches in the Northern Beaches Council Local Government Area. The Activate Bilgola project creates a walking and cycling-friendly link along The Serpentine, a scenic beachside path in Bilgola, as shown in Figure 1.

The Activate Bilgola project seeks to:

- Increase space for safe cycling
- Connect the connection between Newport and Avalon in as part of the Northern Beaches Coastal Walk
- Ensure the safety of the travelling public by reducing posted speed limits and implementing traffic calming measures along The Serpentine.

This project has been awarded a grant through the Streets as Shared Spaces Grant Program as a medium-term pilot project to improve or activate streets as shared public spaces.



Figure 1 Activate Bilgola project (placeholder before more refined concept plan)



Activate Bilgola: streets as shared spaces

## 1.2 Approach

The Activate Bilgola project will adopt the tactical urbanism approach in the implementation of proposed works.

Tactical urbanism is a community-led approach to neighbourhood building using short-term, low cost and scalable interventions intended to drive long term change. These adaptations large and small can be both from top-down policy or bottom-up intervention and represents a significant opportunity to:

- **Implement projects quicker, cheaper** – Identify opportunities to repurpose spaces in an imaginative and cost-effective manner. Tactical urbanism solutions use temporary, inexpensive materials and rapid planning and design
- **Foster community and political support** – Tactical urbanism can be used as a tool for public engagement due to the location and visibility of local projects. Through demonstrating that a solution is possible 'on the ground', project teams can build community, stakeholder, and political support for a project
- **Reduces risk** – Successful interventions clearly demonstrate real, verified, community endorsement of concept, which moreover instils a sense of community 'ownership' of the project
- **Address safety needs and infrastructure gaps** – Opportunity to address the immediate safety and infrastructure needs along The Serpentine
- **Enhance placemaking** – Tactical urbanism projects can provide the opportunity to take spaces and make them into places by quickly transforming environments to encourage people to interact
- **Improve equity and access to public spaces** – Repurposing public spaces can address social barriers by creating community facilities and amenity, that all community members can access
- **Reallocate road space** – Tactical urbanism projects have been used to reallocate road space to better serve the needs of road users. For example, road space during the COVID-19 pandemic has been reallocated to provide more space for cycling to meet physical distancing recommendations. This provides physical distancing while encouraging greater mode share to active transport for commuting to work, school, leisure and for other trips.

There are a variety of tactical urbanism solutions currently being implemented around the world. These include pop-up bicycle lanes, temporary parklets and street closures. These projects can be delivered rapidly, from a few hours to days or weeks, and can often be transitioned into permanent projects.

The tactical urbanism approach can help complete the coastal walk connection between Avalon and Newport by addressing The Serpentine's current challenges, which include the lack of safe and easily traversable space for pedestrians and cyclists.

Activate Bilgola: streets as shared spaces

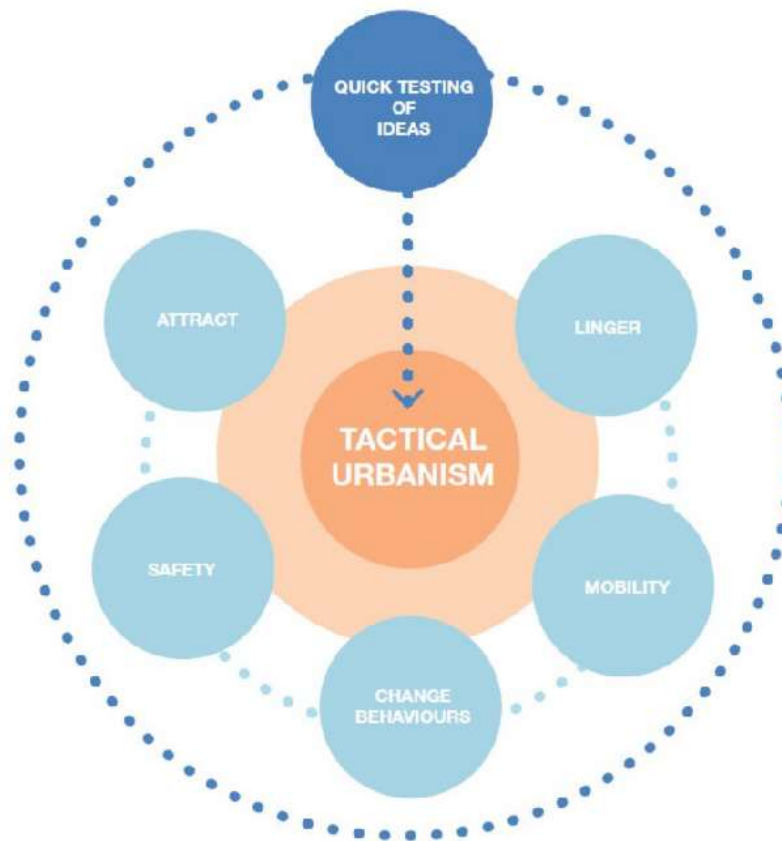


Figure 2 Tactical urbanism benefits

### 1.3 Purpose of this report

This Traffic Management Plan outlines the works and changes proposed under the Activate Bilgola project to facilitate a safer and more attractive environment, including management measures such as threshold treatments and traffic calming measures.

This report will be used for the Traffic Committee meeting in October 2020 to seek approval for the implementation of the proposed arrangement.

### 1.4 Structure of this report

The remainder of this report is structured as follows:

- **Section 2** The Proposal, outlines the access arrangements and changes proposed by the project across all modes
- **Section 3** Management measures, outlines the traffic management measures proposed to enable the implementation of the project
- **Section 4** Summary of actions, provides a summary of the actions required to implement the scheme.

Activate Bilgola: streets as shared spaces

## 2 THE PROPOSAL

### 2.1 Overview

The Activate Bilgola project area runs along The Serpentine, which is classified a local road and under the existing arrangement comprises one lane in each direction, with a 40 km/h posted speed limit. The Serpentine is a residential street, and vehicles park on each side of the street.

The Serpentine is about 1.6 kilometres long, running alongside Bilgola Beach. In its existing configuration it provides one lane in each direction for vehicle access only but has the potential to serve as a scenic walking and cycling track that would take about 20 minutes to complete on foot.

This project proposes to convert The Serpentine into a 10 km/h shared zone, with appropriate threshold treatments and traffic calming measures. The shared zone would connect into the Northern Beaches Coastal Walk, a major attraction within Sydney, and provide the missing connection between Newport to the south and Avalon to the north via Bilgola.

To support the conversion into a shared zone, The Serpentine will require threshold treatments at the road entries and localised narrowing with urban design elements to create slow points and sections of road with single lane, give-way controls. The slow points would be located on the straight sections of The Serpentine to allow for adequate sight distances for opposing traffic to safely stop and pass. Across the entirety of The Serpentine, two-way give way sections are proposed at 10 locations.

Figure 3 shows a proposed cross-section for the two-way give way sections of The Serpentine.

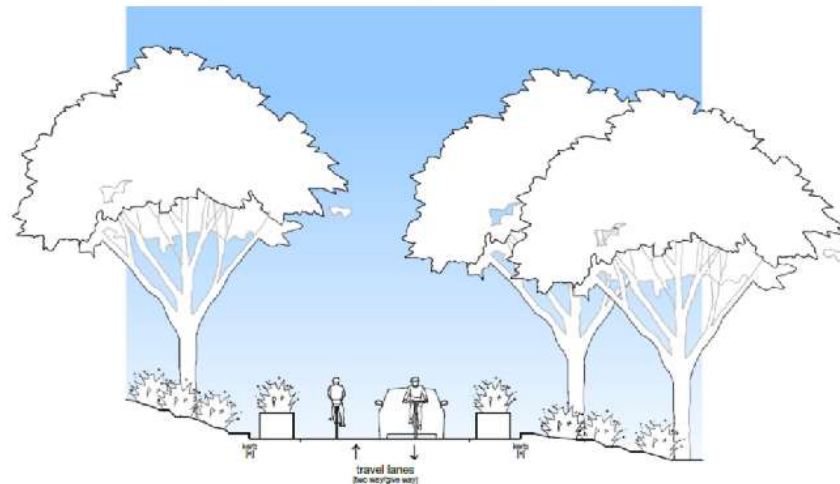


Figure 3 Proposed cross-section for The Serpentine (two-way give way)

The Serpentine can be considered in three sections, being:

1. Barrenjoey Road (north) to 27 The Serpentine
2. 27 The Serpentine to Bilgola Avenue
3. Bilgola Avenue to Barrenjoey Road (south).

Figure 4 shows the road sections within the study area.

Activate Bilgola: streets as shared spaces



Figure 4 Road sections within the project area

### 2.1.1 Barrenjoey Road (north) to 27 The Serpentine

At the northernmost section of The Serpentine, a stamped feature pavement is proposed at the intersection with Barrenjoey Road to function as a gateway and signal to drivers that they are entering a different road environment. Following the stamped feature pavement is an existing speed hump, which will reduce speeds of southbound vehicles entering The Serpentine.

An additional stamped feature pavement is proposed at the entry to the North Bilgola Lookout and car park.

5 locations of two-way give way road treatments are proposed along this section of The Serpentine to reduce the speed environment, located along areas with good sight distances. One such location is proposed at 39 The Serpentine, across an existing speed hump. No changes are proposed to the existing speed hump at 33A The Serpentine.

For cyclists on the new shared zone, bicycle parking is proposed to be provided at the two-way give way section about 35 metres north of the North Bilgola Lookout, as well as adjacent to the Lookout.

Figure 5 shows the locations of the changes proposed along Section 1 of The Serpentine, including future marked parking bays to meet current usage of the area.



Activate Bilgola: streets as shared spaces



Figure 5 Section 1 – proposed changes

### 2.1.2 27 The Serpentine to Bilgola Avenue

The middle section of The Serpentine is between 27 The Serpentine and Bilgola Avenue, which functions as an access road to additional residential properties as well as Bilgola Beach.

Stamped feature pavements are proposed at the intersection between The Serpentine and Bilgola Avenue, as well as at the sharp curve on the road near the Barrenjoey Road roundabout.

Two-way give way road treatments have been proposed at 3 locations along this section, leading to the stamped feature pavements. One of these locations will connect to the existing pedestrian access to Bilgola Beach.

A new dedicated cycle lane is proposed to run along the eastbound side of the road between Bilgola Avenue and the pedestrian access to provide safe cycling space in this uphill section.

Figure 6 shows the locations of the changes proposed along Section 2 of The Serpentine, including future marked parking bays to meet current usage of the area.

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Figure 6 Section 2 – Proposed changes

### 2.1.3 Bilgola Avenue to Barrenjoey Road (south)

The southernmost section of The Serpentine runs from the south of Bilgola Avenue to Barrenjoey Road.

Stamped feature pavements are proposed as a gateway between Barrenjoey Road and The Serpentine, with an existing speed hump to the west to signalise to westbound drivers that they are entering a low speed environment. An additional stamped feature pavement is proposed at the intersection between The Serpentine and the Bilgola Beach car park access.

Two-way give way treatments have been proposed at two locations along this section of The Serpentine, east of the Bilgola Beach car park access and west of the existing speed hump. The eastern give way treatment connects to an existing pedestrian access that runs between the Bilgola Beach car park and Barrenjoey Road, which under the current configuration is disconnected across the roads with no official pedestrian crossings provided. However, with the conversion of The Serpentine into a shared zone, the pedestrian crossing issues are expected to be alleviated by the creation of a speed environment in which pedestrians have the priority.

A cycle lane is proposed along the eastbound side of The Serpentine, between the two-way give way treatments for cyclists travelling in the uphill direction.

Figure 7 shows the locations of the changes proposed along Section 3 of The Serpentine, including future marked parking bays to meet current usage of the area.



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Figure 7 Section 3 – Proposed changes

## 2.2 Vehicular access

The Active Bilgola project proposes to narrow the traffic lanes and to reduce the speed limit to 10 km/h to facilitate safe pedestrian and cyclist movements amongst vehicles in a shared zone.

The route is currently used as a rat run by drivers avoiding peak hour congestion on Barrenjoey Road, a classified State road that functions as the major north-south movement corridor between Palm Beach and Mona Vale. However, with the reduction of speed limits these vehicles would be expected to remain on the Barrenjoey Road, which would provide faster trip times. As a result, The Serpentine would be used primarily by vehicles with a destination in Bilgola and see significantly reduced volumes of through traffic.

During the implementation of the project, the access points to the Bilgola Avenue residential street, the Bilgola Beach car park and North Bilgola Lookout are required to be maintained to ensure minimal impacts to visitors.

## 2.3 Public transport

The Serpentine is accessible via buses that run along Barrenjoey Road to the west. Route that service the area include:

- Route 188 – Mona Vale to City Wynyard
- Route 188X – North Avalon Beach to City Wynyard
- Route 189X – Avalon Beach to City Wynyard
- Route 190X – Palm Beach to City Wynyard
- Route 191 – Avalon Beach to Taylors Point
- Route 199 – Palm Beach to Manly.

No changes are proposed to any bus stops or routes as part of the Activate Bilgola project.

Figure 8 shows the location of bus stops near The Serpentine.

Activate Bilgola: streets as shared spaces

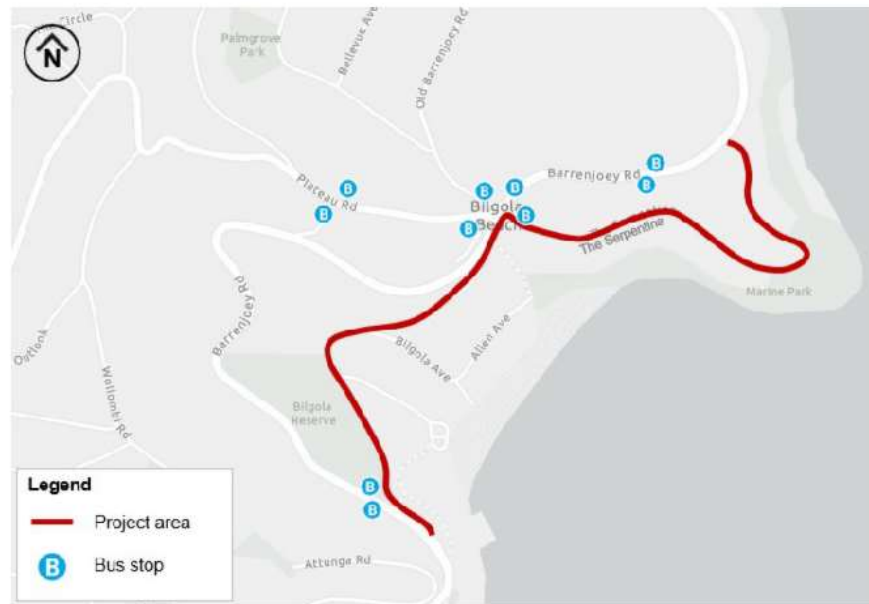


Figure 8 Bus stops around The Serpentine



Activate Bilgola: streets as shared spaces

## 2.4 Parking impact

The activation of The Serpentine proposes to narrow the road to create a shared zone. The road is currently one lane in each direction and 8 metres wide, with no official lanes for parking. However, vehicles have been observed to be parked on either side of the road at certain sections of The Serpentine, in front of residential dwellings. While the extension of the kerb would displace some of these parking spaces, satellite imagery indicates that all dwellings possess driveways that allow residents to park their vehicles on their own property.

Along the full extent of The Serpentine, marked parking bays will be provided to formalise the current practice.

No changes are proposed to the North Bilgola Lookout public car park or the Bilgola Beach public car park, which are expected to be utilised primarily by visitors to the area.

## 2.5 Implementation of proposal

The Activate Bilgola project adopts the tactical urbanism approach to the implementation of proposed works, with a focus on using short-term, low cost and scalable interventions intended to drive long term change. The changes proposed are a temporary arrangement and will be treated as standard temporary traffic work.

Upgrade works would be planned and staged to minimise disruption to the residents of The Serpentine and visitors to Bilgola Beach. In the implementation of the proposal, the road users including vehicles, pedestrians and cyclists, as well as the local residents should be informed on any impacts on normal operations that can be expected during the construction phase.

### 2.5.1 Network optimisation

The traffic impacts in the network surrounding the project area are considered to be minimal during operation. During construction of the proposed scheme, the network optimisation may include changes to facilitate effective use of available network capacity, such as:

- When performing works necessary to convert The Serpentine into a 10 km/h shared zone, the works should be undertaken during off-peak hours to minimise impacts on local residents and visitors to the beach
- Access through work sites would be managed by traffic controllers.

Activate Bilgola: streets as shared spaces

### 2.5.2 Pedestrians and cyclists

As the Activate Bilgola project aims to complete the link between Avalon and Newport as part of the Northern Beaches Coastal Walk, pedestrians and cyclists are expected to account for a significant proportion of road users. Provision of an amenable and safe link for active transport users is therefore a priority for the project. However, in the current configuration there is no footpath, and pedestrians on the road are relegated to the narrow road shoulder. It is important during the construction phase to ensure the upgrade works and presence of construction vehicles do not adversely impact the safety of active transport users on the link. Strategies to maintain pedestrian and cyclist amenity include:

- Minimise disruption to pedestrians and cyclists along existing routes and crossings, ensuring sufficient room for safe passage is available at all times
- Provide safe and amenable access for pedestrians for all stages of project implementation during day and night-time periods, including appropriate design of routes with suitable surfaces, lighting and visibility
- Maintain pedestrian access to residential dwellings, Bilgola Beach and the North Bilgola Lookout during all stages of project implementation
- Manage potential conflicts between pedestrians and construction vehicles through appropriate traffic control.

### 2.5.3 Stakeholder and community engagement

It is critical to effectively and regularly inform the community and local residents impacted by the construction work prior to commencement to manage the public's expectations. Advance notice should be provided to all road users as well as residents of The Serpentine.

This could be done by:

- Installing notice signs for all road users
- Local newspapers and pamphlet distribution
- Project information website
- Project newsletters
- Public notifications in local publications
- Websites for relevant road authorities
- Public notice boards and notices at public transport stops and stations.

Advanced notice of planned work and potential network disruptions through construction period will be provided. This may involve the preparation of information packs detailing the proposed construction activities and temporary arrangements for the following groups:

- Emergency vehicles
- Emergency evacuation plans
- Pedestrians and cyclists (including access to properties)
- Disability access
- Waste collection and other service vehicles
- Noise management.

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### 3 MANAGEMENT MEASURES

#### 3.1 Urban design elements

Threshold treatments will be installed at intersections along The Serpentine and at both ends. These treatments will signal that road users are entering a different speed environment where pedestrians and cyclists have the priority.

The threshold treatments will be designed as a mix of lane narrowing and asphalt art, the example at Figure 9 shows the polka dot design used in Auckland CBD (NZ).



Figure 9 Example of threshold treatments - Polka dots on Shortland Street, source: Auckland Council

In Bilgola, the asphalt paintings will link with the coastal walk theme of the local place, with potentially whales and sea creatures featured. Attention will have to be paid to providing adequate skid resistance for bicycles on these painted sections, particularly in curves and slowing down locations to avoid falls in wet conditions.

Other elements such as planters, painted concrete barriers, road paint and traffic delineators will be used for traffic calming purposes to create single lane sections.

#### 3.2 Speed limits and control

Under the existing configuration, The Serpentine is a local road with a posted speed limit of 50 km/h. Activate Bilgola proposes to create a shared zone along the length of The Serpentine with a posted speed limit of 10 km/h.

Threshold treatments and traffic calming measures will be instated to signal to vehicles upon entry into the shared zone. The following measures will also be undertaken to facilitate a low speed environment:

- Prominent features such as signs and urban design features will be used to indicate a change in the street environment and highlight the start and end of the proposed shared zone
- Installation of pavement artwork will be used to highlight the changed traffic conditions, including tactile or coloured pavement and stencilling of artwork
- Shared zone entry signs will be provided on both sides of the road, for the road entry and exit points along The Serpentine to further enhance the changes in environment and priority.

#### 3.3 Road safety audits

Road safety auditing is a formalised procedure, which can be applied to all phases of a road project or to an existing road. The auditor and audit team must be independent of the designer, so that the design is viewed with 'fresh eyes'. The purpose of the

Activate Bilgola: streets as shared spaces

audit is not to rate the design, but rather identify any road safety concerns from the perspective of road users.

The objectives of a road safety audit are to:

- Review the operational site, design and background information and form conclusions about the safety performance and crash potential for the road
- Evaluate the operational site in terms of interaction with its surrounds and nearby roads and to visualise potential impediments and conflicts for road users
- Identify and report on aspects of the design that may result in unnecessary or unreasonable hazards for all road users.

Road Safety Audits are structured around standard checklists provided in the *Austrroads Part 6: Road Safety Audit* and Roads and Maritime Service's *Guide to Road Safety Audit Practices* 2011.

For the proposal, Road Safety Audits would be undertaken at the following stages:

- **Design:** This audit stage involves the review of the design drawings, reports and supporting information and an inspection of the site, its approaches and connections. Standard issues such as sight distance, speed zones, safety barriers, alignment, delineation pedestrian facilities and signage (amongst others) are assessed with respect to safety
- **Pre-opening:** Prior to the opening of the completed work a Road Safety Audit is carried out during both day and night time periods to ensure that the work has been constructed to consider all previous Road Safety Audit findings, addresses site constraints appropriately and provides safe facilities for all road users.

### 3.4 Program of inspections

In addition to the Road Safety Audits detailed in Section 3.3, regular inspections are required to ensure that the traffic control measures and urban design elements implemented are safe for all road users, properly installed and undamaged.

It is anticipated that the scheme will be implemented for a period of 12 months. It is recommended that the arrangement is inspected every two months as a minimum.

### 3.5 Construction hours

Construction times during the construction period of the project are proposed to occur between 7am to 6pm from Monday to Friday, in compliance with *NSW Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009).

As the construction noise guidelines are not mandatory and aim to inform the selection and application of work practices to minimise noise impacts, the construction period may be informed by consultation with local residents and businesses.

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### 3.6 Monitoring and evaluation approach

The process to deliver tactical urbanism projects generally follows a four-phase process as outlined in this section for consideration. This report covers planning and design and aims to plan for the implementation timing.



During the design and implementation phases it is essential to plan for the monitoring and evaluation of the project. The *Handbook for Tactical Urbanism in Aotearoa* (NZ Transport Agency, August 2020) recommends developing a Monitoring and Evaluation Plan and nominating a Monitoring and Evaluation Lead person, it defines monitoring and evaluation as follows:

- “Monitoring is the collection of information about a project’s activities and outputs. It is a critical piece of the Learn–Adjust–Improve feedback loop. It shows whether things are going to plan, highlights issues, and informs immediate modifications to the design.
- Evaluation involves determining whether a project is achieving what it set out to do. It uses the qualitative and quantitative data collected before and during the trial to judge success, improve effectiveness, and inform decisions.

In the case of Activate Bilgola monitoring and evaluation are focused on identifying whether the project is achieving its goals, answering questions such as:

Question / Goal	Indicator	Collection method	Collection timeline
<b>Is the project making it safer to walk and ride in the area?</b>	Number of near misses involving walkers / riders Feeling of safety Number of children riding without adult supervision	Visual survey counts of near misses during peak times (weekend, AM, PM) On site survey of people walking and cycling	Before and after implementation
<b>Has the project increased the number of people walking and cycling?</b>	Number of people walking and cycling	Counts	Before construction and then one month, three months and six months after completion.
<b>How can the project be improved to better achieve its goals?</b>	Community and visitors’ satisfaction and feedback	Online survey In person survey, if possible, at community events or via a local “survey” stall. Questions framed more around “how can the project be improved?” rather than “do you support or oppose the project?”	After implementation

The “after” timeframe will be identified by the project team, it can be beneficial to leave some time for the street users to adapt their behaviour to the change after construction, a three months period could be a good basis.

Lastly, analyse collected data and evaluate effectiveness and whether goals were achieved, whether adjustments should be made to the project as needed. Potentially, adjust the project and start a new round of evaluation to refine design and implementation before transitioning it to permanent.



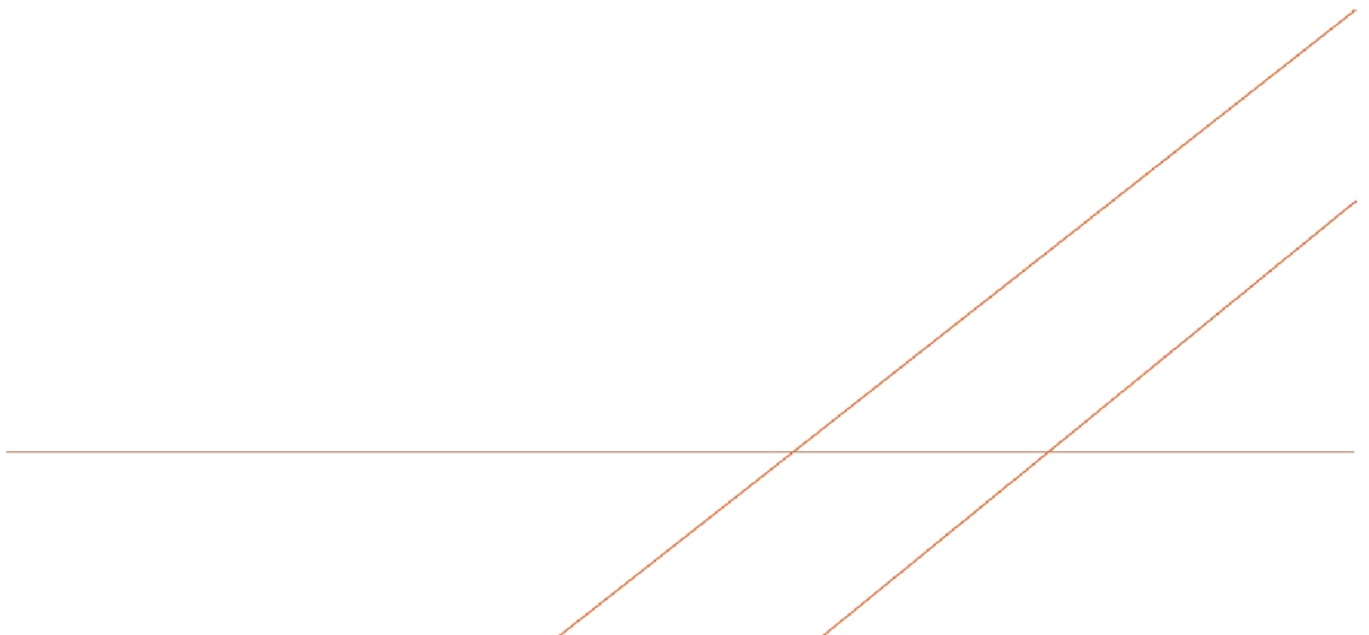
Activate Bilgola: streets as shared spaces

## 4 SUMMARY OF ACTIONS

This Traffic Management Plan highlights a wide range of actions to be implemented before, during and after construction. They are summarised in

Table 1 Summary of actions

Theme	Before construction	During construction	After construction
<b>Community/ stakeholder engagement (to be confirmed in consultation with Council)</b>	Notice signs Advance notice provided to all road users Engagement on proposed scheme and construction times	Complaints management	Opening event Engagement stall for locals and visitors
<b>Road Safety Audit</b>	Carryout a Road Safety Audit of the design and modify arrangement to respond to audit findings		Carry out a pre-opening Road Safety Audit to confirm the installation of management measures is safe prior to opening
<b>Urban design elements</b>	Consultation with internal stakeholders for plant types and maintenance plan	Implementation of urban design elements, such as planter boxes and pavement artwork	Handover of planter maintenance and watering to relevant Council team
<b>Monitor and evaluate</b>	Create monitoring and evaluation plan. Select monitoring and evaluation lead "Before" counts and surveys: plan and implement		"After" counts and surveys. Adjustments to arrangement following surveys (as required)
<b>Construction management</b>	Prepare Traffic Guidance Scheme to manage traffic during construction and ensure safe construction zones for the proposed work	Implement approved Traffic Guidance Scheme Provide safe and amenable access for pedestrians	
<b>Other management measures</b>		Removal of existing redundant delineation and pavement markings Covering or temporarily removing existing redundant signage, including parking signs Installation of temporary traffic barriers and delineation associated with the arrangement Installation of threshold treatments Installation of regulatory signage	



## Streets as shared spaces – The Serpentine Bilgola Community Engagement Summary

### Background

Community and stakeholder engagement for the Streets as shared spaces – The Serpentine Bilgola was conducted over a four-week period, from 23 October to 22 November 2020, and consisted of a series of activities (online and face to face) that provided an opportunity for community and stakeholders to contribute.

Community information sessions were held on Friday 20 October and Sunday 22 October 2020 at the Bilgola Beach Surf Club.

### Preliminary findings (398 online submissions)<sup>1</sup>

INDICATED SENTIMENT	PERCENTAGE	THEMES/ISSUES	NOTES/ANALYSIS
Support	15%	<ul style="list-style-type: none"> <li>Changes would improve pedestrian safety.</li> <li>Good initiative from Council to promote active travel.</li> <li>This initiative would encourage more, and safer cycling</li> <li>Commuter rat run.</li> </ul>	<ul style="list-style-type: none"> <li>Submission indicating support were very passionate. Most complimenting Council on a good idea and encouraging Council to "get on with it quickly".</li> <li>Conversely to some of the negative submissions, many supportive comments indicated that the 10km would discourage the 'serious' cyclists that causes aggression with many residents.</li> <li>Some sentiment spoke about Council needed to ignore pushback from the noisy minority.</li> <li>Several respondents that identifies as long-term residents of the Serpentine.</li> <li>Some comments stated that 10km limit is too slow, but they overall supported the proposal.</li> </ul>

<sup>1</sup> Removed obvious duplicates, high level assessment subject to change



Support, with changes	20%	<ul style="list-style-type: none"> <li>Most respondents here indicated that 10km was too slow or impractical. Suggestions were raised for both 20km, 30km and 40km options.</li> <li>Against reduction in parking.</li> <li>Plans don't address the blind spot (Kamikaze corner)</li> </ul>	<ul style="list-style-type: none"> <li>It could be argued that the majority of concerns raised by this cohort would be largely eliminated if the speed limit was raised to 20km or 30km.</li> </ul>
Not supportive	63%	<ul style="list-style-type: none"> <li>10km was far too slow.</li> <li>The Serpentine is already congested, and this proposal will make it more so.</li> <li>Increase travel/commute times</li> <li>Road is too narrow to support cycling and pedestrians.</li> <li>Parking is already difficult.</li> <li>Waste of taxpayer money.</li> <li>Road needs widening.</li> <li>Fix/add/formalise footpaths for pedestrians.</li> <li>Council should have engaged with community prior to seemingly making the decision to proceed.</li> <li>Access for emergency services.</li> </ul>	<ul style="list-style-type: none"> <li>The respondents here were generally against the whole concept citing reduce speeds would not reduce safety impacts and may in fact lead to an increase in safety issues (eg not suitable for casual riders due to the gradient of the slope).</li> <li>Most felt they would be heavily inconvenienced by additional travel times.</li> <li>Not with standing this, there is some indication that the concerns raised by this cohort may be largely eliminated if the speed limit was raised to 20km or 30km and supported by other calming or enforcement measures.</li> </ul>
Neutral/blank	2%	<ul style="list-style-type: none"> <li>Plant species in planter box</li> <li>Pushback from the noisy minority.</li> <li>Existing issues with road and area (width and existing compliance)</li> </ul>	N/A

<p>This is outrageously stupid. This summer will be traffic jams every weekend already with people from out of the area coming here because they can't travel. Clearly whoever's stupid idea this is does not live in the area. 10km/hour is a ridiculous idea and I wholeheartedly oppose it.</p>
<p>There is no footpath in the images, which means there is no safety improvement for pedestrians.</p> <p>As a local resident who uses this section of road by foot and car every single day of my life, I could not be in greater support of this trial and design.</p> <p>Some local residents are against these initiatives (displaying signs up and down the street) but I would like to make it clear that their opinions do not represent the majority. Their concern is for their own property value more than the safety of the humans who use this as an access point to the beach.</p>
<p>10km is too slow. I am confident no bike rider would even go this slow. If you have ever witnessed the road rage experienced from frustrated drivers at the avalon pde intersection you will see that drivers in this area are only patient for so long until they give up and drive MORE DANGEROUSLY by putting their foot down to get to where they need to go. I have almost been hit twice by a frustrated driver whilst crossing on the zebra crossing here and I can see similar things happening for people (locals and non locals) trying to get down to the beach. They will drive patiently to a point.. then get frustrated and try and overtake and end up driving fast and furiously for a moment in time. It only takes a moment in time for someone to be seriously injured.</p>
<p>10kph is way too slow the only place I have seen that speed limit is in car parks and even then no one follows it because its so slow. Also why should we accomodate for cyclists who don't pay registration and have plenty of bike only paths (narrabeen lagoon for one). If it is changed no one will follow it and there will be an</p> <p>Bilgola bends is congested at peak hours and serpentine is an alternative route that eases some of that congestion. Reducing to 10km 24/7 would out more strain on the already overused bends, particularly in</p>
<p>Please leave the roads and speed limits as they are and address the real problem of not have a dedicated bike line through the bends...as well as mandatory single file riding by cyclists on this bike lane. Cars need to keep to one lane, why don't bikes? The cyclists regularly ride in large packs that completely block the road, they run traffic lights, they move to the front of all the cars at red traffic lights and block cars instead of</p>
<p>Road gradient far too steep. It will be very difficult to continually brake a car or truck to maintain 10km/h. Bicycles are likely to exceed the speed limit on sections of the road. Braking cars, speeding bikes and</p>
<p>10km per hour is far too slow</p> <p>40km per hour should be the absolute minimum!</p>
<p>The proposal must go out to wider community consultation prior to trial otherwise a very poor process.</p> <p>Will make the area more dangerous for all road users, pedestrians, cyclists, motorists and residents. Gradient of roadway too steep, length of road too long for shared use. Pedestrians already have an alternative route.</p>
<p>As a regular visitor to Bilgola Beach and a resident of Bilgola Plateau I think the 10KPH speed limit is a terrible idea. This will cause traffic jams unnecessarily and is the equivalent of taking a sledgehammer to crack a nut.</p>
<p>There is too much traffic on the bends for this to happen. Summer would be crazy</p>
<p>Sounds great, maybe the street artwork could be skipped though to save costs.</p>
<p>I beg to differ with council's planned trail on numerous levels, not the least of which is the presumption that it would be beneficial to help with social distancing, It could actually have the reverse affect. As a generalisation I applaud sensible measures aimed to improve the integration of pedestrian, cyclist and car</p>
<p>Absolutely ridiculous waste of money and makes it dangerous. The road has a very slow speed limit as is and is already a challenge to navigate with current speed humps, bends and parked cars. Why on earth would one plan to reduce road space on what is already a narrow road and put a planter box chicane on a very blind corner at the northern headland.</p>
<p>Any serious cyclists heading to Palm beach will continue to use the bends which is flatter.</p>
<p>I'm sure this is another dream by a planner who A. Doesn't live in the area and B. Never uses that road on a busy weekend!</p>
<p>I travel that road every Sunday heading to Bilgola Beach for Nippers and if this morning is anything to go by</p>
<p>I disagree with The 10km speed limit</p>

10km will cause extreme chaos! It is a snails pace! Traffic is already horrendous in Avalon, changing the speed limit from 40km to 10km will only exacerbate this issue! Residents on the serpentine will have to drive an extra 10 minutes just to get anywhere. It is impractical for garbage trucks, ambulances, fire trucks, delivery vehicles etc to even get through these proposed chicanes.
In addition none of the residents were even made aware of these changes!
This would cause so much more traffic and a lot of annoyance for locals that use the serpentine to get home
Yes great idea. As there is no footpath and lots of coastal walkers it will be a lot safer. Not sure about 10km/hr- might be a bit slow. There is also still quite a lot of wildlife on the Serpentine so hopefully this slowing will help them. Maybe consider some "Beware Lizards crossing" signs (like the homemade one on
The traffic will be extremely bad every day, as a resident of avalon - this will make me want to move to
I am a Bilgola Plateau resident of 22 years. I only learned of this plan after going to the beach yesterday with my 2 adult children who were on patrol at the beach as volunteer surf life savers.
As Bilgola Plateau residents we have not received notification of the changes. The beach is a huge part of my family's life.
I cannot understand at all why these changes are being implemented as it is a huge disadvantage to local residents.
The report states that the road is being " repurposed" - what is that supposed to mean- a road is a road that was built for cars giving access to the residents who live on the street and access to public spaces i.e. Bilgola Beach.
The report states " that these changes will improve equity and access to public spaces when what it is doing is making it harder for the public to access the public space that is the Bilgola Beach.
The report states the plan will reallocate road space, and somehow manages to use Covid 19 as a reason- this is very untrue. Under this section it also mention leisure for the users of the shared space. It seems to me the leisure of the local residents (this includes Bilgola Plateau residents) is being limited. Not everyone on the Northern Beaches is able to afford a home that is within walking distance to a day or half day at the beach. It will not be an enjoyable experience at all travelling through chicanes and a 10 km p h speed zone to get to the beach. It is near impossible to travel in a car on a road at 10 km p h.
Have the "experts who have put together this report, at what must be a huge expense actually traveled on the road and driven there at 10 km p h?
How difficult it will be to travel to the beach but much worse will be the traffic nightmare of cars existing the
Northern beaches roads are already clogged up as they are.
Turning one of the only few roads out into a cyclists road is ridiculous
The planter boxes will just take up space on an already narrow road, they are unnecessary for facilitating more cycling and walking, they should be removed. A designated footpath is needed along the whole Serpentine. The designated cycle lane is good and should be along the whole Serpentine. Reducing the speed limit to 10km/hr is ludicrous, even cyclists going down hill cannot stick to that speed limit! It will also
I think a shared cycle / footpath would be appropriate on the serpentine, but certainly not a 10km/h speed limit on vehicles which is pretty much impossible to do. No one would adhere to it. In fact, I believe it would make people livid with road rage and make them drive faster in protest. Even cyclists go faster than cars on that road in my opinion. What's so difficult about putting a footpath in? And why bother marking parking
Being a regular walker of the area, Serpentine has always struck me as being vehicle dominated, walking a dog or pushing a pram around here, one can feel very marginalised. I support the shared zone proposal and reduction of vehicle speed limit in the hope that it may lead to this glorious strip of coast and it's special
I live in north Avalon and the traffic is becoming increasingly worse, especially on the weekend in both winter & summer. I strongly feel that we must retain the current speed limit on the serpentine to allow for a better flow of traffic for everyone. On a Sunday I can't leave my house because the traffic coming back from palm
Not only would you be adding extra commuting time to anyone who lives on that street it will completely clog up the area on any weekend. Just trying to get to the beach on a Sunday morning when nippers is on takes ages anyway, no one drives fast around The Serpentine. It would mean that many cars would be idling



Cyclists do not utilise this road as a safer option than the bends as it is. If this went ahead the bilgola bends should be prohibited from being used by cyclists and they have no choice but to use the serpentine. This
I do not agree that there should be a 10km speed limit on the serpentine. The cyclists would not stick to this
As a local resident, I find this proposal ridiculous. Creating a 10km/hr zone will create many issues for local residents as well as visitors.
Council should have considered their options regarding the pedestrian walkway along the beaches before insisting on suggestions like this in order to save \$\$\$\$.
The road is currently not wide enough for 2 vehicles as it is, yet you propose narrowing sections. How do you consider this to be a safe option?
I think it's a fantastic idea!!!, as it will really provide a functional and aesthetically pleasing section along our coastline - linking Newport to Avalon through to Bilgola beach.
Great for pedestrians, as that section can be very tricky walking especially with kids or a pram (also need a smart solution for safer pedestrian crossing at the big roundabout). Great for cyclists as it's a good section of road that can take cyclists off the main road and much safer when riding.
Great for reducing the speeding cars through there that use it as a bypass when the traffic builds up on the main road.
Great for local residents there as they get a quieter softer section of local road.
My only thought would be - can you somehow make a left turn to get to Bilgola Beach heading south on the
Traffic congestion is a problem already with no alternative route out - ban cyclists in peak hrs
10 km/h is too slow. Furthermore the street is Yardley wide enough as it is let alone with the addition of
If you seriously want to provide a cycle and pedestrian link between Newport and Avalon it should be a new raised separate pathway like the sections above the water on the Narrabeen Lake circuit. Changing the road
I do not support this, speed limit is too low. Road is already too narrow. Shared space will be very dangerous.
Thanks
Maybe 25km per hour would be a fair speed for cars on the serpentine. I think this is a great idea and have
All roads are not necessarily appropriate for shared roads! Many around the Northern Beaches just aren't.
The fact motorists are to be restricted to a speed limit of 10 kms surely says it all. Attracting more out of area cyclists at the expense of local residents whose daily commute & general well-being could be impacted does
It is the most ridiculous idea. Please stop messing up our roads that registered drivers pay for so that leisure bike riders can block the roads in packs to and from Palm Beach and cause so much congestion, frustration and danger. I often use the serpentine when the traffic on the bends is bad to get to and from work.
I am a surf life saver at bilgola beach and attend very frequently. I am strongly against the 10km/h speed limit, I know it will cause a lot of anger and frustration, going at a car park speed the length of the serpentine.
Due to the hills on The Serpentine, cyclists would still continue to use Barrenjoey Road. 10km an hour could create a number of problems in the warmer months when the road gets very active. A dedicated cycle lane /
I regularly walk and drive the Serpentine from Newport to Avalon. 10km is far too slow.
It is an alternative route when there are accidents on the bends. It is the road to Bilgola Beach. It is the road to and from home for residents. I never have any problems with cars while walking. Locals drive this section slowly.
30km would be better. The traffic needs to be slow but 10km is just not practical. In general I find cyclists terrifying when I am walking( different to people just riding to the beach or shops for transport) . I really try to avoid paths that are shared between cyclists and walkers.
Awesome idea
But 10km is way to slow for any rider and cars alike
It will cause traffic chaos.
no way , at all this is ridiculous , bikers are not as important as cars especially in peak hour times. what a
10kph is way too slow (even for the cyclists) 30-40kph is more reasonable for all.
cyclists use the serpentine route should be mandatory (ie they must not use the bends/ barrenjoey Rd route
10km an hour is way to slow for the area and locals will find it difficult to navigate the Serpentine on a busy

<p>Absolutely not, what a horrendous idea. Surely the council can come up with better ideas for the safe use of roads for everyone. Why should school zones be 40kmph and this cycle track 10kmph complete and utter Only if it means that no cyclists are allowed on the bends . Otherwise there is no point.</p>
<p>I do not support a 10 km driving limit on the serpentine at bilgola . Whist a safe foot path would be ideal. Further restricting traffic flow in and out of Avalon and the northern most suburbs Is very ill thought out . On one hand more and more residential blocks are being developed into over 55 type large unit complexes bringing more residents and a general increase in the numbers of full time residents living in the area Traffic congestion is a huge issue. Coupled with huge numbers of visitors and tourist that visit the area on the weekend Further restricting the flow of traffic would be a further nightmare. The Serpentine is a narrow road as it is With limited resident and visitor parking. Restricting the speed limit to 10 km is a ridiculous idea and will just cause congestion.</p>
<p>The serpentine should totally be a shared space for cars pedestrians and cyclists however 10km is a little too slow for people to adhere to properly. A more appropriate speed limit would be 20-30km/hr. They recently reduced manly to 30km and that works fantastically. However I would also be specifying perhaps that cyclists</p>
<p>I tried driving 10km a hour after nippers today is is virtually impossible, people are going to spend more time looking at their speedometer and not watching out, I believe 10 km is dangerously slow. I do not support this</p>
<p>Cyclists definitely need to stay off the bends ... I am a Nurse , I work weekend mornings and there are so many cyclists on the bends ... I am so worried that I could hit them , or if I avoid them I'll have a head on crash , as they ride 3 abreast .... I think the speed limit for the serpentine could be faster than 10kms tho as</p>
<p>Traffic problems</p>
<p>10kmph is too slow and good luck in counting how cyclists pass through it as they won't bother with the uphill venture as they would go along the bends main road .... flatter</p>
<p>10km is very slow and not easy to keep that speed fir such a distance. I've tested and tried it. 20km is more reasonable fir the distance to get to and from the beach car park. Spending money on painting the road is unnecessary. Please consider other areas in the area that perhaps need more attention to road safety such as the narrow road and paths outside Bilgola School at pick up time. If you go there at 3pm and stand on the east side of the road towards the south of the pedestrian crossing you will witness many children and adults</p>
<p>This will cause bottlenecks during the summer, will not help with congestion, and ultimately unless cyclists will get fined if they use the bends, they will still use the bends. I expect if this goes through and cyclists don't stay off the bends, this will cause serious animosity and perhaps violence between motorists and cyclists ! I</p>
<p>A slower speed limit like 30-40km would be good as there are many people that use that road for exercise. I can only imagine the people who live on the serpentine having to drive 10km an hour to get home and how that would upset them. The speed bumps on the serpentine are really big already so it's impossible to even</p>
<p>I have lived in Newport area all my life and I am alarmed at the amount of unnecessary signage that is going up all over the Northern Beaches.( Clareville beach car park is now an ugly, sign infested area, set up to collect parking fees). The "cycling friendly" Serpentine link will be another example of the Northern Beaches Council making aesthetically ugly choices eg. copious signage, ugly stainless steel railings, showers and bubblers, lots of Dee Why style concrete and allowing unsympathetic colour choices for buildings. Please leave our beautiful natural area alone and keep all your poor choices for what used to be Manly Warringah Shire. As a cyclist myself, I feel strongly that this kind of expenditure on the Serpentine has NO justification,</p>

<p>I think the 10k speed limit is too slow. Cyclists will be travelling much faster than that anyway. It's good to make the serpentine more user friendly, but there still needs to be viable movement for cars, and chicanes would make for a constant delay for traffic moving in both directions. Also with the amount of traffic from nippers it will make it very challenging for travelling and parking for it. It seems most local residents on the serpentine are against this proposal and they should be consulted about.</p>
<p>A 10 km/h limit is ridiculous.. the road acts as a buffer to the already congested bilgola bends and the current speed humps along the strip of road prevent people from speeding already! To say it is to be used by cyclists is ludicrous as I'm sure most cyclists will continue to ride in the bends to prevent a 20 minute plus detour at 10km/h. As someone that does the Avalon to Newport walk regularly, I have no issues with the current set</p>
<p>Bike riders will not use the serpentine and will continue clogging up the bends. The 10km an hour is even too slow for bike riders to travel alone the there. A reduction to 30-40km/h would be more reasonable. The serpentine acts as an alternative for people with local know how which ultimately reduces the traffic</p>
<p>It will slow up traffic even more than it already is. If there is an accident on the bends then the alternative route would be over the plateau which is 10 times slower than the Serpentine</p>
<p>I'm all for shared spaces with bicycles but 10km/h speed limit is way too slow and will just create further</p>
<p>I think that having chicanes will negatively impact the space and make it difficult for the amount of traffic that comes through on a daily basis along with all the residents parked cars/ construction workers cars that</p>
<p>As if getting to the surf club on a Sunday morning isn't hard enough. Can't locals please get around freely and easily in their own local area. No more tourists!!! They are overcrowding our beaches and parking enough</p>
<p>The traffic going around the bends is bad enough , especially in the afternoons. The serpentine is an important alternative route for traffic . To turn this into a "shared" route with a speed limit of 10km would</p>
<p>This is a terrible idea, turning the Serpentine into a shared cycle way will only exasperate the traffic issues faced by residents living north of the bends.</p>
<p>No planter boxes &amp; so reducing width size of chicanes - they need to be 2 lanes to allow traffic flow which they aren't even currently.</p>
<p>If traffic flow is further slowed, it will bank up back on to Barrenjoey Road access points. A 10km hr speed restriction will do the same.</p>
<p>Similarly no one way cycle lane southbound at uphill point from Beach level to Barrenjoey Road.</p>
<p>I think 30km limit with no bollards would be more appropriate for this residential street.</p>
<p>Concerned about road usage for local residents and beach users, especially Nippers training. The road as it is cannot be used at speed, chicanes will add an expensive, unnecessary disruption. If local residents are against the plans, their views should be paramount. If they were unhappy with current road safety they would be in favour of council plans. From local signage this is not the case. There are genuine concerns for emergency vehicles and waste vehicles using the road if the proposed changes take place as well day to day traffic becoming a problem, which it isn't at the moment. How have the council chosen this road for change?</p>

<p>Hi,</p> <p>I'd like to object strongly to the proposed 10km shared zone on The Serpentine at Bilgola Beach.</p> <p>The proposed 10km/hr limit is crazy and would lead to a congested mess at times, such as nippers or a warm summers day. If you really must tamper with the speed limit on this road please consider a 40km/hr or 30km/hr limit at minimum. I travel down the Serpentine about 5 times per week to the beach in Summer and have been trialling various speeds. 10km is simply crazy, 30-40km/hr are the sweet spots.</p> <p>Please don't spoil our beach road with this pointless change. I would suggest a walking path that cuts across the Bilgola Beach car park and over the creek.</p>
<p>I definitely think that having "the shared zone" that is a walking track &amp; bicycle track as totally inappropriate as the road is extremely narrow &amp; not suitable for either track. There will be destruction of not only native shrubs/trees, but also destruction of the nature strips of properties (this is really not respecting the neighbourhood of Bilgola!) for the combined walkway and bicycle lane. To have walkers &amp; bicycles side by side will be somewhat hazardous, especially for walkers/joggers as it would be hard to separate them. No matter how wide you make the cycle track there is a danger of cyclists careering down the steep Serpentine Hill at a great speed &amp; if they hit a person, child or a dog that would be tragic! This backroad route has been described as a rat run, however most motorists who use it consider it an alternative route, if anything probably the traffic is alleviated especially around the roundabouts on the main road where there are often cars banked up &amp; the traffic moves slowly. It is not advisable to reduce the speed limit down to only 10km an hour which is quite slow. It also appears that the locals of the Serpentine were neither informed or consulted about how &amp; what they thought of the proposed walkway &amp; cycle way. It is proposed that there</p>
<p>I have been a resident for 18 years and do not see the proposed plan as I do not see it as a practical solution. Will bike riders also have to adhere to the 10km/hr. Parking is already an issue at Bilgola for local residence,</p>
<p>Not only will this create less space for vehicles to access these roads - it will become a dangerous place for cyclists as there is going to be considerable increase in activity as there will be delayed traffic with the new speed limit and roadworks - it is completely inconvenient and poorly planned. A waste of money, attentions could definitely be taken elsewhere to fix more pressing problems rather than regulating a highly and busy</p>
<p>This is an ill conceived plan. It is bullying by the Northern Beaches Council to cater for a minority at the expenses of the residents and rate payers. Cyclists will not use The Serpentine as it is too steep and will continue to use the bends to ride between Newport and Avalon (I am a cyclist!). Pedestrians already have right of access to walk down and up the Serpentine to access Bilgola beach without any danger. The proposed changes will inhibit the access for residents who purchased in good faith and pay their rates and guests who they may wish, and have the right to have visit. The plan will restrict the desire and ability for residents of the area, who pay their rates for services provided by the council and for the right of freedom of movement and use of the facilities of our municipality without being bullied as to what we can and cannot do. I have been a resident AND RATE PAYER of the northern beaches for 40 years and Avalon for almost 30 of those years and I am finding this council is starting to put residents and ratepayers last.</p>
<p>As a person who uses Bilgola pool week days I strongly abject to the above proposition. It will disadvantage local rate payers and will only benefit tourist who do not pay rates. My husband and daughter both patrol as volunteers for Bilgola Surf Life Saving. Parking in summer is bad enough for volunteers with out the loss of</p>



<p>The Serpentine, Bilgola Beach, is a windy, narrow and steep street with blind corners. Plan for "Shared zone" could be considered in a street with very few vehicles moving slowly. Not this one.</p> <p>The Serpentine Bilgola Beach, the traffic flow is variable.</p> <p>Very busy with cars struggling to park on Sunny weekend days, Public Holidays, School Holidays, events at Bilgola Surf Club, Nippers, boating and Swim competitions.</p> <p>Sunday and Saturday afternoons after a sunny beach day all the traffic from beaches north of Bilgola, Avalon Beach, Clareville, Whale Beach, Palm Beach and Ferry services, are slowly travelling home at our Beaches 'Peak hour'.</p> <p>Morning and Afternoon weekdays The Serpentine Bilgola Beach does relieve some of the traffic flow from Barrenjoey Rd which struggles to cope at times.</p> <p>The Serpentine at Bilgola Beach is a vital alternate road when traffic is blocked along Barrenjoey Road, on our peninsula. The Serpentine needs to be maintained in both directions being able to accommodate the whole flow when it is required, Buses, Trucks, Cars, Bikes, Motor homes, Trailers with Boats or Kayaks. In the past with flooding, fire emergency vehicles and accidents, the Serpentine has been the only North-South link. For emergency vehicles from North of Avalon this is a vital link to our Northern Beaches Hospital with services that are now further than previously (Mona Vale Hospital now closed). More people live North of Bilgola Bends than previously. To reduce the traffic flow is not safe. It appears the welfare of our residents requiring these services are not being considered.</p> <p>Homes are always under construction in The Serpentine Bilgola Beach. The Serpentine is a steep street and construction vehicles including cranes and large trucks require access.</p> <p>I would suggest maintaining The Serpentine, Bilgola Beach.</p> <p>The street lights do not all work, the light on the southern western side of the bends near the southern 1st speed hump and stairs from Barrenjoey road has not worked for years.</p> <p>Fill pot holes when they develop, as the water drainage is not good.</p> <p>Put a pedestrian footpath beside the road, walkers, runners and prams.</p>
<p>You've turned Myoora Rd Terrey Hills into a hazard for both cyclists and motorists. Don't do this it's a danger</p> <p>Spend the money on proper foot paths. Such a cheap cop out. 10km/h is too slow. Pedestrians can use their wits and be mindful of cars driving and not take that route until there are paths.</p> <p>When the bends are busy, the serpentine is used to declog traffic as another mode to get to avalon.... the</p>
<p>Dear Sir/Madam, I am opposed to the proposed trial on The Serpentine which includes the reduction of the speed limit to 10km per hour, the installation of one-way chicanes and painted roadway. As you are aware, this road is the only access road to Bilgola Beach and is particularly busy on weekends. The reduction of the speed limit and installation of the one-way chicanes will result in major traffic snarls, particularly on weekend's and more specifically on Sunday mornings when there is a large influx of people all arriving at around the same time for Nippers. Most of the attendees at Nippers come down from Bilgola Plateau and enter The Serpentine from the Avalon Beach end which will mean that the trip will be slow and onerous. Rather than making the area safer for bike riders and walkers, the frustration felt by driver is likely to lead to the area being more unsafe for those not in a vehicle.</p>
<p>At present, drivers using this road are aware that walkers and riders are also regular users of The Serpentine and take the necessary precautions to ensure that everyone is safe. I am not aware of any collisions between vehicles and walkers or riders on The Serpentine, so don't see why it is necessary to change the current road conditions.</p>
<p>Have you tried driving at 10mph? This is a street where people live. It's access to a busy beach. It's access to a viewing platform. It's completely unsuitable for your proposal. I'm a cyclist. The Bends are more suitable and we have plenty of other routes to take. Spend our money on improving the safety of the Bends, not</p> <p>We need the serpentine for when the bends are too gridlocked already. Making it 10kn/h will make the</p>



As a 25 year Ratepayer from Avalon - this is simply a pathetic example of the treatment of Pittwater residents by Northern Beaches Council team.
The Serpentine provides THE ONLY access for Avalon residents to Bilgola Beach yet Avalon residents (RATEPAYERS) are being penalised for a program for 'out of area' cyclists.
Furthermore the Serpentine provides vital secondary access in the event of traffic issues on the notorious Bilgola Bends. The proposed 10km/h limit is a joke for local residents.
Clearly the "trial" is an attempt by an out of touch council to push a really unpopular option upon Pittwater ratepayers for the benefit of "out of area" cyclists.
Council must publish data regarding the residency of cyclists using the bends currently -ie Pittwater residents vs out of area - prior to proposing this plan to Pittwater ratepayers.
Today we tried to drive along the Serpentine at 10km/h and it was a joke - massive penalty for local residents with no benefit
If the Council is so committed to a cycle path between Avalon and Newport for "out of area" visitors I
As a long-term resident of Bilgola Plateau who travels to Bilgola Beach regularly both by foot and car, I am strongly opposed to this proposal for the following reasons:
1. A 10km/hour speed limit on The Serpentine would cause severe traffic congestion, particularly during peak times - including summer weekends, school holidays and Sunday mornings for Nippers.
2. The 10km/hour speed limit would delay access to the area by ambulances and other emergency vehicles. I have seen numerous incidents at Bilgola Beach where medical assistance was required urgently. A 10km/hour speed limit, combined with the use of one-way chicanes, could cost lives in emergency situations.
3. The installation of chicanes, 10 km/hr speed limits and a restriction on overtaking would have a negative impact on access to the area during rubbish collection hours. This could cause dangerous and frustrating situations for motorists, as well as significant delays for garbage trucks (the beach is a popular destination at all times of the day, including early mornings).
4. The Serpentine is a steep road, unsuitable for cycling by recreational cyclists and family groups. I have lived at Bilgola Plateau for 16 years and in the local area for much longer, having been a regular visitor to Bilgola Beach over that time. It is extremely rare to see cyclists using The Serpentine - the road just isn't suited to recreational cyclists, irrespective of traffic conditions or speed limits.
5. The report assumes that any loss of parking spaces on The Serpentine would not be an issue because the residents have their own parking. This is not true - some homes require street parking for cars that do not fit onto their properties. It also fails to take into account visitors, tradespeople and the many beachgoers who park on The Serpentine when there is no parking available closer to the beach (and sometimes to avoid paying parking fees).
6. The Serpentine is a much-needed road, not a walkway or a shared facility. It must remain a road in order to allow effective movement of traffic in this popular and busy area. I have walked to Bilgola Beach
Please view attached submission "A residents analysis of traffic on The Serpentine & recommendations
The 10km speed limit would be a major inconvenience for those that use that route regularly (residents,
I use this route frequently and find no problem. The 10km speed limit and chicanes will make access

Completely impractical using a whole secondary road as a 10 km hr pedestrianised walkway . Cannot drive a
I do not support this section of the pedestrian and cycle link. This will be horrendous for locals in vehicles and on foot. It will take way too long to be able to get in and out of the beach.
Great idea for the enjoyment and safety of our community
This is unacceptable for road users. The bends are too busy with Only an inadequate one lane each way. This needs to be upgraded first. Many people living on either side use this road. It is a road and not a cycle way. 10 kph is Unnecessarily slow. Strongly opposed. Unnecessary spending when other infrastructure is lacking.
I believe a 10kph speed limit will be impractical and cause unnecessary problems. I have tried driving along the Serpentine at 10 kph and it is ridiculously slow. Inevitably, cars (and cyclists) will exceed this limit. So a 10 kph limit will create a situation in which a majority of the traffic will be breaking the law a majority of the time - and that indicates a design error. Cyclists will be most unlikely to keep to a 10 kph limit, especially on downhill sections. So, again, why set a limit that the vast majority of users will find impractical?
I drive to Bilgola Beach 4 or 5 times a week. Along the Serpentine I drive cautiously, particularly whenever pedestrians and cyclists are present. On a busy day I might encounter 5 or 6 groups of walkers, but most days
I have concerns over how cyclists would access this section of road, creating dangerous driving conditions along Barrenjoey Rd on both sides of The Serpentine. I would much prefer (& use) a walking footpath, which does not need to hinder the road. I want access to safe walking paths, not cycle paths. As a local resident with a young family we aim to get as many places as we can on foot and try to avoid using our car (except to commute to work) and I have found cyclists are fast and can be unpredictable for pedestrians. I disagree with the 10km/hr speed limit. School zones are 40km/hr, cyclists and some pedestrians move at over 10km/hr. Why are cyclists having more put in place than 5 year olds at school? Will cyclists speeds be
The concept will work well if bikes and cars travel at
Access to Bilgola Beach by car - the preferred and by far the most common transport for residents and others will be severely compromised by the proposed Council action. Inevitably, if the Serpentine is effectively closed to motor traffic, there will be a significant bank up of vehicles on Barrenjoey Road coming from the south wishing to turn right to get to the Beach. There is insufficient space on the road for more than one or two cars to do this safely. So safety will be compromised. The majority of drivers wishing to get to BB will want to turn right off BJ road rather than travel the next 500 m to turn right down the Serpentine.
I am a resident on the serpentine 10km is too slow. Crazy, will impact my work, the plan to build the path off the road meeting up with the Stairs was much better. What's with the cycle path, cyclists won't be happy with 10km either as we only get serious cyclists going past. Why don't you give dogs the same attention you
This is a good plan, but you need to add dedicated bicycle lanes from NEWPORT to the start of the Bilgola Serpentine and then from the end of the Bilgola Serpentine to AVALON. There is plenty of room to put them in, but without them those two sections are deadly for cyclists. Please don't do half a job because improving
This is an entirely unnecessary waste of taxpayer money. Cyclists should use the roads like cars and motorcyclists, not be treated as pedestrians. For walkers, put a sidewalk around and reduce street parking to give more space. The speed reduction is frankly a joke. All residential streets are 40 or 50kmh limits, anything less than that is clearly being done for other reasons. This seems, to anyone viewing it, as a thinly veiled attempt to pander to residents of the street who do not want cars using the road as an alternate route to Avalon from Newport when the bends is super congested. It's a road! Put speed cameras in there if speeding is a problem. Making it a wealthy residents driveway or pushing for more tourism with a walk/cycle way is
I strongly disagree with this. There is already a massive problem with traffic coming in and out of Avalon and to do this means congesting the main alternate route greatly affecting the daily lives of the people who live

As a local Bilgola resident for over 12yrs that uses the beach daily, this idea is nothing short of ridiculous. For local residents that drive to the beach, most of whom are daily beach goers, this will not only be a major inconvenience in causing gridlock in getting to and from the beach, I am also concerned it will actually be dangerous to the cyclists and pedestrians you are hoping to attract. Have you ever been to Bilgola Beach during summer and seen the traffic, or on a Sunday when Nippers is on, or Saturday when the local swimming club congregates? It is very busy with a lot of cars, this proposal with cause absolute gridlock, will be dangerous for other road users and cause immense frustration for beach goers.

Bilgola beach is a local jewel, loved by locals, yet a plan such as this seems totally targeted to visitors from out of area that will be here on weekends or in holiday periods. The majority of visitors spend very little time at Bilgola, yet the impact of this proposal on locals will be permanent and affect our daily lives.

To quote an objective "Providing safer road speeds will create a safer space for local residents and visitors using the Serpentine", a simple alternative is to install more speed bumps rather than go the expense of this exercise, which every local I have spoken to objects to. You could also restrict Serpentine access to no through traffic, stopping morning and afternoon commuters using the Serpentine instead of Barrenjoey Rd, which is very common.

The fact this has been done without any meaningful engagement with local residents is disgraceful. Why 10 mph is a totally unacceptable speed limit.

There are many elderly citizens, as I, who use Bilgola for regular exercise and socialising and have been for the past 40 years.

To virtually restrict the Serpentine to a cycling and pedestrian track is selfish.

Great for bike riders, but not great for walkers. A pedestrian path down one side of the road would improve I object to this proposal. As a regular user of the Serpentine to access the beach, the road is already naturally restricted to one way in a number of locations due to the narrowness of the road, parked cars & existing speed humps, which can make the road congested, particularly on weekends.

The addition of the proposed chicanes will only further concentrate the cars parked along the road resulting in extended sections of one way traffic resulting in complete gridlock chaos on weekends.

Making this a shared zone will put pedestrians at increased risk by suggesting the middle of the road is a safe place amongst the chaos noted above.

The report by Arcadis appears to dismiss The Serpentine as nothing more than a rat run for those trying to avoid using the bends. However The Serpentine's primary users are the residents of The Serpentine &

As a Bilgola resident who utilises the Serpentine to frequent both the ocean pool for swimming exercise & also to go to the cafe there for morning coffee year around I am very concerned at the reduction in the speed limit to 10kph. For the cafe which relies on local patronage in non school vacation/peak summer season there will be a significant impact as people will not choose to go there when travel time is significantly increased by imposition of a 10kph speed limit. I actually tried driving there at this speed & my car was roaring in first gear. I certainly won't choose to go there if this speed limit is imposed. While recognising that there needs to be a reduction in vehicle speed I would expect a 30kph limit would be much more appropriate as is in place along Manly beachfront, assuming there are defined pedestrian walkways

<p>I'm not a resident in Serpentine but as an Avalon resident we regularly go to Bilgola Beach. It is also a pleasant way to drive as a change instead of "the bends" on occasion.</p>
<p>Won't taking away parking spots cause problems for residents and visitors to the area?</p>
<p>How will it affect emergency vehicles and rubbish removal?</p>
<p>Will bikes be restricted to 10kms? We lived many years in Newtown and needed to watch out for bikes more than cars for safety reasons.</p>
<p>Where is the space for bike lanes coming from? Reducing already narrow car lanes? It is necessary now to slow down behind bikes going along there but I can't see how that will change if we still can't pass them due to narrow lanes beside the bike lanes.</p>
<p>Aren't cars already careful around pedestrians, giving them right of way? I am always conscious that they don't have a separate path and from what I've seen so are other cars.</p>
<p>I've also noticed that cars tend to give and take when there is not enough room to pass each other due to</p>
<p>First, where is the traffic study showing there is any significant need for cyclists to travel this route. In 45 years living here I have yet to see one bicycle use The Serpentine. Serious cyclists will continue to use Barrenjoey Rd, others will cycle when it's flatter and less dangerous. I don't believe there is an overwhelming need to provide a continuous link from Palm Beach to Manly. It makes more sense to provide a cycle path in less dangerous geography with terminal points or a loop. The Serpentine is the only vehicular access to</p>
<p>The speed is ludicrous, there is hardly enough space for two cars to pass let alone adding extra boxes, plants etc.</p>
<p>The Serpentine needs to be a safer place for pedestrians &amp; Cyclists. Hopefully this will help.</p>
<p>Barrenjoey Road through the Bilgola 'S-Bends' should be limited to 50KMH continuing from Newport heading north to the Avalon lights multi-lane intersection with improved / widened road shouldering, legal signage and lane markings for cyclists to ride SINGLE FILE and not their selfish tandem grouping through this section of road. Serpentine pedestrians and coastal walkers can walk in tandem within a properly marked and shouldered section of the Serpentine including a wider ditch gutter installed along the ocean side and a slight widening of the apex corner just before the coastal stairs at the north end. Give Way signage can be installed</p>
<p>Access to Bilgola pool via car will be severely restricted by this proposal.</p>
<p>This pool gets a lot of patronage all year, especially the swimming club which uses the pool each Saturday. This pool facility is a safe 50m pool which has a lot of children attending to improve their water confidence and is a great family / community event</p>
<p>As a local resident who regularly drives to Bilgola Beach, I do not believe the plan is practical as it will not improve access for locals to the beach. The road is narrow and provides limited access so making it a shared zone will only exacerbate access by car and inconvenience local residents. Locals who are rate payers and Bilgola residents should be the council's first priority. Lack of consultation is also a concern and the Council</p>
<p>I live locally on bilgola plateau with a young family and use bilgola beach and pool every day by increasing the travel time 5 fold this won't be an option due to the additional travel time incurred. I would much rather see grant money spent on a different project that benefits local community. The majority of people who use this road are locals who access their favourite beach or live there. I note the topography is not suitable for</p>
<p>This plan will totally disrupt already congested traffic flow, particularly on weekends.</p>
<p>I believe this is the wrong way to go about this.</p>
<p>The walking track should be built along the side of Barrenjoey Road.</p>
<p>Make something with real vision. ( eg The great road down near Coalcliff)</p>
<p>This is a really Ridiculous outcome for the local residents.</p>



<p>Slowing down pf traffic totally absurd , this submission is a waste of money and totally unnec scary . Cant slow down for pedestrians and bikes at every turn -we might as well wrap up in cotton wool.The serpentine</p> <p>This idea is not practical for motorists, it will just make the whole place congested and noiser with engines rev'ing to start and stop all along the road.</p>
<p>there is no need to slow down already congetsed traffic . Bikes and pedestrians have the freedom to go wherever they like with cation , we can't slow down all traffic as a result of people walking the streets. Paving and pedestrianising pittwater and the Northern Beaches is unnecessary , its a natural area in a natural environment and does not need to be so structured</p> <p>Adding ten minutes to an already excruciatingly long commute to the city does not help anybody . 10 km per hr is pretty much impossible in a car .It's not practical and cannot work . The serpentine is a natural environment with many cars homes and trees which would be disrupted in this change .Its been a secondary</p> <p>there is no need to slow down already congetsed traffic . Bikes and pedestrians have the freedom to go wherever they like with cation , we can't slow down all traffic as a result of people walking the streets. Paving and pedestrianising pittwater and the Northern Beaches is unnecessary , its a natural area in a natural environment and does not need to be so structured</p> <p>Adding ten minutes to an already excruciatingly long commute to the city does not help anybody . 10 km per hr is pretty much impossible in a car .It's not practical and cannot work . The serpentine is a natural</p>
<p>The Serpentine is not a fast road as it is. With all the parked cars and the nature of the road it currently works pretty well.</p> <p>If it's not broken.....</p> <p>Also, will become a disaster trying to get down there in a car which isn't very helpful to most local council</p>
<p>I am owner of 65 The Serpentine Bilgola Beach and fully support the scheme. I have children and grandchildren who live at my property and we are unable to walk or cycle to Bilgola Beach as far to dangerous. The proposed scheme will open up this road for us to get to the beach safely. We also support the other pathways to join to this we currently have to drive to Avalon as is unsafe to walk and this may involve as many as 5 trips in an hour in rush hour traffic for schools doctors etc. The new pathways will make it much safer and take cars off the roads.</p>
<p>A 10kph speed limit is unacceptable.</p> <p>How would any of you like to live in such a long street with such a change?</p> <p>Council is out ot touch with the local community and frankly it is a discredit to those involved suggesting such sillyness.</p> <p>There will be a massive fightback at all levels.</p>
<p>So when the traffic is backed up to Newport and the Serpentine is a good alternative you are going to turn it into some scenic joyride for walkers and bikers ! You are fools ! Roads are for cars .. get real !</p>
<p>The Serpentine is an essential back up to the main route between Newport and Avalon in the event of an accident or other blockage. The proposed changes will render The Serpentine unusable for this purpose. The impact of the proposed changes on this back up route is of major concern as it could cause significant delays if emergency services need to use it.</p> <p>The Serpentine is the only access route from Avalon to Bilgola Beach. The proposed changes will adversely impact this. Even before the proposed changes, the available parking space at the Avalon end space is often heavily used during daytime. A reduction in the available space due to the changes will create problems for residents, trades people and through traffic.</p> <p>The Serpentine is an important part of the local traffic network which is well used by local residents both on weekdays and a weekends. Changing it for the worse by imposing a 10 km speed limit to accomodate casual use by walkers and cyclists largely at weekends, does not seem like an effective use of resources.</p>



<p>Why are you trying to prevent people from coming to beautiful Bilgola beach? It may be small but it is such a lovely, family-friendly place.</p> <p>This unreasonable proposal will stop people visiting the beach which will effect the cafe and lifesaving club. Some people have to drive to the beach. Why would they choose to go to a beach with a 10km/h speed limit, down a street that encourages people to walk on the road. Before long there will be an accident, because roads are built for cars. After the place gets a reputation, drivers will no longer want to drive down the road.</p> <p>There is no need to reduce maximum speeds to 10km per hour on roads next to bicycle lanes. A speed limit of 40km per hour would be workable and achieve safety for cyclists. It is falsely optimistic that providing a cycle lane would somehow hugely increase cycle traffic. Given the long distances all northern beaches residents travel to get anywhere in the suburban sprawl we live in a very small cycling minority should not be given priority over the vast majority of road users.</p>
<p>I think the proposed speed limit of 10kph is TOO SLOW. I suggest the limit be no slower than 20kph. I also suggest the traffic flow be ONE WAY, entering the Serpentine at the south end and exiting into Barrenjoey</p> <p>As a regular walker along the serpentine, I see the proposal as an excellent opportunity to further encourage the health and wellbeing of our people. Especially in these current times, anything that can be done to promote exercise and outdoor activity is extremely important. Whilst most drivers are careful driving along the serpentine, unfortunately there are some who are not. As careful as I am, I have had a number of near</p> <p>I am concerned about the services access to the street including the building and garbage collection. I am also concerned about the access to the beach and the surf club. Its a very popular spot. I also walk there regularly and have never seen a cyclist on the road as it is a very steep hill . How about improving footpaths for the people that walk instead as this is the most popular use of the road apart from cars.</p> <p>Reduce the speed limit to 30 kilometers an hour and respect the pedestrians first.</p> <p>A complete waste of money. I most strongly disagree with this dumb plan. I drive on this road regularly and not experienced any safety issues. It is called watching where you are going and being prepared to slow down and or stop when needed. Cyclists ride on the flat run around the bends . They do not like hills. Drivers and pedestrians just need to watch where they are going and there is no problem. The people pushing for this ridiculous proposal to happen are completely out of touch.</p>
<p>10 kph is almost impossible! The locals will go mad. There needs to be change but that speed limit is crazy. 30kph perhaps. I want a mirror on that awkward corner too, below the roundabout!</p> <p>I think 10 km/ hr is too slow for moving traffic. 20km/hr is still safe and hopefully help traffic flow</p> <p>As a resident in the area we are battling more traffic on "the bends" than ever before. With the onset of COVID and the increasing popularity of the beaches north of Newport, the traffic on weekends, public holidays and even week day peak hours has increased dramatically. The Sepentine offers a much needed relief valve as an alternative to the very slow snarl of traffic on the Bends. Additionally there have been many occasions when an accident has closed lanes on the Bends and cars are able to use The Sepentine as an alternate route. The Sepentine is a thoroughfare for cars, rarely have I seen bikes using it. To reduce the speed limit to 10km and create unwanted bike lanes and shared zones is a ridiculous waste of tax payers money. The community does not want this project. It will impact us all negatively. Living on the Northern</p>

<p>Sections 1 &amp; 3 of what you propose works as a costal walk and for very slow recreational cycling. This looks similar to the shared path past Mona Vale golf course which I have used occasionally. I have walked and ridden the Serpentine many times and I think the proposed 10km/h speed limit is unnecessarily slow. 30 km/h with 'shared pedestrian zone' signs would be better. Sometime it is busy, most times it is not and no cyclist is going to stick to 10 km/h on the downhill.</p> <p>I live in Avalon and ride around the Bilgola Bends most days. I cannot see me changing to the new shared path for anything other than the most leisurely, scenic ride. There are multiple cycle groups that ride up to Palm Beach, none will use the new path.</p>
<p>Cannot see a good outcome for the current proposal. We live in Bilgola Ave and use the Serpentine many times a week to travel to Avalon and beyond. The problem as I see it is the cyclists. Apart from a few parents with their children I see very few cyclists. The Lycra clad guys seem to prefer Barrenjoey Road over the Serpentine because the inclines are much less steep. Why inconvenience many locals to accommodate bikers who I suspect mostly don't live in our area. I have biker friends who come from far away just to cycle up and down our beautiful coastline. They are safe where they travel now so why spend money for the benefit of non residents. Try telling them they are safe on The Serpentine when cars are flashing past at 70kph further up the road at Warriewood and beyond. Who would monitor the ludicrous speed limit of 10kph. Even kids whizz down the hills well in excess of an estimated 30 kph. In my observations the vast majority of walkers are local keep fitters or people with their dogs. What was wrong with the previous proposal? We are yet to be informed as to why it was scrapped. Most days there are so many locals and Tradies parked on the Serpentine that it can be quite difficult for a Walker to negotiate safely. I know because I often walk my dog up there. There is room to put a kerbed pathway the length of The Serpentine. If in a few places it narrowed the road this would be far less than what happens when cars park opposite each other sometimes leaving barely enough room to drive through.</p>
<p>10kph is absolutely ridiculous! I could run faster!</p> <p>It's already a struggle to go any faster than 30kph so why change what is already fine.</p> <p>This will only cause more havoc and traffic to the already over populated roadways!</p>
<p>The number of dick heads that drive around the Serpentine like they are on a racing track should appreciate the chicanes?! Anyone who has a problem with driving slower should not be on the road.</p>
<p>Why are bicycles given such consideration on the roads? Why should people riding around to keep fit, be given priority on the road? Can I roller skate, roller blade or skate board on the roads? There are plenty of parks for cyclists to ride around. The roads are for cars. Alternatively, start charging cyclists a road</p>
<p>Great idea</p>
<p>10k is unachievable and will result in many people being fined. 20-30k is a reasonable amount that motorists can stick to. 10k is slower than most cars travel in a car park and would severely impact residents</p>
<p>There must be a more practical approach than this - penalising of existing residents.</p>
<p>10km speed limit is ridiculous. Increase it to 30km would be better. Also you'd need to make it illegal for bikes to ride on barrenjoey road then, if they are given a cycleway on serpentine then they should not be allowed to delay traffic on barrenjoey road around the bends causing frustration and potentially dangerous</p>
<p>10km is too slow for traffic.</p>
<p>I drive on the Serpentine nearly every day and its impossible to drive faster than between 20-30kph to have to slow down to 10-20kph to go over the speed humps! 10kph is totally ridiculous and is just one more attempt to post signs everywhere in Pittwater. Most cyclists will avoid the Serpentine and go around the Bends</p>
<p>This would be great for cycling, as long as links are provided to the north and south.</p>
<p>An excellent proposal, with the opponents simply guilty of being NIMBYs.</p> <p>The 1.6km route, away from the main road, will open up the area to family fun.</p> <p>A walk for 21 minutes, a bicycle for 8 mins, even longer if stopping to admire the public view of the ocean.</p> <p>By contrast, the NIMBYs want it for their CARS, their Cars, their cars, all 3 minutes of their racing along a public space. I say no to the NIMBYs. Give the serpent back to the people, and create a shared space.</p>
<p>I just think it is a terrible idea. It will cause chaos .</p>

A ridiculous concept. Residents will have very little parking in an already congested area and paying rates to have what parking there is, reduced. Residents should have priority. Not cyclists
I visit family on The Serpentine every couple of weeks or so and stay overnight.
I don't support the chicanes - the road will still be too busy for this. They make the road far too narrow and are a complete waste of money. They will create queues of traffic and are unsafe in emergencies/when wider vehicles use the road.
I absolutely support creating pathways alongside the road and wherever possible.
It would be highly beneficial to keep as much of the car-parking as possible, perhaps creating more in the headland carpark. It is not a solution to say "people will park in their driveways."
I don't support making the whole road 10km/hr, perhaps in some sections it would work, but, as an example,
I am in total support of these changes. It is in fact already a shared space as we have no choice but to walk in the road. We are regular users of the Serpentine and frequently observe numerous visitors to the area walking and cycling along this road. These changes will certainly enhance safety along this road particularly in the summer months. It is also used as a rat run during rush hour or heavy beach traffic so slowing down to
I am strongly opposed to this submission and plan. This is a road that has been built for cars. I believe this is being proposed because the cost of an independent walkway and cycle way would be much higher and you
No this will be a nightmare for local residents. Perhaps build a bike path adjoining the bends but to make this a shared zone is not fair to the residents on this road or who go to bilgola beach
The Serpentine is already a 40km/hr zone - reducing this further is unnecessary.
Including traffic obstacles creates a hinderance for both traffic and cyclists.
Guys are you serious!! 10 kph ?? If you want to stop the rat run, simply put a "No Right Turn 6:00 am - 10:00 am & 3:00 pm - 7:00 pm at the Avalon end of the Serpentine and problem solved. No consultation with
10km is way to slow for cars with all the traffic to Bilgola beach that happens during the weekends. Even during the week (Mon-Fri) there are large numbers of people going to Bilgola pool and cafe. I do my regular pool walking there to rehabilitate my hip and knee. Improve the Serpentine road - make it wider and with proper guttering. Put in a bike lane if you want and build a separate path for walkers on the side of the road.
I think the plan has not been thought out thoroughly. Has Council consulted with local residence? Creating a cycle path creates a narrower road meaning more cases of accidents and elevated risk. 10 kph speed limit will not be adhered to by not only cars but also cyclists. Why do you need to place chicanes in? What is the rationale behind them? If appropriate consultation had been done then you would know that The Sepentine is not a road that is driven at excessive speed because of the natural layout of the road. Serious cyclists use
Hi Guys, good idea to trial but a 10Km speed limit is an overreaction. I suggest 30/40km an hour and if we are worried about he speed because of the shared space because of increased use, then we need to make the shared space bigger and not just impact locals/visitors who live there by saying you can only go 10km per hour. There is a need to widen the space (at least) near the roundabout (plateau Road) as dangerous in current form but don't see this on the plan. I dont think I have ever drive many places where there's a
This is a complete waste of money, time, council resources and frankly is just not needed. Traffic moves very slowly as it is due to the speed humps and access to the beach and surf club facilities will become onerous.
This is not a good idea. Try again please.
So many concerns and safety dangers.
I'm amazed this has any support.
The Serpentine has a direct relationship with the main road through Bilgola bends being insufficiently able to accept the increasing volume of traffic using the narrow thoroughfare of Barrenjoey Road. It's long overdue to put the issue on a forward plan with state authorities to widen the road. Until there is a forward program developed addressing transport north of Newport The Serpentine will remain an essential by pass in
It is not possible to travel along The Serpentine at 10kph. It is also the wrong way to approach public comment without first canvassing those affected - especially the residents along The Serpentine.
This will negatively impact MANY people who travel this road and utilise the beach and its facilities

<p>I totally disagree with these changes, I have lived close to The Serpentine for 30 years and use this road frequently, not every resident uses this as a Rat Run, this proposal focuses on Bike riders and minority groups, I would agree to a reduced speed limit but to also take parking away from residents is irresponsible, we all know more people are working from home and the Government have pushed this initiative yet this proposal does not favor locals who use this each day, I also need to point out there are numerous accidents</p>
<p>In addition to my earlier comments, The proposal ignores the important role of the Serpentine as an alternative route should there be a blockage of the Bends. The road network of the Northern Beaches is complex with some critical choke points.</p> <p>The worst is just north of Avalon, where a critical blockage will cut off North Avalon, and points north. The Bends will become a choke point if this poorly thought through proposal is implemented. The Serpentine would be useless as a detour and it is only polite to describe the alternative route via Bilgola Plateau as</p>
<p>The Serpentine already has restrictions for vehicles. There is no need for further restrictions as cars have a right to use this road. The progress of cars should not be hindered more than it currently is. I am happy with a consideration for a cycle path as long as it is not going to hinder the progress of other vehicles. I would like to see a satisfactory alternative to cycles being on 'the Bends' but your proposal isn't it.</p> <p>Regards</p>
<p>I have lived on Bilgola Plateau for many years and on an almost daily basis use The Serpentine to access Bilgola Beach for my daily swim. Whilst there are occasional inconsiderate people making use of this roadway, including drivers, pedestrians and cyclists, the vast majority of the time the 40 Kmph speed limit is adhered to by most users. In fact those that seem to ignore it the most would be groups of cyclists racing around the road or pedestrians that walk 3 or 4 abreast and pay no attention to the cars whether from behind or oncoming.</p> <p>Making this area a 10Kmph zone would create significant issues. I have attempted to go up the hill from the</p> <p>I think the area is in dire need of improved infrastructure- especially Bilgola Plateau. A pedestrian and cycle crossing is needed at the traffic roundabout to service the entire community of Bilgola Plateau to get to Bilgola Beach and the proposed shared pathway of The Serpentine.</p> <p>Insofar as making The Serpentine a shared pedestrian/cycle/vehicle connection would be incredibly dangerous. The road is already narrow with blind corners. To claim this existing road is part of the link</p>



Re Proposed changes to The Serpentine, Bilgola

I am an incomplete quadriplegic and from experience accessing the local beaches and ocean pools, Bilgola Pool is by far the easiest along with direct access from the Disabled Parking Bays.

Whoever came up with the proposal to severely change The Serpentine has seemingly failed to consider it's impacts on Local Disabled.

If access to ALL POOLS in Northern Beaches Council were via 10 KPHG Limits, maybe a different thing. Many with Disabilities from Avalon use Bilgola pool especially because of easier Access.

I have tried driving The Serpentine a few times at 10 KPH. Seemingly Impossible. Surely if the Speed Limit is an issue, then 25KPH is more realistic.

Surely there are other options for a Cycle Path etc than severely impacting the Disabled by Council's Proposed Changes to The Serpentine for Disabled from Avalon to Palm Beach and also those South of Bilgola.

Surely NSW Government would be disappointed to know their funding is Going to a project that will disadvantage the Disabled/Aust Govt Disability Discrimination Act

It would be a shame for Council to spend more time and money on these Proposed Changes to The Serpentine, only for the Changes to be reversed later under Disability Discrimination.

I think that one way chicanes is not a great idea and the flow of cars people and bicycles is a recipe for disaster, it is a busy road and the only road to Bilgola Beach. I think it will be congested and cause road rage. It will be more dangerous. It is impractical to limit vehicle speed to 10km/h.

It appears no consideration has been given to the large amount of traffic coming down to Bilgola Beach, especially at the weekend. Making the Serpentine a shared access car / bike road will cause huge traffic problems and make it virtually impassable at high traffic times. The residents of this area are not asking for any of this, including the "upgrade" of the Bilgola Beach parking area which has turned it into a concrete

The road is simply too narrow and windy.

Cannot mix cycling and walkways.

Will be build up of traffic trying to Enter onto Barrenjoey Rd.

This proposal fails to recognise residents who live on the surpentine.

A complete waste of money at a time when the money could be far better spent on projects that would

Totally object to this ludicrous proposal. Council should provide a proper walk way for pedestrians without destroying the toad structure. As for bike access? It is rare to see bikes on the Serpentine however on the weekend early in the morning there are packs that speed through at 40 plus kilometres per hour.

With the proposed 10 Kph and multiple chicanes the road will be rendered useless and dangerous for everyone including emergency services and garbage collection.

This is not well thought out

Just because the funding is provided not from council coffers doesn't mean spend it regardless.

Combining walkers cars and bicycles notwithstanding a 10 K speed limit is a recipe for disaster

I think you are forgetting that bilgola is a hugely popular beach. Not only daily traffic but heavy traffic flow on the weekend, especially on a Sunday for nippers. Restricting flow of traffic through this area would be a disaster. Fine tuning of your plan needs to happen as a 10kmph speed limit is plain stupid. Please talk to locals as person creating this plan is obviously not local, nor do they use this beach. There are more cars than



<p>We are definitely opposed to this proposal along with many others I'm sure!!!!</p> <p>We are a young family who live in Bilgola and are often at Bilgola Beach, not only for leisure but also for Nippers on Sunday mornings. We believe this is an essential activity for our 3 girls especially when the beach plays such a large role in our lives. The plans that you are proposing are going to create absolute havoc to the busy weekend/ Sunday morning traffic and the blatant lack of consideration, not only for the local residents living on The Serpentine who will be severely affected by this, but for the many MANY families who are part of the Bilgola Community and use this route regularly to enjoy our beautiful beach that we have a right to access without hindrance, is appalling.</p> <p>Another point of contention is the restricted access for Emergency vehicles and garbage trucks. These are essential services, again not only to the residents of The Serpentine but also, again, to those of us using the beach and the area around it.</p> <p>We already have a pedestrian track that goes between Newport and Bilgola and as for the cyclists, I'm sorry to say, but their numbers don't even compare to the numbers of community members who you are negatively impacting with this proposal.</p>
<p>If we keep this up we will be back to the beginning with man and red flag in front of cars.</p>
<p>It's a public road use alternative measures for walkways not public roads.</p>
<p>I think that 10 kph is way too slow for cars and bicycles. If you come from the Avalon end it will take 5 minutes to get to the beach. If you are trying to stop people taking a short cut in peak hour i would suggest a 20kph with a no right turn onto Barrenjoey Road and signage with increased fines. As for the coastal pathway</p>
<p>I have finally found a peaceful and relaxing place that helps me tremendously with my ongoing mental health issues that make it hard for me to do everyday small tasks and single parent my young child. If you take away easy access to bilgola beach and Billy's Cafe, I will not be able to visit them on a daily basis. My child and I will</p>
<p>Newport to Avalon Pedestrian and Cycle Link, The Serpentine section</p>
<p>Please see uploaded file</p>
<p>This will cause more delays.</p> <p>Improve public transport before you start closing roads . The Keoride take to long, buses have been cut and you are left to drive everywhere. With COVID the roads are dead locked on hot days, zero chance of of an ambulance getting through so closing this part will only make that worse. To get from north avalon to newporton another day can take 30 mins so closing one of the roads is a ridiculous idea. Get the traffic</p>
<p>we live above the bends and see traffic movement each day</p> <p>Barrenjoey Road is used by bike rides early morning and over the entire weekend.</p> <p>These bike riders create traffic to slow and frustrates drivers as they can not be passed.</p> <p>Why waste the money on the serpentine for work the locals do not want. Why not spend this money and provide bike lanes on Barrenjoey rd that will smooth traffic and reduce the chance of accidents of bike riders and cars. Bike riders will not use the planned option on The Serpentine - I know as Im a bike rider.. (how many pedestrians and bike riders use the new footpath behind Newport shops from bowling club to beach - minimal..)</p>
<p>The features to reduce speed and highlight dangerous corners are a good idea and are in the worst places for safety now. So I am ok with this plan. I am a regular walker on this route</p>
<p>the proposal will create traffic gridlock which will prevent residents leaving and returning home, bilgola beach goers will struggle to use this amenity due to traffic congestion, it will create more traffic on the bends and raises serious safety concerns as the serpentine will be blocked for emergency vehicles. if the objective is to provide safe pedestrian and cyclists route the council should construct a cantilevered pathway around</p>
<p>I wish to object to the 10k speed limit on the Serpentine if this is part of your plan. I suggest that parking on one side of the road only is an option that has worked well in Patrick Street Avalon, near my home.</p> <p>Please let me know if this is enough to have my preference included in future planning or if I have to go</p>

<p>Firstly let me say it is extremely disappointing that council did not consult with the community prior to proposing this plan.</p> <p>As a local resident for over 25 years I believe I have a strong understanding of both the traffic and community usage of the Serpentine.</p> <p>Firstly I think it curious that council could propose to reduce traffic speeds on a road so dramatically, which would change a 5 minute trip to Avalon to 20 minutes and return 40 minutes without considering the demands on the majority of already time poor local residents. This trip may be even longer on busy beach days if the current proposal were to be implemented.</p> <p>I would like to also outline my objection to encouraging cyclists on this road primarily due to speed and blind spots. Clearly there is not the space on the Serpentine, as is or with this proposed plan to accomodate pedestrians, pets, 2 way traffic and bikes.</p> <p>Cyclists currently speed on this road to get up enough speed to get up the hill at the end of the Serpentine to Newport. Even if this was made harder with bumps and cycle speed limits etc it would be extremely difficult to stop them speeding and risking their own life and that of pedestrians.</p> <p>One way traffic would be completely rejected by the local residents also, given amongst numerous other reasons the difficulty of turning in to the Serpentine from the Newport end.</p> <p>I would suggest the bike path goes along Barrenjoey Road, I have been reading this was happening for years, what happened with that, I can't see from the information on this site why that is not proceeding. I think a</p>
<p>I rely on car access for shopping ,banking,chemist prescriptions and Church access, which will be impossible once this change is implemented.</p> <p>We have already lost car access under earlier footpath widening.</p> <p>This is a contest between cares and bikes.</p> <p>Cars outnumber bikes and should prevail logically.</p>
<p>10kph speed limit will result in major traffic congestion on Barrenjoey Rd and beyond particularly over</p>
<p>I walk along the Serpentine most days and have to avoid cars as there is no footpath.</p> <p>Plus, I would love to be able to ride my bike along it</p> <p>Also in summer it is very dangerous crossing over the serpentine on foot</p> <p>People speed around the blind corner opposite the roundabout.</p> <p>What a great idea to make it into a Shared Zone.</p> <p>Good job Northern Beaches Council !</p>
<p>Hello, surely this is not a safe option! This road is dangerous enough with just cars let alone bike riders who, a vast majority of them, do not obey road rules not contribute any financial contributions towards rates and road maintenance. They come screaming around the corners on the serpentine, they will not obey a 10km/h zone nor a shared road.</p> <p>How will this be monitored and enforced!?</p> <p>The traffic will be astronomical, especially during summer with people wanting to gain access to Bilgola beach and north connecting roads.</p> <p>Surely the costs associated with this proposal could be better spent elsewhere including fixing up un-even roads rather than painting irrelevant graffiti patterns on high traffic roads.</p>

<p>The Pittwater Area is one of the most wonderful places in the world and Council should be focusing in creating projects that protect the environment and blend into nature. Although the shared space idea is good, the proposed implementation looks very artificial and does not take into consideration environmental factors. The proposed artwork does not fit with the landscape and is in my view a waste of money that will require regular maintenance. The green paint for the bike path is very artificial and doesn't fit with the</p>
<p>While I do support the general initiative to support Walk and Cycle paths up and down the coast, the NEWPORT TO AVALON PEDESTRIAN &amp; CYCLE LINK is totally impractical on The Serpentine at Bilgola Beach. I've lived here for many years and know well the physical restrictions that apply to this little beachside road.</p>
<p>The 10km/h proposed speed limit for motor vehicles is not acceptable. Cyclists will be travelling up to 40km/h on the down hill sections so it is unreasonable to expect vehicles to do the same. The speed limit</p>
<p>Hardly qualifies as a shared zone in the same vein as the areas in Manly which go past many retail areas, past many schools, along the beach front. The Serpentine is a main thoroughfare for residents, there are no retail fronts, just the access driveways for the residents.</p> <p>The "Northern Beaches Walk" is that a WALK. Not a shared zone not a cycle way, its spruiked on the council website as a walkway, wheelchair accessible – however it already has shared zone sections. It's fairly obvious that the concept of the walkway was never scoped properly from the outset, and cannot be completed to the original 'vision'. Unfortunately, the Northern Beaches Council will now have to come up with a far better idea to compete the Newport to Avalon section, and get over the fact that the vision has to change.</p> <p>Northern Beaches Council have no right to railroad the Projects that are stuffed up from the outset, through the community just to suit their image. It would be a far better image for them to consult with those stakeholders directly affected – the resident living along the Serpentine.</p> <p>Taking a wider view over the Northern Beaches from Newport to Palm Beach (and I suspect most of the beach areas), the traffic infrastructure is NOT conducive to encouraging hordes of tourists to visit. The traffic volumes on weekends are a major inconvenience to locals, in some instances it is not possible to leave your place of residence even to go to the local shops, and the parking situation is dreadful, with visitors parking in the backstreets to avoid paying to park. In Avalon, the car park adjacent Woolworths is full of beach goers cars while they go to the beach all day, and the parking police will happily patrol the beach car park but not the shop area car parks on the weekend. And the traffic chaos continues into the week, peak hour school drop off times in Avalon Newport Mona Vale, major traffic chaos due to the high volumes, which of course</p>
<p>I am 9 years old and I live on the Serpentine. It would take my mum 10 minutes to drive down our street to take me to school. It usually takes two minutes. I do nippers training at Avalon 3 days a week. I surf at Palm Beach or Avalon 4 days a week. So every day you will be adding 32 minutes in the car for me and my mum</p>
<p>The serpentine route is more appropriate for walking as it links up with tourist spots, look outs. Cyclists prefer fast routes and the vertical alignment of serpentine unattractive for recreational cyclists. There is a offshoot from the stairway at Bilgola northern that runs along the nprthern side of Bilgola infront of homes</p>
<p>I strongly oppose the reduction of the speed limit to 10km on the Serpentine and the introduction on chicanes. This will seriously affect road users and residents. There is not enough space for this proposal and it will dramatically reduce the amenity of the area for all residents. The Council should focus on providing basic essential services such as the removal of garbage and the upkeep of existing spaces and structures rather</p>

<p>While I appreciate the efforts to make Bilgola a nicer suburb, I believe that the changes proposed are unnecessary.</p> <p>The proposed plans to prioritise cyclists and pedestrians would be unlikely to be used, as the serpentine is too steep to be used by cyclists. There is no demand from the local community for these changes, and conversations with other residents have been overwhelmingly against these changes, primarily because of the changes to driving conditions, and the fact that most walkers/cyclists will ride in other places, such as on Barrenjoey road which would make the changes unnecessary.</p> <p>The reduction in the speed limit would make journeys home from the beach (which are primarily by car) slower for everyone. Additionally, the reduction in speed limit and chicanes will slow down emergency response cars, as beaches, such as Bilgola Beach, often require emergency vehicles and lifeguard/lifesaver response vehicles, which would be slowed and potentially endanger lives at the beach. 10km/h is ridiculously slow, and it would take a vehicle almost 3 minutes to drive the serpentine, having to navigate past any</p>
<p>The proposed speed limit that you are putting forward is not sustainable. Driving that slow around the serpentine will be dangerous as you will be having bikes over taking vehicles and causing problems.</p> <p>I vote NO to the new changes.</p>
<p>I think a trial of this is a great idea.</p>
<p>I am all for adding a footpath or a cycle lane on this section of the beaches, however, turning the the ENTIRE serpentine into a shared 10km zone is simply ridiculous. I personally drive this road in its entirety multiple times a day which would add stupid amounts of time to my daily drive (and many people will be in the same boat). The only excusable place to lower the speed limit is the section on the top of the hill near the round-about, however a pedestrian walk way on that section would solve that problem).</p> <p>The serpentine is already successfully shared between cyclists, pedestrians and motor vehicle users. The (maybe) 10 days a year the road is busy enough to warrant any changes, the traffic automatically slows to a safe speed.</p> <p>The chicanes would create more hassle than they are worth and would slow the already crawling speed. I have also never heard of 'artistic paintings' on any road on the northern beaches and (in my opinion) would be a complete eyesore. If someone painted them on my home street I would be appalled, so I can't imagine what the residents would think.</p>
<p>The proposal is nonsense</p> <p>I challenge you to provide traffic flow and accident data to warrant such an outlandish proposal.</p> <p>This statement below underlying the design is totally false. It is professionally incompetent</p> <p>"The route is currently used as a rat run by drivers avoiding peak hour congestion on Barrenjoey Road, a classified State road that functions as the major north-south movement corridor between Palm Beach and Mona Vale." THIS IS NONSENSE AND WORSE THAN MISLEADING</p> <p>I use the road regularly to access Bilgola Beach. There is absolutely no evidence of rat run traffic behaviour. Further, there is only limited occurrence of cyclist use.</p> <p>The existing 40 kph speed limit, and speed humps adequately AND SAFELY cater for both vehicle and cycle traffic. The outstanding problem is the failure of Council to provide safe pedestrian facilities.</p>



<p>What benefit is this to locals and residents who live on the Serpentine...none what so ever.</p> <p>The Transport plan provides limited evidence to effect on parking to residents. To say on page 10 2.4 Parking Impact " the extension of the kerb would displace some of these parking spaces, satellite imagery indicates that all dwellings possess driveways that allow residents to park their vehicles on their own property" Prove this statement and provide the evidence via metrics. What are the numbers effected? Provide the exact times and numbers of parking details.</p> <p>Can you provide what is the benefit of increased travel time from Avalon to Bilgola and return for locals.</p> <p>There is none. This plan will only see cars ducking and weaving in and around as residents attempt to get to the beach for recreation who do not live close to the beach.</p> <p>This plan is a benefit too cyclists from outside the area not to locals, not to the rate payers. You will see cyclists break the speed limit at every opportunity and narrowing the road potentially will cause accidents.</p> <p>There has been little communication to the locals. I only noticed what was proposed by a resident who placed a sign out the front of their home saying "NO to 10km limit" and started to check.</p>
<p>I am a resident, regular cyclist and also walk to the beach from the Northern end of the Serpentine regularly.</p>
<p>I am not in favour of chicanes as they are a dangerous pinch point for cyclists, and the 10km/h speed limit is ludicrous. As a cyclist and car driver trying to stay to 10km/h is an unrealistic ask. Have you tried driving at 10km/h? If the concern is the speed differential between cars and pedestrians then the only sensible option</p>
<p>The plans posted above with digital renderings are good ideas and enhancements to a beautiful road on the beaches. However the proposal of a 10km speed limit is absolutely stupid. Not only for the residents of the Serpentine, but regular users like me. From the plans it's looks like there won't be substantial change to</p>
<p>To put it simply what we need at the moment along the Serpentine and Barrenjoey Rd. linking Newport to Avalon is a safe pedestrian green verge delineated from the road with a proper vehicle prohibiting curb. Bikes under N.S.W. Law are essentially vehicles and must use the road until in an overall larger picture they can be given access to bike lanes free of pedestrians, cars and trucks as has been achieved in places such as Noosa Heads and parts of Melbourne.</p>
<p>A safe pedestrian walking path could be achieved reasonably on the ocean side of the Serpentine as there is quite a lot of space there without having to remove retaining walls etc as on the other side of the Serpentine. Certainly some resident encroachment may need to be reclaimed but it is reasonably minimal.</p>
<p>Some pedestrian traffic could be eliminated by continuing the walkway from part way along the existing stairs along on the ocean side of dwellings and building stairs or an uphill path between nos 52 and 54 , this pathway would rejoin the Serpentine where it becomes wider and a proper green pedestrian would be relatively simple.</p>
<p>The current proposal is unsafe for everyone as a 10 kph speed limit is not practical nor are the one way uphill</p>
<p>Cycle and walking links from Avalon to Newport are desperately required.</p>
<p>I encourage more such links.</p>
<p>This is just a terrible idea. We live in Avalon and enjoy visiting Bilgola Beach. If we had to try and control a vehicle within a limit of 10km/h then it would just make it impractical. We live on the Northern Beaches to</p>
<p>Please see attached.</p>
<p>Im a cyclist a resident of Newport. I do the bends every weekend on the bike and it is very dangerous. In fact it is deadly to put it accurately. I try to ride on teh shoulder but after rain the potholes come and you need to dart into the traffic. I have tried in vain to get potholes fixes. Last time it took 10 calls and letters and eventually a mix of road base was shovelled in but that only lasted the next few rainfalls. I believe the plan has a 10km limit that will mean serious cyclists will avoid it and it will aggravate residents leaving more aggression toward cyclsists that is a real problem in that area. 40km would be satisfactory to appease all.</p>



<p>This road is quite a busy road and is steep and narrow. To introduce families on bikes and walkers is completely wrong and dangerous. It is a road and should be used for vehicles. Tradesmen, ambulances and the general public and residents use this road daily. In summer this will be a disaster with all the beachgoers</p>
<p>The Serpentine is narrow in parts and steep in parts with 3 blind corners (bottom, middle and top). Personal experience is speaking here as a concerned citizen with people's safety foremost in mind- having had a head on car accident with a bicycle rider on a blind corner at the bottom of the Serpentine resulting in the cyclist being hospitalised for months and nearly losing life. The cyclist was from out of area, unaware of the steepness and blind corners and out of control in speed due to the steep grade of the street and</p>
<p>I think it's great that safety is given high priority. I object to the notices on the road at south Avalon opposing this excellent suggestion of 10km/hr limit</p>
<p>A shared zone on The Serpentine is ludicrous and unnecessary. It takes away from motorists an important transit way at peak times and weekends when Bilgola bends are a car park often backing up Newport hill. It may be councils intention to eliminate traffic from this Street but it lacks foresight when traffic congestion is becoming a major problem on the Peninsular which is now exacerbated by large numbers of Australian tourist visits. It shows councils legitimising statements to be false. Council undertaking a trial without consultation is not in the spirit of community engagement. To install, at great cost, all the infrastructure shows a determination to push this through regardless of those who may oppose it. It's unlikely there will be any return to the road being of value to motor vehicles. Council should scrap this plan and phoney trial and plan to create adequate pedestrian pathways as on other streets. Cyclists are unlikely to use this shared speed restricted zone.</p>
<p>Surely 10kmph is too slow. Love the idea of safer space for pedestrians and cyclists but 10 kmph seems way</p>
<p>For the very small number of walkers and especially cyclist (not used) as entry and exit to serpentine is very dangerous</p>
<p>This proposal is one of the least well-concieved I have seen from NB Council, or even its precedents  I read that this was proposed without preamble and without consultation. If so then that is not the way proposals like this should be handled. If so, then I wish to register my demand that Council change the process.  This submission is to register my total lack of support for this proposal. The Serpentine is a road thoroughfare for carrying vehicular traffic. Giving it over to bicycles and pedestrians and ridiculous speed limits contradicts its fundamental purpose. Council recognises and has published standards which recognise that some roads are for the carriage of traffic which carries local passengers and goods. The Serpentine is one of these as It just doesn't make any sense to change the street to 10kph as I walk my dogs in the Serpentine every morning and I am aware of the cars and bikes as well as the other people with or without dogs walking at the same time. I counted 8 cars and 2 bikes this morning in 30 minutes from the Bilgola beach to the North Headland and back. There is currently room for everyone and the cars are generally cautious and keep an eye out for the pedestrians. I am very interested to understand what the Council is hoping to achieve, as its not A 10km per hour speed limit is unrealistic. As most bike riders will go much faster than this they will simply stay on Barrenjoey Rd continuing to make this stretch of road dangerous to drive on. A speed limit of 40 km per hour would be a much more realistic option.</p>
<p>I think this is totally ridiculous - sure mark off a cycle way, but for pedestrians build a footpath like has been done for 200 years!</p>
<p>I think that the speed limit of 10kph is far too slow and would be inconvenient for both the local residents along the Serpentine and for those wishing to use the Bilgola Beach activities- cafe, pool, beach and surf club.</p>

<p>Will the cyclists be restricted to 10kph as well as cars ..... ?????</p> <p>Already they continually verbally abuse pedestrians for getting in their way, whilst heading down the hill at great speed.</p>
<p>The proposed changes to the Serpentine will cause more problems than good, cyclists will not follow the 10km speed limit especially when they are going downhill and it's near impossible for cars to travel at this</p> <p>I feel it is a waste of tax payers money to implement this, the Serpentine Road is too small for all this added access.</p>
<p>I support any move to increase people friendly, physical activity prioritised, car limiting plans for roads within</p> <p>I am a cyclist and live locally. I also drive this road. The 10kms is an unnecessarily low speed limit which will really make life difficult for those driving and cycling. Cycling at 10kms is challenging going downhill in that area and seems likely to have an unintended consequence of reducing use rather than increasing it. 30kms</p> <p>Given that The Serpentine is already a 40km/hr zone, reducing this further is unnecessary. Pedestrians can use the new path which Council spent lots of money on, if anything, provide a footpath on the northern end of the Serpentine (from the point at Plateau Rd cnr) north.</p>
<p>I am a Avalon resident who uses Bilgola beach daily and have been an active patrolling member of the SLSC for many decades. I am also an active cyclist for 50 years.</p> <p>I do not support this proposal. It will significantly reduce the access to and amenity of Bilgola Beach far outweighing the expected benefits. It smells like a solution looking for a problem which will have unintended and consequences counter to the stated goal..</p> <p>Whilst I support encouraging "active travel trips", I actually think this will have a negligible impact on this outcome and more likely reduce the use of the beach for "active" recreation.</p> <p>Cyclists will not use the serpentine for two reasons;</p> <ol style="list-style-type: none"> <li>1. its dangerous to cross north bound due to oncoming traffic and traffic from behind, this is likely to result in death when travelling north bound.</li> <li>2. cyclists prefer to avoid hills especially when travelling to and from work by bicycle as I have done for a decade</li> </ol> <ul style="list-style-type: none"> <li>· Where is the evidence that the current arrangement is unsafe? How many accidents have there been in the last 5 years? Users know that this is a shared space which winds down to the beach and drivers act with caution already. The existing speed humps are very effective in that regard.</li> <li>· What evidence is there that paint on the road, restricted traffic flow (where cars are forced to get close to cyclists in a chicane) and narrowed carriageways will result in more people walking and cycling along this route?</li> <li>· Reducing the flow and restricting the speed to 10kph will effectively shut off access to the beach by car from anywhere north of Newport, as you cannot turn left at the southern end of the Serpentine when heading south, and the obstacle course from the north will be unworkable.</li> <li>· I predict that this will reduce the visitor numbers to the beach to the detriment of the community, the</li> </ul> <p>Working on bilgola beach, these changes will make it very difficult for me and my fellow colleagues to drive to and from work each day. Accessibility is also very important for our cafe to continue to thrive post-pandemic as much of our customer base are people who drive through in the morning on their way to work,</p> <p>Please consider chging speed limit to 30km, add marking for parking bays and where already space mark pedestrian walking line. One way corals will be an absolute nightmare on Nippers mornings and every sunny weekend! Creating more frustrated and dangerous driving considerations. If riders are not confident to use</p>

<p>Hello, This is a very interesting proposal but I am totally against it.</p> <ol style="list-style-type: none"> <li>1. 10kph is totally unrealistic and unlikely to be effective. It effectively makes The Serpentine a private road.</li> <li>2. Likewise it will be extremely annoying to anyone wanting to visit the beach or surf club.</li> <li>3. It will be dangerous for cyclists heading north and turning into The Serpentine across the traffic heading south. The proposed speed bumps will encourage them to stay on Barrenjoey Rd particularly as cyclists do not obey road rules and certainly would not travel at the proposed speed limit.</li> </ol>
<p>This idea is no more than a money wasting brain fart from non-locals from Dee Why. Come to the Serpentine and see for yourself, Mr Regan, that it is too steep for a "family cycle way". You need to push your bike up the hills. This road provides the only access to and from Bilgola Beach - our local beach. It is not a pathway full of planter boxes for council to block. Council has spent nothing on this road by way of providing kerbing and footpaths, and now it (the council) is looking mighty foolish in coming up with a</p>
<p>This does nothing for the thousands of cyclists that ride to Palm Beach via Akuna Bay or West Head. Proper cycling infrastructure is what's needed in the Northern Beaches. This footpath might just encourage a couple of families to pedal to Newport but it's not anything close to what's really needed. Especially with the</p>
<p>This is a truly terrible idea. This is a frequently used road for beach goers and residents; it's not a pedestrian walkway. It's not a bike track. It's a road and needs to stay as such. I agree that a space for bikes to get around the bends is smart, but this is not it. Spend your money to build a dedicated bike lane and walking track around the Bends itself. Leave this street to its current purpose and its current speed limits. It's already challenging on a warm summer's day getting to the carpark. And on weekdays the road is a mine field of</p>
<p>This enhances the opportunities for exercise and cross community activities on the northern beaches.</p>
<p>I believe the speed limit of 10k is not practical on such a well used section of road servicing one of Sydney's most beautiful beaches 40 is pragmatic. The number of cyclists using the Serpentine is minimal compared to those who go around the bends. As a regular cyclist from Avalon it just does not make sense to climb the steep section out of Avalon to then go down hill to make the steep climb out of Bilgola. It so much more sensible to maintain cycling on the relatively flat section of the bends. You would benefit so many more cyclists by improving the road shoulders around the bends. In fact the most terrifying section is leaving Avalon lights through to the Serpentine at</p>
<p>This is an area of beauty that is always used very successfully without council intervention. The proposal is not well thought out and would make a beautiful area into a potentially dangerous and limited space. Whilst it is important to consider all views, prioritizing pedestrians and cyclists, as well as making this road narrower and placing chicanes would make it even more dangerous, There seems to have been little or no discussion with local people up until now. The beach access would be harder for all, the lack of access for Emergency Vehicles is an obvious danger, particularly as we only have one main road through to Palm Beach. Cars unable to pass would be stuck causing more issues. The parking is already limited without limiting it further.</p>
<p>It's already way to narrow for car traffic</p>
<p>The overall proposal has merit but the idea of a 10 kilometre an hour speed limit is absurd. I am a resident at 2 The Serpentine and I make around 5 or 6 trips a day to Avalon to drop kids at school, work and shop. If I were to drive at the proposed speed limit it would mean 30 minutes to an hour driving along The Serpentine. This proposal has had zero consultation with residents and does not seem to have any regard for the</p>
<p>I strongly disagree with a cyclist path here as it will be dangerous. The vision is poor and pedestrians and cyclists could be hit by cars reversing out of driveways. This would be dangerous as children wouldn't be seen by residents backing up on to the road. Safety cannot be sensibly managed. Would cyclists need to adhere to the 10km Speed limit? If a cyclist was flying down the serpentine then that would also be dangerous for pedestrians. It's a short stretch of road that should be a local traffic zone.</p>

<p>I am a Clareville resident who uses Bilgola beach daily and have been an active patrolling member of the SLSC for many years.</p> <p>I do not support this proposal. It will significantly reduce the access to and amenity of Bilgola Beach far outweighing the expected benefits. It smells like a solution looking for a problem which will have unintended and consequences counter to the stated goal..</p> <p>Whilst I support encouraging "active travel trips", I actually think this will have a negligible impact on this outcome and more likely reduce the use of the beach for "active" recreation.</p>
<ul style="list-style-type: none"> <li>•Where is the evidence that the current arrangement is unsafe? How many accidents have there been in the last 5 years? Users know that this is a shared space which winds down to the beach and drivers act with caution already. The existing speed humps are very effective in that regard.</li> <li>•What evidence is there that paint on the road, restricted traffic flow (where cars are forced to get close to cyclists in a chicane) and narrowed carriageways will result in more people walking and cycling along this route?</li> <li>•Reducing the flow and restricting the speed to 10kph will effectively shut off access to the beach by car from anywhere north of Newport, as you cannot turn left at the southern end of the Serpentine when heading south, and the obstacle course from the north will be unworkable.</li> <li>•Predict that this will reduce the visitor numbers to the beach to the detriment of the community, the club and the café.</li> <li>•Access for emergency vehicles will also be reduced and put them in close proximity to walkers/cyclists in</li> </ul>
<p>I think you are going to have a lot of pushback from the noisy minority. The same people that stopped the BLine to Newport , Woolworths in Newport and the 24 Hr Clearway are going to be jumping up and down. Best of luck. Just do it.</p>
<p>This plan seems to make it a lot safer to cycle along the Serpentine but what happens once you reach Barrenjoey road?( heading south from Bilgola Beach) The remaining "bend" down to Newport beach is still a very busy road with cars going by very fast.</p>
<p>I do not support a 10KM speed limit it will cause more congestion and make access to the beach even more</p>
<p>Love to see this happen in mona vale basin</p>
<p>This will be a great section of the coastal cycleway and should help draw cyclists to the area.</p>
<p>The cyclist never use the serpentine which I can never understand as would be much safer instead they are always on the bends holding up traffic!!!!</p>
<p>But making the serpentine 10k would be soo frustrating to the homeowner they would never get out!!! Maybe a footpath for walkers! But why should everyone's lives be turned upside down for bike riders!!!</p>
<p>10 KPH is unrealistic - even push bikes will exceed that speed over all downhill sections. It is an unrealistic maximum speed for cars &amp; motor bikes.</p>
<p>A 10km/h speed limit for cycles (and cars) is unrealistic. It also should be unnecessary, if there is some spacing between pedestrians and traffic. Many cyclists will choose to stay on Barrenjoey Rd where they can</p>
<p>I love bike areas and bike promo</p>
<p>However since covid the bends are extremely clogged so we take the outlook or serpentine to drive from Newport to Avalon which we do daily</p>



<p>This is a ridiculous proposal. The cyclists own the roads already and have such a sense of entitlement, I can't understand why this is being proposed. This road is not suitable and will be unsafe.</p>
<p>The funds could be better spent sprucing up the Avalon Village and surrounding parks/areas.</p>
<p>I can't help but wonder how the proponents of this would feel if this was implemented in the residential street where they live. I actually know the answer...it wouldn't happen!</p>
<p>I feel sorry for the residents of this street, they'll never sell their houses as who would want to live with this right at their front door. This will certainly affect the resale value of the properties in this street. Such a shame and totally inappropriate. A waste of tax and rate payers money in my opinion, and again dangerous</p>
<p>This is a band-aid solution only. There should be a proper cycle path constructed, and signage to ensure that cyclists are removed from Barrenjoey Road. Cyclists will continue to use the main road unless this problem is</p>
<p>No it is dangerous for cyclists, emergency vehicles, cars, garbage trucks and walkers all having to share the same speed limit, and does the 10k/h speed limit apply to the cyclists as well?</p>
<p>This proposal will significantly negatively impact our ability to enjoy Bilgola Beach as we do today. We do not</p>
<p>This is ridiculous and will cause further congestion on Barrenjoey Road affecting people's travel time in and out of Avalon and further north. What is already an extremely busy, congested road will only become worse</p>
<p>I live at Number The Serpentine , and as much as I agree with the thought of improved safety for Pedestrians , to reduce the speed limit to 10 km per hour is a joke . I have a good look at all of the plans on your website - there is a lot of totally unnecessary chicanes etc. I myself cycle and I feel The Serpentine is by no means and never will be fit to attract and protect cyclists , regardless of proposed changes . protect pedestrians is of more important priority ie focusing on the existing walkway that leads in and out of the beach car park and the stairs on the southern part of the beach is a much more sensible and cost effective way to continue the Manly to Palm Beach path . If the Serpentine turns into a cycle dominant road , I am afraid the dangers of reversing cars out of driveways will become a real issue .</p>
<p>I believe you need to fix the Crescent Avalon with footpaths to the school and the road needs to be safer</p>
<p>This will severely hamper traffic flow to homes, businesses, surf club and all users of bilgola beach. Bike riders will continue Barrenjoey road regardless of a bike path. Considering they are minority road users in</p>
<p>The proposal should not be installed as a Permanent Solution but it could be useful as a Trial project. So the "construction cost" could be reduced to using "temporary barriers" and painting the bitumen green. A "check" of various other "walking and Bicycle pathways, suggests that the NORTHERN BEACHES COUNCIL has a " Lack of Capacity" within the street. and "Little alternatives" . So the attached file provides an "alternative" that can provide "adequate Bike and Walking path and also provide improved capacity for the STATE ROAD. That option has significant cost.</p>
<p>I don't believe that The Serpentine should be made into a cycle path. 10km p/hr speed restrictions aren't found anywhere but caravan parks and car parks! Bikes don't even ride at 10km/phr they are likely to have a coasting speed. 30km. I live on Pittwater Road, a road that's been shared with bikes for decades. The two</p>
<p>This isn't going to work.</p>
<p>And hope other initiatives like this, extend from Newport to Palm Beach to keep cyclist and pedestrians safer Either this needs to happen or a bike lane needs to be constructed around the bends, and to Palm Beach. Its too dangerous to continue having bike club riders and cars on the same single lanes of Barrenjoey Rd, from</p>



This is an error of judgement.

1. The plan will not allow for safe and efficient transit of emergency vehicles due to the number of chicanes and limitation of areas for vehicles to pull over.
2. The Serpentine is a hazardous road for cyclists due to it's steep gradients with blind and sharp corners as well as heavy traffic flow during the summer months. Upward gradients will slow all cyclists down (even the most fit) and lead to more traffic congestion. Imagine this scenario now coinciding with an emergency on the beach requiring urgent paramedic access, the likelihood of which is increased in the summer months due to increased visitors. A provision for a cycle lane on Barrenjoey Rd may well be more costly, but it would would better serve cyclists, motorists and emergency vehicles.

We have been trying to obtain information about this project since I called the Council in September 2020 after I noticed a sentence in the Pittwater Life indicating that The Serpentine had been allocated State Government funding, the details were unclear. The staff member at NBC was unable to provide any details, but did indicate that Michelle Carter was in charge of the project, I have attempted to call her at least 4 times since then without success. She has not returned my calls. I was unable to obtain any information about the project until we received the letter on 22 October 2020 from Eva Havenstein.

I agree that something has to change in the Serpentine due to traffic overload on Barrenjoey Road. I have noticed cars during peak traffic periods speeding along our street, and there have been a number of near misses to pedestrian and residents walking their pets. However, this project is not the solution for many reasons.

- The road is not wide enough to accommodate this plan.
- There is currently not enough parking in the street for residents and guests and this plan will worsen the situation.
- There WILL be accidents with residents trying to pull out of their driveways which are steep, curving and blind.
- There are too many blind corners for motorists, pedestrians and cyclists sharing the same space and travelling at different speeds.
- Bicycles and pedestrians turning onto The Serpentine from Barrenjoey Road at the southerly entrance is particularly dangerous.
- The limited vision will have an even greater impact on services (garbage trucks, landscapers, builders and tradesmen, emergency services for residents and beach) - we have recently had an elderly woman run over by a garbage truck on the Northern Beaches and wouldn't this tragedy repeated.
- The danger will be exacerbated during the busy holiday season when numbers in the street increase.

Most importantly: this plan is dangerous, a clear recipe for disaster with the extreme risks so easily identifiable. Given my concerns, I would consider the NBC liable should I unwittingly have a collision or knock

leave our peninsula as it is....NO MORE STUPID CHANGES....

We love it as it is.

I'm concerned for the safety of pedestrians, families who walk to nippers. It will create more difficulty to find parking above how difficult it already is. I think it is a waste of tax payers money, when footpaths could be

I believe that it will create more danger and congestion in the area. A 10kph speed limit is ridiculous for a car, most people will speed whilst others wont which cause road rage and traffic jams. The cyclists and

<p>The Serpentine is a tricky section to deal with – it is steep down to Bilgola beach from north and south.</p> <p>A shared zone with a 10 km/h speed limit is not a good way of dealing with this section. Riders would easily do 30 down the hill without pedaling.</p> <p>While I believe strongly in lowering speed limits in general, the realist in me says that neither bike riders coming downhill nor car drivers travelling in either direction will stick to this limit in practice. I suggest a 30 km/h limit as is being done in Manly and elsewhere together with speed limiting measures such as speed cushions and/or narrowing devices such as slow points/chicanes. This limit should extend into Bilgola Ave for consistency.</p> <p>I couldn't see the designs for the intersection with Bilgola Ave as the detailed concept designs did not include sheets 7 – 15. I suggest this intersection in particular be calmed.</p> <p>Similarly I could not see the design for the Serpentine where it abuts the Barrenjoey/Plateau Roads</p>
<p>It's dangerous..</p> <p>Massive inconvenience to residents</p> <p>No consultation</p> <p>Waste of money</p> <p>Unworkable</p>
<p>Yes, I totally support the idea of a pedestrian and cycle link from Newport to Avalon.</p> <p>Being a avid walker myself, I would really enjoy being able to walk safely from Newport to Avalon. That would be great for families with little children and/or prams as there are not many safe walks to do for them</p>
<p>It is impractical to have a speed limit of 10k's plus the existing situation on weekends is unworkable with</p>
<p>Emergency services often use the Serpentine Road as a quicker response road for emergencies. With Barrenjoey road bends getting ever more congested how will this proposal help with Emergency services</p>
<p>We live at 37 The Serpentine and I have to do 3 school runs in the mornings before 9.30am, this means I need to allocate 75 mins more to my travel time to get down my street which is not feasible. A 10km speed limit is crazy. Why can't the pedestrians be diverted as per the original plans to a path below the oceanfront houses to meet up with the stairs to Bilgola Beach. This option is perfect and reduces the very dangerous meeting of pedestrians and cars at the corner near the Barrenjoey roundabout/bus stop. A cycle way on the serpentine will not make it safe enough to send my kids out on bikes as what happens at the junctions of Barrenjoey Road not to mention the hills? Cyclists coming down our street at the moment fly down at 60km</p>
<p>If the Bilgola bends is closed due to a landslide, tree, fire anything and we have to send people down the serpentine it will create a huge back log. A real emergency lives could be lost.</p>
<p>I don't believe this is necessary. I feel this is a significant imposition on my ability to use this road as a motorist. The existing 40kph zone is adequate for the amount of pedestrian traffic. I think it unlikely many cyclists will use the 10kph route. The coastal walk also uses many other roads that should not be made into shared zones. I live in Marine Parade which forms part of the coastal walk it also requires pedestrian to walk on the roadway and is no safer than The Serpentine. I don't believe that the coastal walk should take away sensible road use of motorist. It would be a better outcome for all roads users of the Serpentine to construct an adequate pedestrian pathway as at Palm Beach.</p> <p>When is the ideological war on the car and sensible road use going to ease.</p> <p>I've lived all my life on the Northern Beaches and I find the unrelenting restrictions (not only traffic related) imposed by Council as stifling my enjoyment of my own home area.</p>

<p>The Serpentine is a well known rat run which often sees car driving at excessive speeds. This is a great initiative to slow cars down and enable the road to be shared by walkers, joggers, runner and cyclists, I would imagine even a few parents with prams could utilise the route. It also provides a vital link between Newport and Avalon that could be negotiated much more safely 24/7 providing adequate lighting is available.</p>
<p>Whilst my ideal solution would be a boardwalk along the eastern side of Barrenjoey Road - right around the</p>
<p>As a resident of the Serpentine I just wanted to say I think it's a good idea, all of it. I'm aware that there is a community group that stands in opposition to the changes and I wasn't sure if the positive responses were</p>
<p>This is a wonderful idea for residents and visitors as it will make the whole area more user friendly. The parking along The Serpentine will be much improved with designated parking bays. The speed of 10km/h is</p>
<p>Have you considered winter mid week when no one walks/rides the serpentine?</p>
<p>Why would bike riders now go the serpentine if they have to go 10kmph</p>
<p>Why are school zones 40km per hour but Bilgola shared space 10kmph?</p>
<p>Sounds like none of these have Been considered.</p>
<p>As the owner and permanent resident of The Serpentine, Bilgola Beach and therefore directly affected by your stage 2 Newport to Avalon proposal for a shared walkway,pedestrian and bicycleway directly passing my home I am baffled by the lack of community consultation about this major proposal.</p> <p>When the former proposal was mooted there were a number or meetings at which we could ask questions about certain aspects as they would affect us. I attended the first of such meetings outside Newport Surf Club as was very happy with all aspects of the process I subsequently wrote a submission citing my concerns which mainly centred around safely issues along The Serpentine. This was when there was to be a separate pedestrian path on the cliff face between number 52 and connecting to the now upgraded walkway to the beach near number 22. It was to continue along Allen Ave and then connect with the now completed Stage 1 from Newport to Bilgola carpark . There is no mention of why this route which is completed to some extent has been abandoned. To make things worse all pedestrians are expected to use the road sharing with bikes and cars under this new proposal! A recipe for disaster ..</p> <p>There is a Residents of Bilgola Beach and The Serpentine Community which is actively lobbying Council. I agree with their concerns; and also have a number of others more specific to me(eg. access to and from Plateau Rd and the bus stop at the roundabout on Barrenjoey Rd., access to my property#17a and my neighbour's#17b via our shared driveway on the blind corner being foremost). The engineers' detailed plans</p>
<p>1. The 10km / hour speed limit is too low. I note that Centennial Park Grand Drive cycle-way which is described as "ideal for riders at all levels of experience" has a 30km speed limit, which would be more appropriate speed limit and will still slow traffic considerably.</p>
<p>2. I believe that previously there was a walkway planned to run on the beach side of the houses at the northern end of the beach and coming up between 2 houses. This is a great idea and would be much better</p>
<p>I work in that street and find it difficult enough driving from Newport once a week. The general traffic is congested enough. Creating a shared zone would make the drive so much worse, the road is not wide enough for the residents to park/ drive as it is. Cyclists dominate do much road already on the northern</p>
<p>As usual the the people of Bilgola Plateau have been completely ignored.</p> <p>Why is it such a priority to connect Avalon and Newport.</p> <p>While the pedestrians and cyclists who live on Bilgola Plateau have to walk/ride on roads with no footpaths that are getting more and more choked with parked cars.</p> <p>The population of Bilgola Plateau keeps growing as more and more dual occupancy development is approved. The council/state government does not allocate their funds fairly.</p> <p>Driving to the beach form Bilgola Plateau is becoming more and more dangerous due to the</p>

<p>This is a ridiculous idea and will totally disrupt traffic flow for residents and neighbours who need to use the road to drive their car on. 10k is unworkable. The Serpentine is a necessary roadway and should not be turned into a shared zone. The millions and millions of dollars could be spent elsewhere to provide</p>
<p>Congratulations on a well designed plan which will</p> <ol style="list-style-type: none"> <li>1. enhance Bilgola Beach</li> <li>2. safely link Avalon and Newport for pedestrians and cyclists</li> <li>3. be an outstanding feature of the coastal walk</li> <li>4. overcome current dangerous and undesirable aspects of The Serpentine</li> </ol> <p>Well done!</p> <p>As a resident of The Serpentine, I have long been concerned about it's use as a rat run, particularly in peak times. Drivers often speed along the narrow road and create a dangerous environment. The proposed 10 K limit will not only be welcomed by pedestrians and cyclists, but also by many residents who have to enter The Serpentine from steep driveways. They are often unsighted to traffic travelling on The Serpentine and themselves unable to see the traffic on The Serpentine until emerging on to the road.</p> <p>I think the traffic calming measures are a great idea. The existing parking practices (cars parked on both sides of the road) often creates chicane like areas where traffic is required to stop and give way to traffic coming in the opposite direction. To formalise the parking to sensible areas of The Serpentine and have formal chicanes in areas where line of sight is good will greatly improve the ad hoc practice that already occurs.</p> <p>Currently cars often have to stop and wait behind garbage trucks on Monday mornings. I don't see the proposed measures as affecting what currently occurs, which only happens for a short time in the early morning once a week. Indeed if the parking is formalised this may well improve the situation.</p> <p>I don't see the proposed measures adversely impacting emergency vehicles. The likely greatly reduced traffic</p>
<p>I am the owner of The Serpentine and have one objection and one question. My objection is to the general 10km/h zone - I support a reduction to 30km/h but believe that 10km/h is ridiculously slow and an unnecessary impost on residents.</p> <p>My question relates to the following statement on page 5, section 2.1.1..."5 locations of two-way give way road treatments are proposed along this section of The Serpentine to reduce the speed environment, located along areas with good sight distances. One such location is proposed at 39 The Serpentine, across an existing speed hump. No changes are proposed to the existing speed hump at 33A The Serpentine." I have confirmation in writing from the council that the existing speedhump in front of #39 will be removed. We are currently building our house on the block and wish to understand how we will be able to access our driveway and garage with a two-way give way road treatment in front of 39 The Serpentine. Please refer to the approved plans on the council website. Please respond confirming that access to my driveway and garage at</p>
<p>Overall, I am in favour of this proposal.</p> <p>As a long term Serpentine Resident, this plan will address many issues regarding:</p> <ol style="list-style-type: none"> <li>1..High volumes of traffic using the Serpentine as a "rat run" to bypass congestion on Barrenjoey Rd.</li> <li>2 Speeding vehicles, going over speed humps , particularly utilities... the regular loud bangs emanating from the equipment and tools etc in the ute tray shifting as it rises and then bottoms out again</li> <li>3. Beautification of The Serpentine. Planter Boxes, Plants, Artwork etcc will enhance this roadway.</li> <li>4 Finally making the blind corner adjacent to the Barrenjoey Rd Roundabout known by locals as "Kamikaze Corner" safer to use. I have had too many near misses from vehicles speeding around this corner in both directions, when I am negotiating this corner on a daily basis either as a pedestrian or a driver.</li> </ol>
<p>It will create more problems than it solves.</p>



<p>The planter boxes appear too intrusive into the shared space which are already narrow. Parked cars are often losing their mirrors if they are not tucked in, as the road is narrow. When "the bends" are closed with accidents, which does happen, The Serpentine is the only route and will have to deal with trucks, buses, emergency vehicles and cars, bikes.</p> <p>The up hill bike lane is a good idea. But the road needs to be wider at this very dangerous top corner. Pedestrians are to walk where? east of the road? in the cycle lane? Will the road be widened on the east side? If so be aware The Serpentine road has collapsed before just south of this corner near the walk steps from the north of the beach. Ground will need to be checked for stability. heavy water flow caused the problem before. Holes which were metres deep have previously been on this part of the road.</p> <p>Entrance and Exit to the North Bilgola Lookout has poor visibility. I feel the planter boxes will give nowhere for traffic, cars, trucks or bikes to go if an event happens. Building home construction is happening. There will</p>
<p>The area is too narrow and dangerous to share so many activities. its already dangerous with people walking, some with pets and cars and parked cars. the speed limit is unreasonably slow and how is it going to be policed? Many driveways are hard to pull out of and some reverse out so dangerous for bikes. lots of residents also park on the road. I hardly ever see bicycles on the Serpentine and if I do it is only going downhill and at considerable speed which makes me nervous that someone will get hurt by cars pulling out</p>
<p>Currently this is a dangerous road for cyclist which could otherwise be part of a beautiful cycleway people</p>
<p>that</p>
<p>The proposed changes are completely unreasonable and ridiculous. The changes the council has made at Bilgola beach have created more problems than solved (removal of a shower and increased car park congestion).</p>
<p>Have the traffic designers ever been to bilgola? The road is already too narrow for smooth traffic both ways and becomes heavily congested in summer. This summer is already going to feature unprecedented number</p>
<p>As a resident of The Serpentine I would like to raise the following issues:</p> <ol style="list-style-type: none"> <li>1. The proposed speed limit of 10 kph is totally impractical and unreasonable. I have tried to drive up the steep section of The Serpentine in a northbound direction and it is virtually impossible to drive an automatic car at this snail's pace. I would ask that those people in Council putting this speed limit forward try to drive any distance, let alone the whole of The Serpentine, at what is barely more than walking pace. A much more sensible speed limit would be 20 or 30 kph and should still achieve the objective of limiting through traffic, and providing a safer speed around pedestrians and cyclists.</li> <li>2. In 20 years of living on The Serpentine we have virtually never seen a cyclist cycling UP the steep section of the Serpentine from Newport towards Avalon - mainly for one very good reason - any cyclist trying to get in to the centre of the road to turn right onto the The Serpentine from Newport would be putting themselves in extreme danger from traffic as cars travel fast in both directions and would have very limited time and visibility to spot a cyclist waiting to turn on this blind corner.</li> </ol> <p>Conversely, many cyclists fly down The Serpentine at great speed in the opposite direction (southbound from Avalon) as entry into the street from Avalon is easy, and I cannot imagine that these cyclists will adhere to the proposed 10kph speed limit. I think that the many 'pelatons' of bike riders that regularly fly down the hill will become very irate if there are a number of cars crawling down the road at 10kph. Again I feel that 20-30kph would suit all road users much better.</p>
<p>Please disregard my submission dated 1 November 2020 and replace it with this submission, dated 2 November 2020. I now understand that the current proposal is in lieu of rather than in addition to the</p>

<p>Hi,</p> <p>As a resident who lives on The Serpentine , I appreciate the focus that has been given to making access along this road safer for both pedestrians and cyclists. I have young children and frequently walk along this road, and am concerned for our safety- especially at the tight bend at the top of the hill (adjacent to the roundabout on Barrenjoey Rd).</p> <p>My main concern with these proposed changes is the 10Kmh speed limit. I commute daily on the serpentine and this very low speed limit will greatly increase the time taken to access my residence. I believe 30Kmh would be appropriate. Recently speed limits in Manly have been reduced to 30Kmh and this seems to be a safe speed for high pedestrian traffic areas.</p> <p>I feel there is currently a great deal of vehicles who exceed the current 40Kmh limit on The Serpentine. Addressing this (random police presence?) would greatly improve the safety for pedestrians and cyclists alone.</p> <p>Also, I believe a new pedestrian path link from the North Bilgola stairs along the cliff edge to The Serpentine, exiting adjacent to 33A The Serpentine would be a great way to reduce pedestrian traffic on the road. There</p> <p>Looks to be a fantastic upgrade to allow safe pedestrian access along the Serpentine down to Bilgola Beach. The cycle lanes and shared access with reduced speed limits and traffic calming devices are great too however I would suggest a 20km/h speed limit rather than the proposed 10km/hr. As both a car driver and a cyclist a 10km/h limit is very slow and difficult to manage.</p> <p>20km/h is manageable as a driver whilst still affording pedestrian safety.</p> <p>The 'shared' section adjacent to the Barrenjoey/Plateau Road roundabout is very dangerous. This is a tight, blind corner. During peak times, traffic increases to avoid banked traffic on Barrenjoey Road. This small section requires a separated path for pedestrians. I can see major issues without it. 10km speed limit will not</p> <p>We do not support this trial as a solution for the walkway connection between Newport and Avalon. The only safe route for pedestrians is on a separate pathway. Council has previously suggested a route that avoids the most dangerous corner (near the Avalon roundabout). Let's do the original plan.</p> <p>I commute daily on the Serpentine (where we live) by car or sometimes walking to the bus stop. The currently parked cars and frequent recreational walkers provide a natural slowing of the traffic. There is no need to change. We who live here are well aware of the difficulties of sharing the narrow road as we also walk dogs, walk to the beach and drive on the road. There is no need for fancy graphics on the road or</p> <p>There needs to be a proper solution for the Avalon end. There is fast moving traffic at this place and it would be unsafe to cross and the rider is on the wrong side of the road.</p> <p>I am the owner of The Serpentine. I am most concerned by the proposal. The so-called trial seems to be an accomplished fact. Once the works have taken place it is difficult to imagine that they will be removed. There should be substantial consideration before any works take place.</p> <p>The report on which the trial is based is notable for virtually ignoring the interests of the owners and residents of properties on The Serpentine - those who the Council should be protecting.</p> <p>The preference for pedestrians and cyclists over cars is being pursued in an entirely unsuitable setting. The properties along The Serpentine require effective vehicular access and movement and parking for family members and visitors. The trial will substantially affect these requirements. It will be bad enough all of the trial period but the coming holiday season will be a shambles. It borders on the irresponsible to commence before next February if it is to go ahead. The comment that properties have sufficient off- street parking shows no appreciation of the situation. Most driveways are steep and access difficult. Parking is a problem already. My property will be directly affected by the proposed construction.</p> <p>The encouragement of cyclists to use this road is fundamentally flawed and should be abandoned. The Pedestrian path is definitely needed - this is so well used by pedestrians and cyclists and is dangerous at the moment with cars speeding around corners and no dedicated pedestrian path.</p>
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<p>What is wrong with the Serpentine?</p> <p>No footpaths, but many pedestrians, often in small groups.</p> <p>Pelatons of cyclists, traveling fast on weekends in particular</p> <p>Narrow road with obstacles of parked cars and trade vehicles making it single lane in parts</p> <p>Some cars travel too fast</p> <p>Added pressure on parking as people go to the beach</p> <p>Very dangerous bend adjacent to Barrenjoey roundabout.</p> <p>Home owners have vetoed the pedestrian bipass which would have reduced pedestrian traffic walking south from Bilgola Head, bypassing most of the street, but only for some people</p> <p>What we don't want or need</p> <p>More obstacles such as garden boxes, beautification. The beauty is already there in the view</p> <p>Chikanes, we already have them in the form of parked cars on both sides of the street, forcing cars to stop to allow oncoming traffic to pass</p> <p>A 10kmh speed limit. Even schools have 40kmh limits</p> <p>Pelatons of racing cyclists</p> <p>And definitely not a one way street</p> <p>What is the objective?</p> <p>Making the Serpentine safe for pedestrians and non lycra cyclists</p> <p>Whilst allowing cars, utilities, trucks and service vehicles traffic to pass as normally as possible at a reasonable speed</p> <p>How do we achieve the objective?</p> <p>One possible answer:</p> <p>A shared pedestrian and slow speed cycle pathway on the eastern side of The Serpentine</p> <p>Parking on only one side of the road</p> <p>A 40kmh speed limit, same as for schools</p>
<p>As with the section 1 proposal, this is a no-brainer. Can't wait to use the space, and as a family, safely cycle</p>
<p>This won't work or be used for the intended purpose. There is already a coastal walkway from Newport Beach to Bilgola Beach and back up to the Serpentine near Kamikaze Corner. The existing walkway is low impact on the environment (ie, not concrete) and very scenic, and not next to a busy road. If you think it needs it, then upgrade/widen the existing walkway but keep it crushed gravel/elevated timber boardwalk, not concrete. This minimises impact on the environment/trees. Go back to the original plan of a walkway at the rear boundary of the houses at the north end of Bilgola Beach, coming up the vacant "gully" to join the northern part of The Serpentine (elevated timber stairs here, like the current stairs at north end of Bilgola Beach), and then a path along the road reserve to the headland. If you want. make this short stretch to the headland a "shared zone" with lower speed limit. This is much safer for pedestrians and avoids pedestrians on the tight bend on the Serpentine at Kamikaze roundabout, where visibility is very poor.</p> <p>Cycling: serious cyclists will still use Barrenjoey Road; they won't go down and up the Serpentine to make</p>
<p>Considering council do not replace road white line markings at intersections and roundabouts</p> <p>[ look at Myola Rd for examples ] I have doubts of your ability to maintain road painted decorations that you depict throught out your presentation . An ongoing cost to rate payers that is just not necessary</p>

<p>There is a lot to dislike about basically closing off the serpentine</p> <p>But most importantly there has been no community consultation ,Clearly this is unfair to all the rate paying residents.</p> <p>A few year ago I had to wait 6 months to get permission to built a front fence .This proposal seems to have been approved in approximately a month</p>
<p>This is a pretty poor option in my opinion. I would prefer to see dedicated Seperate bike/pedestrian lane. Living in Avalon there are very few routes where you can go for a nice car free ride with your kids that's</p>
<p>Serpentine Road should stay as it is, restricted to residents and walking. It is not a thoroughfare for vehicles or bicycles</p>
<p>This can be shown to others.</p>
<p>This is a waste of rate payers' money. Cyclists can still ride on the road. Pedestrians can walk on a footpath. Planter boxes need upkeep. We don't need artwork on the road, the road is for cars and bicycles, it's not there to look pretty. And either way, 10 kph is too painfully slow for any vehicle, people run faster than that.</p>
<p>Please see separate file.</p>
<p>Please see amended submission on sperate file. It replaces my previous one dated 30 October.</p>
<p>If Northern Beaches Council is going to propose shared pedestrian / cyclist paths, they needs to educate cyclists on good etiquette - particularly on using their bell.</p>
<p>Yet another cosmetic exercise!</p> <p>What about the issue of safe entry/exit for cars (yes, they do exist) at each end of The Serpentine where it meets Barrenjoey Road.?</p> <p>Safety before yet more art.</p> <p>And, why do bikes need a car park at the North Bilgola lookout?</p>



Following receipt of letter dated 20 October from Eva Havenstein, We have now had a chance to review relevant documents that we put before the Northern Beaches local traffic committee on October 06 2020. We refer specifically to what is being proposed for The Serpentine where we live.

Comments / questions are as follows

1 The period from the briefing of this proposal to sign off has been remarkably short and whilst contemplating the benefits for walkers and cyclists, the report does not examine or consider the impact on residents and potential risks in safety to all stakeholders ( residents, walkers and cyclists) . Indeed there has been no consultation with residents who have been offered two weeks to comment on what is a proposed twelve month test . We feel that this approach has already failed in the test of “ real verified community support of concept” by putting a fait accompli to residents. The absence of local resident input is quite apparent throughout the proposal as it does not deal with practical realities of living on this particular street and we believe will benefit from more thought, consideration and dialogue with residents. We strongly object in principle to this process of consultation on a decision already taken and we seek a pause for such consultation to happen. .

2 There is one proposal with three parts . There are some good thoughts and ideas. Vegetation boxes, street colouring and upgrading of chicanes are all positive. What other options or proposals exist from further work undertaken on this several years ago ? I am sure if we engage with residents constructively other options will emerge . The current process does not allow for that . Why has council chose to operate in this way versus for example the extensive consultation with residents with recent upgrades to Bilgola Beach ?

3 Safety is a recurring theme and it is assumed that more cyclists will be attracted to enter the serpentine at the top of Newport hill and cycle lanes are contemplated in the photos. The access into the Serpentine from a north bound direction is already a major risk for cars given the blind spot from oncoming traffic and the other rear blind spot approaching the bend from Newport. Cyclist do not take this right turn given the same

Yes but with major changes in fact.

It is important to protect pedestrians as there are no footpaths.

And some cars go too fast. But most danger comes from packs (pelatons) of cyclists who are silent and faster than cars. Are you going to encourage them? That would defeat the purpose, surely.

And we already have some traffic calming as cars have many obstacles as it is, from cars parked on both sides of the Serpentine, which means you frequently have to stop to allow on coming traffic. So in many pars it is single lane. So DO NOT introduce flower boxes and other obstacles. We have enough of those already.

A 30kmh limit would be appropriate, but who on earth suggested 10kmh? Absurd.

And the one thing you have to consider is parking on one side of the Serpentine only. That would allow room

Move to implement asap

Lets get on with it FAST

ISSUE ONE - SPEED LIMIT 10KM/HR

The shared zone should be 50km/hr speed. To reduce The Serpentine to a 10km/hr speed limit is absolutely ludicrous because:

- the average bike rider travels at around 25km so the cyclists will be going at least twice the speed of the cars on the road
  - school zones have an accepted safe speed of 50km/hr so how can this be regarded as higher risk than a school zone?
  - When the bikes are travelling on the remainder of these trips they will be travelling on roads where there is no reduction in speed limit and often not much more room than will be on The Serpentine - so why is it suddenly necessary on ONLY THAT part of their bike ride that the traffic needs to be reduced to 10km/hr?
  - Excessively reducing the speed limit becomes a safety risk in itself as frustrated drivers attempt to stay within a 10km speed limit. I have worked in a place where the limit was 10km/hr within a large parking area
- I support a link but NOT as currently proposed. See separate uploaded submission.

I have had a preliminary look at the plans and as a local who lives on the Serpentine I just can't see how these changes will work and not cause major disruption and inconvenience to the locals. Whilst the concept and "ideals" may be fine in principle, I just can't see it working. To have planter box chicanes seems to me to be very unrealistic and totally impractical. The plan looks like you are aiming to turn The Serpentine into a

As a whole it's great but 10km/h is quite slow for such a long stretch of road. Travelling downhill (and even uphill for some) on a bicycle for such a long stretch doesn't seem practical and hence will probably cause

I would like to address the shared space on The Serpentine roadway itself. The body of the page above this submission form states:

"Providing safer road speeds will create a safer space for local residents and visitors using the Serpentine.

The changes include:

- \* more space for cycling with cycle lanes on the uphill sections of The Serpentine
- \* a 10 km/h posted speed limit
- \* planter boxes, pavement paintings and marked parking bays."

The plan shows none of these - it simply states "PROPOSED SHARED ZONE. DESIGN BY OTHERS." and then omits The Serpentine in its entirety. How are we supposed to comment and provide informed feedback?

<p>I recognise a need to improve safety along The Serpentine. However, this plan is severely flawed.</p> <p>This proposal is trying to cram pedestrians, cyclists and cars into a confined space and will lead to further and perhaps worse safety issues.</p> <ul style="list-style-type: none"> <li>- The driveways along this bend are many and most are blind to traffic in at least one direction.</li> <li>- cyclists going down hill will often hit 40 km/hr, which is will be well in excess of the proposed 10 km limit. Cyclists are unable to control this downhill speed.</li> <li>- beach going pedestrians should not be sharing the road with speeding cars and cyclists</li> <li>- marked car spots will reduce the number of car spaces and people often squeeze into smaller spots.</li> <li>- The proposed decrease in speed limit will add considerable time to the journey for residents along The Serpentine.</li> <li>- the proposal looks to be preparing for a one way street, both of which will cause issue. One way heading north would send more traffic onto Barrenjoey Road for those needing to journey south and add 15 minutes to the journey. While one way heading south would require a U turn in Newport should one wish to journey north.</li> <li>- The existing road, The Serpentine, is narrow and, as it is, requires cars to give way to each other to pass, adding a dedicated cycle lane will further cramp the thoroughfare, then add the fact that downhill cyclists will be fast, create increased safety risks. Pedestrians will also be endangered.</li> </ul> <p>I propose:</p> <ul style="list-style-type: none"> <li>- do not make this a marked cycle way. Cycles are best kept on Barrenjoey Road with a dedicated north</li> </ul>
<p>As the resident at 12 The Serpentine I consider no thought as to how this cycle way will affect us has been given nor has there been any consultation with residents It will make it very difficult for any person accessing a property for maintenance. The Serpentine is a narrow road &amp; all available space should be reserved for</p>
<p>Generally the proposal appears to be a good idea and worthy of a trial. It is suggested that pedestrian safety and enjoyment would be enhanced by the following additional measures:</p> <ol style="list-style-type: none"> <li>1. Remove or cut back vegetation currently intruding on the public verge along the length of The Serpentine so as to maximise space for pedestrians, particularly on the sharp bend near the roundabout (which is a dangerous corner).</li> <li>2. Complete or add to the improvements to the stairs just south of the sharp bend near the roundabout so as to make them more attractive to pedestrians, including by the provision of handrails along their entire length.</li> <li>3. Encourage pedestrians to 'peel off' from The Serpentine where possible and use the attractive available alternatives, eg by placing "Northern Beaches Coastal Walk" signs at the following locations : <ul style="list-style-type: none"> <li>(a) at the top of the improved stairs, pointing towards the stairs; and</li> <li>(b) at the junction of The Serpentine and the Bilgola Beach carpark access road, pointing towards the beach. (which is an alternative route for people who can't manage the stairs).</li> </ul> </li> </ol>
<p>"The route is currently used as a rat run by drivers avoiding peak hour congestion on Barrenjoey Road, a classified State road that functions as the major north-south movement corridor between Palm Beach and Mona Vale. However, with the reduction of speed limits these vehicles would be expected to remain on the Barrenjoey Road, which would provide faster trip times. As a result, The Serpentine would be used primarily by vehicles with a destination in Bilgola and see significantly reduced volumes of through traffic."</p> <p>are you guys really that naive that you think traffic will decrease that much?? who is going to drive 10km/h and take 20 minutes on a road that should take less than 5 minutes?? absolutely no one, good luck with that.</p>

<p>as someone who has lived at Bilgola their whole life, I'm baffled this can go ahead. Its a relatively busy TWO-WAY street, how are cyclists and 2 cars going to fit around some of the tight corners of the serpentine?? has anyone who proposed this idea actually been to Bilgola?? This makes no sense I would expect accidents</p>
<p>I support trialling the proposals. I have doubts that the 10kph is sustainable. Pedestrians might comply but I doubt that vehicles and cyclists will. I have never supported shared pedestrian/cycle pathways from my time on Willoughby Council and the narrowness of The Serpentine makes the proposal difficult. Never the less , I look forward to the trials.</p>
<p>Activate Bilgola Response</p> <ol style="list-style-type: none"> <li>1. Safety aspects: Ambulance, Police, Emergency vehicles ? input from Emergency Service personnel</li> <li>2. Utility vehicles: Waste removal vehicles ? input</li> <li>3. Construction vehicles: trucks and cranes access to Serpentine, Bilgola Ave and Allen Ave where active work is in progress ? input</li> <li>4. The Serpentine is a road, not a park as quoted in the design, and is the best functional alternative route to Avalon and places north of the Bilgola bends in the event of a major hold up / MV accident on the bends (not rare). How will Emergency vehicles and Government buses negotiate the Serpentine in such an event with the inevitable need for reversing to allow other vehicles to pass, especially in summer.</li> <li>5. Summer days and crowds: already high beach access usage</li> <li>6. It is already a well-used pedestrian thoroughfare and the proposed plan with an increase of cycle traffic will likely reduce pedestrian safety</li> </ol> <p>What current safety and pedestrian usage data do we have to detail anything that needs to be improved?</p> <ol style="list-style-type: none"> <li>7. Gradient of hill will act as a disincentive to family bike use. Try it first ! Its really not a family friendly hill. Visit it and walk it if in doubt.</li> <li>8. Hurricanes will cause worse bottlenecks in times of high usage</li> <li>9. Construction in summer will defeat the purpose of improving public access and will be an unmitigated impost on residential amenity. Does Council plan to defray Rates to compensate residents?</li> <li>10. Has a site visit been performed by the company with residents who have years of experience in the region? We have lived here 40 years and were first notified about this on 26th October.</li> <li>11. Design suggests the planners are not familiar with the site in summer especially where visitors actually park.</li> <li>12. Timeline and lack of consideration to the residents of Bilgola Ave and Allen Ave. Where else will a community be held to a 10km/hr speed limit to access their homes in a residential street?</li> <li>13. Site plan with accurate scale? Website pictures are deceptive and the map is not to scale. The artist's impressions are deceptive and unreal.</li> <li>14. Despite allocated "parking areas" the volume of cars parked by people accessing the beach is already</li> </ol> <p>I'd like to add to my previous comments. I recently went to Conjola Park lake. I was really impressed with the Walkway built connecting the estuary with the beach. The gantry style walkway made it accessible for pedestrians, cyclists and wheelchairs and very little interference with the natural environment as it was</p> <p>I only live a few hundred meters from Avalon shops. Our family walks sometimes but mostly drive as it is so dangerous for cycles and pedestrians. As a consequence we often do 3 or 4 car trips between 8:00am and 9:00am between the family members, the most traffic congested time of the morning. We'd much rather</p> <p>I have just tried to travel north along the Serpentine at 10 KMP and must say that it was difficult to hold my car at that speed, constanly going over it to 15-20 KPH. It took me nine minutes to complete the journey and in that time 17 motor vehicles passed me mostly over the double lines. At one point there were 7 vehicles behind me.</p> <p>So those vehicles will very quickly start using the "Bends" to further increase congestion in that area or if they stay in the Serpentine then "traffic jams" will surely occur as my journey tonight didn't have to be</p> <p>any initiative which makes cycling safer and encourages less car use and more respect for cyclists is most</p>



Hi.

This response is on behalf of Bark Family at 50 The Serpentine Bilgola beach.

This proposal is ill considered of the realities of the Serpentine.  
It is already a tight street and a disaster waiting to happen.

The width of the road barely fits 2 cars as it is now. Adding a cycle way and walking path is going to cause the serpentine to be a 1 way road. Residents park cars on the road and there will no additional spaces to move these cars let alone all the people that park on the st during weekend to go to the beach.

There are many visual gaps coming out of driveways and around corners and you have residents on both sides. As cars come out onto biking and walk paths there is higher probabilities of accidents due to blindspots and people on bikes flying through driveways.

Believe should be 20km -

A great idea. However, I think the planter box chicanes will need to have safety bollards in front of them and reflectors on them (for night time and rainy days) or cars will hit them.

We live on Allen Ave and have young grandkids. We often walk into Avalon but will not walk with the the grandkids on the the Serpentine road as we feel it is too dangerous. We also use the Serpentine on a regular basis by car to access Newport and Avalon. My observations are that this is currently a very dangerous road to drive or walk on!!!

In the mornings impatient South bound drivers turn off of congested Barrenjoey Rd. and use the Serpentine in an attempt to gain time on their commute. In spite of the speed bumps and an abundance of walkers on the road in the morning motorist exceed the posted speed limit, in some cases by a substantial amount.

The same happens in the afternoon with North bound traffic. Driving South on the Serpentine from Bilgola Ave requires extreme caution at this time of the day. I have had numerous close calls with North bound motorist cutting the blind narrow corner near the top of the Serpentine on the south end. In many cases well into my lane and at excessive speed. There is also a walking path accessway at this corner that results in pedestrian traffic on the road in this area and there is no walking path here, they are literally walking on the road. In my option this accessway should be removed. There is a safe walking path from the beach parking lot area into Newport. Why people put their lives at risk walking on this section of the Serpentine road when there is a nice safe walking path available to them is beyond me!

The corner at the top of the hill is also very dangerous. Additional LARGE speed bumps are needed on either side of this corner where your plan indicates a painted area. This would slow motorist down at this dangerous corner. Many people who use the beach access stairs that are close to this corner are oblivious to the fact that walking on the South bound side of the road below the corner is VERY DANGEROUS! This is a blind corner and some motorist come around the corner at considerable speed. The small "slow down" sign that has recently been installed at this corner indicates that council is aware that there is a problem here. However the sign is ineffective.

A clearly marked crosswalk should be painted on the road at the top of the beach access stairs to direct walkers to the North bound side of the road. The proposed bike path needs to also be a walking path and

<p>As a resident of the serpentine , there is already considerable congestion throughout the week with trade vehicles , gardeners and resident parking . Weekends means that you have to be patient and give way to other traffic as the numbers of parked cars on both sides significantly increases .</p> <p>Pedestrian traffic walking down the hill towards the beach means car drivers need to give way into the oncoming lane for the safety of walkers . There is simply not the space to safely accomodate cyclists also . I cannot understand from the photos what the implications are for residents who need to park on the</p>
<p>The Serpentine is already available to bikeriders. Too steep and hard for average riders so very few use it . Nothing will change that. Pedestrians have other options. The area is a hard walk for most people. Why</p>
<p>Given the parking congestion on The Serpentine, particularly during summer, may I suggest that parking be prohibited (i.e. no parking) on the ocean side of The Serpentine.</p> <p>This would allow for safer pedestrian movement, which is obviously critical for shared zones, and would also provide freer traffic and cycling movement.</p>
<p>As the plan appears to be using the road as part of the scenic walkway from Palm Beach to Manly then it</p>
<p>you need a separate path instead of serpentine- suspend it thru the bends then run it to the front of the houses on the headland or thru the golf course. I disagree with shred use of the serpentine as that is going to be dangerous especially summer weekend with small children who are just new to bike riding and cars. that</p>
<p>Cyclists in manly are inconsiderate, do not wear helmets and swing out onto roads and expect drivers to be able to stop suddenly for them. The Police do not stop and fine them. Until bikes are registered for a nominal fee so they can be traced giving them more access in Manly where they can cause more harm and harm to pedestrians is not advisable.</p>
<p>NEED BIG CHANGES IN ATTITUDE OF CYCLISTS</p>
<p>The speed limit proposed is too low, most cars can hardly go that slow without constant adjustments, plus together with the proposed chicanes etc will result in massive traffic jams at certain times. Also an issue is pedestrian safety which is unaddressed in terms of the proposed road sharing arrangements. Also, serious cyclists don't and won't use this route, and in 45 years of driving along The Serpentine I have NEVER seen a</p>
<p>This looks like a great initiative. Wonderful to get kids/teens and general cyclists to feel safe and be able to get out there on their bikes. My only flag is that the serious cyclists would either not take this route or if they do, would it still be safe to be shared with pedestrians and novice cyclists? Some of the pelotons travel at 40-50km/hr - which is too slow for vehicle commuters (considering there is only one lane each way around the bends) but too fast for pedestrians. I think there is a need to cater for the serious cyclists (it would be great</p>
<p>Good idea.</p>
<p>V good design - please just ensure the implementation schedule is applied. Unfortunately, some worthy projects seem to encounter lengthy delays eg Narrabeen Bridge, Turimetta Headland path etc...</p>
<p>I think this is a great initiative. Could you consider extending the green path up the Serpentine until it rounds the corner near the Plateau Rd roundabout? That corner is very dangerous for pedestrians who've come up from the beach and then want to walk down into Avalon/up Plateau Rd, so the more protection for them,</p>
<p>This is a great idea. It should be rolled out in more suburbs across the Northern beaches and Australia. I like the idea of being able to commute to the shops or beach with my young family and not have to use a car.</p>
<p>Support the concept for The Serpentine in general but think we have forgotten about the initial proposal to have "an iconic coastal walk."</p>
<p>The proposed share zone will not make an iconic walk. Walkers need to be taken off bitumen and shared roads wherever possible. To achieve this think modify the plans to encourage walkers to use the existing coastal walk and infrastructure. Take the walkers down the current coastal path to join Allen Avenue and</p>
<p>I think you will have a dangerous situation with bikes and cars crossing onto Barrenjoey road and the serpentine on the southern side. The overall concept is great but how to bike riders connect from Avalon to</p>
<p>Better than the first one, but still ugly. What's with all the horrible paint colours ? This does not do anything for the current natural beauty of the environment.</p>

<p>I hope the shared path speed limit of 10 km/hr shown on the drawings is not implemented, as it will mean cyclists will be overtaken by runners, and will severely limit the utility of the path for people riding bikes to the point where it becomes impractical. Any such limit will be observed mostly in the breach, leading to escalated conflict between user groups because of unrealistic expectations from pedestrians.</p>
<p>I note that the drawings say that Barrenjoey Road is unsuitable for cyclists. As a regular user of this route I concur that it is not for the faint-hearted or inexperienced. The inappropriately low speed limit indicated on the shared path will act as a significant disincentive for experienced riders to cease using Barrenjoey Road and divert to the path, if that is an intended outcome for this project.</p>
<p>Most advanced overseas jurisdictions do not force pedestrians and cyclists to mix, especially where the steeper grades, such as those in evidence here, lead to higher cycling speeds on the downhill side and pedestrian usage is expected to be high, as may well be the case here. A more appropriate, best practice solution is to widen the path and separate pedestrian and cyclist user groups to prevent conflict, such as has been done in the Manly streets-as-shared-spaces proposal.</p>
<p>The treatment of the entrance adjacent to the intersection of Neptune Road and Barrenjoey Road heading northbound has been poorly thought out. How are people on bikes meant to negotiate the entrance heading northeast? They are entering against the flow of traffic. This needs considerable extra thought. Further, it dumps exiting riders who lack confidence (the primary targeted rider group) into a traffic sewer.</p>
<p>Consideration could be given to utilising part of the beachside carpark (even if it is simply the addition of</p>
<p>The pre-trial engagement is far too short.</p> <p>The majority of the local community is unaware of the current proposal.</p> <p>When I looked at the current plans it is totally beyond comprehension how in such a narrow area of the Serpentine can cars, pedestrians, and bikes maneuver together successfully.</p> <p>Currently, as frequent pedestrians on the Serpentine accessing Bilgola Beach, pedestrians need to duck into driveways while cars pass. Already in many areas, north and southbound vehicles cannot pass.</p> <p>The current speed limit of 40 kph on the Serpentine is rarely adhered to by vehicles. So it is beyond comprehension as to how a speed limit of 10 kph will be adhered to.</p> <p>The access from the Bends to the Serpentine at either end is currently very dangerous. With the encouragement by this proposal of further pedestrians and bike riders, the entry and exit points to the Serpentine can only become more dangerous.</p> <p>Looking at the proposal, it has hard to believe anyone has actually been on-site to see how it will actually work.</p>
<p>As a keen walker who regularly walks from Avalon to Newport via the cycle link, my main request is for a safe crossing for pedestrians across Barrenjoey Road to and from the Serpentine. This is a busy road with only a pedestrian island to protect those trying to cross Barrenjoey Road (including those who want to reach or</p>
<p>Many cyclists have zero regard for anyone so I have little regard for them to be honest.</p>
<p>I like that this plan makes room for people rather than forcing people to get out of the way of speeding cars. It creates a sense of "slow down, chill out" and makes the area safer and more attractive to locals and</p>
<p>The proposed changes are a vast improvement to the existing road. I wonder if the changes can go further like stopping cars from parking at the end of the cul-de-sac of Allen Avenue, and potentially improving the</p>
<p>I am delighted that this link will be created, providing pedestrians and cyclists with an enjoyable walk or ride between Avalon and Newport. I have 2 concerns:</p>
<p>THE PLANTING: It is great to see that local plants have been chosen, but please don't include the NEW ZEALAND one.</p>
<p>SPEED: I am a pedestrian. I am glad to see that there is a 10mph limit on cars driving on the Serpentine, but</p>
<p>Love this and I will definitely use it.</p>

<p>A footpath is required to link the round about to the beach path. Very dangerous corner for pedestrians trying to access the beach footpath. When waking with the kids to access the path there is not enough room for cars and pedestrians.</p>
<p>See attachment.</p>
<p>This is a welcome development for cyclists. Such an incremental step though! Can't we have a dedicated cycle path from Palm beach to Manly??! I've cycled extensively in many other countries &amp; I'm frustrated &amp; sad to say my home territory of the Northern Beaches is were I feel the least safe. Isn't it time we gave</p>
<p>There doesn't appear to be any walking path around the very dangerous bend where the Serpentine turns west near the Barrenjoey rd traffic circle. This has been a serious issue for the local residents walking to the</p>
<p>The removal of off street parking is a worry. At present there are not enough parking spaces for weekend users during busy periods of beach use. And during the week days there are typically many tradesmen and builders that need the space. In addition many more residents are now working from home and have family members returned to home meaning that the need for the off street parking is vital to residents. Whilst the addition of a footpath is a much needed and overdue feature, I am concerned that it will be difficult to ensure the adherence of the 10km zone. Whilst vehicular traffic will likely slow down, I fear that the cyclists won't keep to 10km/h particularly on the downhill and thus residents backing their vehicles from driveways could potentially pose a risk to this cyclists. There are many dog walkers including children who use the</p>
<p>A fantastic initiative to create a safe and stunning fitness solution for our community, well overdue. Well</p>
<p>Hi There,</p>
<p>Firstly thank you to council for listening to the community and looking to provide options for cyclists. This stretch of road is notoriously dangerous, and attacks and abuse on cyclists by motorists are becoming an all too common occurrence.</p>
<p>Reading through the plan I have a few early concerns. The first, is that the use of the bypass means a peloton of cyclist would have to turn right against traffic. This would take us out of the far left, and mean we would potentially block cars while we wait for a safe gap to turn right.</p>
<p>Second is the posted 10 km/h speed limit. This road is mostly frequented by cyclists who would ride quicker than that on the normal road. 10kph for a regular cyclist would be considered very slow, and in a group could</p>
<p>I do support the pedestrian cycle way of the Serpentine at Bilgola if it means we can get the bicycles off the Bilgola bends part of Barrenjoey rd...there is just no room for them there..when i was growing up on the northern beaches there were never pushbikes on that part of the road as it was just too dangerous...we</p>
<p>While this concept is to be applauded, it's application is perhaps simplistic. Bicycles are vehicles. The majority of cyclists who travel between Newport and Palm Beach are on high powered racing bikes, which can be just as fast and dangerous as cars. How will you check the speed of cyclists on the down hill sections. The Serpentine is dangerous for pedestrians and this plan makes it no safer. There needs to be dedicated pedestrian paths, not shared roadways. That's what we have now, and it's so dangerous I can't</p>
<p>This is wonderful! We are bike riders and walkers and this sounds safe for both!</p>
<p>Both my Husband and I have always felt very unsafe riding our bikes on the Bilgola Bends and the Serpentine due to limited space and speeding cars. This proposal that reduces the speed limit and allows bike and</p>
<p>Paint doesn't protect pedestrians and cyclists. Please build proper segregated cycle lanes so families and less experienced cyclists will use the route. One dangerous section like this compromises the premise of the</p>
<p>This will be a great link for recreational and other cyclists looking to enjoy the delights of the northern</p>
<p>No cyclist between Newport and Palm Beach road is not suitable</p>
<p>Please do NOT plant ANY EXOTIC species in the planter boxes!!</p>
<p>There is absolutely no need to plant anything other than indigenous plants in this area.</p>
<p>Exotic species are continually coming up in our natural bush spaces suppressing the native vegetation which</p>
<p>Looks great....looking forward to trying it. Dedicated uphill bikes lanes are a great idea</p>



It's a smart move to provide cyclists with a different option to the busy Bilgola bends. We are going to see more cyclists in the future and cycle-friendly communities are better places to live. Conversely, highways and car-centric planning produces horrible grimy, antisocial locations - totally wrong for the northern beaches.
Is there any way that access can be improved on the bends as this is a more direct and flatter route that does not require crossing the oncoming traffic if heading northbound and as a result I fear will continue to be the route used by most cyclists. Like all cycle infrastructure this is to be welcomed but it is the wrong
I strongly support provision of more safe bicycle routes on the northern beaches. There have been too many accidents and deaths involving cars and cyclists due to need that they share roads at unsafe speeds.
Not sure what the artwork is supposed to do? Is there some psychology out there that will slow the cars if
How do you propose cyclists access this hilly route when riding north? Stop in the middle of the road and be hit from behind by cars coming around the first Bend? This proposal also requires riders to re-enter Barrenjoey Rd at the end of the Serpentine from a dead stop (turning right across traffic) to continue to
The bends doesn't have the capacity for busy days and the best way to circumvent that is by the serpentine and to lose that option by means of a 10kmh speed limit severely limits options for locals on days where there are lots of people travelling to the beaches. Instead this will force drivers over the plateau through Grandview drive which itself is not a particularly accessible road and hence this section will do more harm than good. Instead they could improve the path around bilgola headland so cyclists can use that and then
This is a fantastic idea. Cycling is very popular and the ride out to Palm Beach is one of the best rides in Sydney, the major challenge is getting around Bilgola bends where there is little to no shoulder (nor space for one), several blind corners and variable driver treatment. Utilising and encouraging use of the Serpentine as the correct cycle route would provide a safer alternative for all. I note that this may not be very useful for
Great idea. The Bilgola bends are too dangerous for cycling.
Can the residents be provided with more information regarding the extend of the works please ? In particular :
1. Will the existing stormwater issues be address 2. Will The Serpentine have a great surface area therefore increase the existing stormwater issues that cause council stormwater to run into private property?
We live about [REDACTED] from Bilgola Beach. This proposal directly effects all 4 of our family as we are at Bilgola Beach and use this road almost every day. This project to push a bike path into a section of our coast that is not geographically appropriate for bikes, is too stupid for words. The Serpentine is part of a beautiful, steep, low key rainforest gully. We do not want it formalised or developed in any way. NBC should take its stewardship of this pristine gully seriously & help protect & retain its incredible existing natural beauty, which is precisely what attracts tourists in the first place. The Serpentine does NOT lend itself to bike riding. The hills are too steep and the road is too narrow for bikes, cars & pedestrians together. We feel we are being railroaded into a bike driven project that is being pushed along by money from 'somewhere', that 'must' be spent - but no thought has gone into whether it is needed or appropriate for THIS section of road. We don't know any bike riders in our area who are asking for this project. Making The Serpentine a '10km/hr shared path' is a folly. Realistically, there are so few bike riders who would use this road, that it is an incredible waste of money and inconvenience to the local residents, when trying to get to the beach or to
As a past resident of The Serpentine for 21 years, I ask : Has any thought been given to how this will all work when "The Bends" are closed due to traffic accidents and The Serpentine becomes the only north/south access road having to accommodate bendy-buses, fire and rescue vehicles as well as all the other road traffic.
Also on hot summers days The Serpentine is completely parked out on both sides, restricting the passage
I consider this too dangerous and impacting local residents and not in the interest of the cyclists in any case as they are keen to go fast and the shared proposals never work but are high risk we have submitted many emails detailing the reasons behind like many other residents but are not being heard - the proposal doe snot show any knowledge of local circumstances and context

I oppose this proposal as I believe that it's illconceived and been done with great haste. At a recent NBC meeting on 30/9/2020 at Avalon Beach SLSC interested ratepayers, representatives of several local Preservation Societies and so on were given a presentation by NBC staff and a proposal similar to this one was presented and the drawings were produced by a company called WW+P. This was the first revelation of this new proposal for the Newport to Avalon Shared Path. We were told that there would be further consultation and it was not a "faite accompli".

Now we are presented with a new proposal from a different company, Arcadis, with their approval process signed off by [REDACTED]. From that document it'd appear that they were given the "brief" on 1/9/2020 and presented NBC with a proposal to review on 23/9/2020, with a final NBC decision to be delivered on 29/9/2020. Given the time frame did Ms Vucik and her staff have time to visit the Serpentine and see what actually happens there? Their document was extremely lengthy and I find it hard to fathom how it could be done in such a short time frame then given to NBC leaving only 6 days to review and approve. The approval appears to have gone through as this document says that the project will commence in Mid November with completion in December 2020. This submission from Ratepayers closes on 8/11/2020. So where is there time for the ratepayer review, consultation etc., when construction is due to start a few days later?

Turning the Serpentine into almost a one way street will present a number of dangers as follows;

1. Motorists will have to wait at the chicanes for their chance to enter and go through. There will be severe traffic jams and impatient motorists may try to force their way through.
2. Residents will find it extremely difficult to enter and exit their properties and that will cause further dangerous situations.
3. There will be some designated bike lanes for uphill cyclists but on the rest of the road cyclists will mix with vehicular traffic. At the recent NBC presentation the NBC staff put forward that the "lycra cyclists" would not want to use a "shared pathway", so who is this being built for? Please don't tell me that families with young children will cycle up or down the Serpentine's very steep hills. In the NBC 2038 Bike Plan it mentions that cyclists will be around 5% of road usage up from 1% in 2016. I'm happy to share the road with cyclists but if

I believe the 10km speed limit is far too low. It would take over 10min to travel the 1.6km The Serpentine. Especially in off peak times, it would be very unlikely to even see a pedestrian or cyclist. I believe a 40km/hr limit would be more appropriate.

Controlling a cycle at such a low speed of 10km/hr without needing to get off the cycle is very difficult.

I believe measures should be taken to protect pedestrians from speeding cyclists, who may likely exceed the walkers and bike riders do not mix, keep the bikes away from pedestrians. The serpentine is narrow as it is and need more walk path. There is not room for bikes pedestrian and cars. I walk there every day and always encounter cars cutting corners - it is dangerous for pedestrians and with the added bikes this will increase

Cycling and walking in the area will be enhanced and safer

<p>This is a considerable improvement on previous shared path plans for The Serpentine</p> <p>Previously we were faced with the removal of vegetation, the construction of a concrete eyesore, the loss of parking, a path which the lycra cyclists were never going to use, and a very expensive cost</p> <p>Current proposal will enhance the natural environment, improve walking and cycle access, preserve natural vegetation and save money</p> <p>There will be some who do not favour the 10 kph speed limit but that is a small price to pay for getting rid of the current rat run with its speeding drivers</p> <p>Parking may still be an issue but hopefully there will be discussion with individual residents</p> <p>My one real objection is the shared pathway turning off Barrenjoey Road and running all the way to the end of the first speed bump. Surely this is no longer necessary and the path can now join The Serpentine before the first driveway (No 80)? This will be a 10 kph area with Feature Pavement Artwork - having a pathway running alongside it is a costly waste and the added ugly concrete will detract from the latest proposal. By the way, even with a path there is no need to relocate the letterbox (agreed by Council even with a then wider path). Also, what is the point of 1.4m balustrade panels when all they would do is limit the view of the</p> <p>We drive along this section regularly to go to the surf club and it is extremely narrow with residents parking on both sides of the road in some sections. Often people are walking 3 abreast with their leashed dog in the centre of the road totally unaware of the cars as they not facing the oncoming vehicles. It is EXTREMELY dangerous. Unless they can restrict parking and widen the Road I can't see how this is possible. It is not a</p> <p>I am a long time resident of The Serpentine and this is long overdue...Currently, going around the corner of The Serpentine adjacent to the Barrenjoey/Plateau Rd roundabout is extremely dangerous (known to locals as Kamakaze Corner) cars speed around this blind corner and as there is no footpath, I am surprised nobody has been killed already.</p> <p>There is no way the Serpentine can be 10km an hour. We live on this road, with 4 children, in and out of the house a hundred times a day - driving 10 kms an hour is impossible. It is a main road - and believe me, it is a main road considering the amount of traffic - especially at peak hours.</p> <p>The speed bumps are effective. No planter boxes necessary. Parking can not be reduced. It is limited as it is. Also, parked cars act as planter boxes - with the weaving that takes place along the whole of The Serpentine. Cycle trails on the road -I support.</p> <p>Pedestrians on a special walking path ALONG THE CLIFF - like in other parts. Everyone along the Serpentine has multi-million dollar views - not just those on the cliff side - it impacts us all - so having cars, pedestrians, cyclists, parking, planter boxes, traffic control all sharing the road does not make sense. This was NOT the point of the walkway.</p> <p>I support the walk way that connects the beaches. I have been looking forward to it for many years - walking along the road is a major hazard for everyone. I do not support 10 km an hour, planter boxes and having pedestrians on the road.</p> <p>Below about 8 km/h bicycles are difficult to impossible to control.</p> <p>You should expect that on EVERY down-hill section of the Serpentine, cyclists will exceed the posted 10 km/h speed limit by 20 to 30 km/h -- i.e. cyclists will be riding at 30 to 40 km/h.</p> <p>If the adopted design for the Serpentine doesn't take these likely speeds into account, the money being invested into the road upgrade will be wasted. Cyclists will continue to ride on Barrenjoey Road or, alternatively, will be actively discouraged from using this section of the combined cycleway / walkway route altogether.</p>
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There is significant traffic congestion with the large influx of people either relocating permanently holidaying or visiting due to Covid
It took an hour and a half to drive from palm Beach to Avalon the other day
To further restrict roads will cause greater traffic congestion and difficulty in moving around
It's a great plan, I live in Newport and would love to cycle to Palm Beach, cheap and a great way to keep fit,
Forget the bikes ridding up the Serpentine, the serious ridders will ride around the bends. More important is to get on with the walk planned 2 years ago to avoid the dangerous corner for walkers and follow the track behind the houses to causeway between the houses. This silly idea of blocking off the road with planter



## **Newport to Avalon Pedestrian and Cycle Link**

**Your Reference: 2020/642196**

1 November 2020

We write in response to the request for comments on the Newport to Avalon Pedestrian and Cycle Link.

We note that Council has requested feedback on the proposed designs which are stated to be aimed at “improving access and safety for pedestrians and cyclists whilst minimising impact to the local environment including vegetation and native species”. We could not imagine a set of designs which could achieve this expressed aim less.

It is our opinion the plans as currently drafted (and available for viewing on the Council website) -whilst well intentioned- fail to achieve any of the desired aims as expressed and introduce new dangers to all parties. The proposal completely fails to consider the impact on residents and the potential risks in safety to all stakeholders (including pedestrians, cyclists, beachgoers, residents, and their visitors). The proposed plans significantly impact on the local environment and actually put pedestrians, cyclists, beach users and residents at far greater risk of injury and even death. We could not oppose the proposal more strongly, most especially the proposed changes to The Serpentine.

As citizens, we applaud the desire to encourage access and safety for pedestrians and cyclists. We also applaud the initiative to create a safe and visually beautiful coastal walk from Palm Beach to Manly. As residents of The Serpentine we are seriously concerned about many aspects of the proposal, but most importantly the complete disregard for safety. As ratepayers, we are appalled at the complete lack of consultation with residents, the attempt to push this change through with little opportunity for consideration, consultation and discussion with those impacted the most and the fact that the proposed changes are due to start being implemented in less than two weeks. It screams of lack of natural justice and a breach of Council’s obligations to its paying residents. This clearly fails the required test of “real verified community support of concept”.

As these proposed changes imposes greater of injury to residents, cyclists and pedestrians, we would like the names on record of the individuals within the council who have recommended this. We reserve our right to legally pursue them personally for compensation should any injuries be caused by proposed changes as we anticipate there will be.

Our objections can be summarised as follows:

1. **The speed limit of 10 Kmph:** This is a clearly unfeasible and inappropriate speed limit for any street which is not a designated walkway or mall. This will seriously impact on residents, workmen, tradies, police (who often use The Serpentine in the case of an emergency). This is unprecedented and completely unfair on motor vehicle users of the road. How will it be policed?

Such a restrictive speed limit is almost impossible to comply with (it is marginally faster than a brisk walk, makes going over a speed hump in a car almost impossible and creates danger in itself). The users of The Serpentine will become frustrated and are more likely to make dangerous decisions when driving/riding/running if this speed limit is imposed. For example: crossing to the other side of the road to pass, weaving in and out of pedestrians and cyclists, slamming on brakes to comply with the speed limit. In addition, the cyclists will be riding at a speed far greater than 10Kmph (especially downhill) and this will create a very dangerous situation where cyclists will be pulling out to overtake cars and endanger all road users. Runners may also be exposed to this danger.

Our understanding is that the only streets where a 10kmph speed limit is even considered in NSW is a street that is designated as a pedestrian - motorist walkway zone. Are you actually suggesting that The Serpentine to become a pedestrian walkway? If not, the appropriate speed limit is 50kmph, consistent with other residential zones.

2. **The number of one way chicanes:** In order for the chicanes to work, on approaching a chicane, drivers/cyclists in both

directions need to decide who has right of way and allow one car or bike to pass through the chicane. On a narrow road, with limited areas to stop and wait this will become gridlock. In addition, cyclists like to ride in groups. Pelotons of riders will be forced to slam on their brakes for a chicane, try and go around it quickly with cars waiting (something that is not easy on a bike, particularly in a large group) and then reconfigure to ride together. It is unworkable and dangerous

3. **Reduction in car spaces and designated parking bays:** Parking is limited along The Serpentine as it is. Residents need visitor parking and the street is also used by beach goers for parking. Reducing the number of parking spots available is unfeasible and impacts significantly on the use and enjoyment of the beach, the street and the surrounding areas. In addition, given the hilly terrain and the nature of the access to many houses, residents on both sides of the road need a line of vision and space to navigate their driveways. Has this been considered in the designated parking bays? We can see no evidence that it has or consideration of the various blind spots in the road which will be exacerbated by designated car spaces.
4. **Shared use of road effectively creating a pedestrian and bike mall with limited available use for drivers;** The implications for drivers, trucks, workmen, rubbish collectors have not been considered. A street with a speed limit of 10kmph, numerous chicanes, shared road areas and limited parking will significantly impact on all these mentioned users.
5. **Real danger for residents and cyclists/pedestrians when residents are entering or leaving their driveways/garages.** The nature of the Serpentine is that it trails around the cliff and has many blind spots. The sight lines for all residents who have to reverse onto the road when leaving their premises is already significantly compromised. Given the curving nature of the road, the hilly terrain and the narrow access to many driveways, entering and leaving the driveways often requires sweeping out into the middle of the road to enter. In the proposed plans, this would create a serious danger to all road users.
6. **Current narrow nature of the road.** The proposal is to significantly increase the traffic in terms of pedestrians and

cyclists along the road. The current carriageway on many parts of the road are only just wide enough for two cars to pass. The planned proposal is to reduce this space to allow shared use by cars/pedestrians and cyclists. This is unfeasible. Cyclists will be racing past pedestrians, cars will be trying to navigate between all the users, pedestrians will be scrambling out of the way of bikes, cars and faster walker/runners. People will cross out into the middle of the road to pass each other leading to the potential for head on collisions of bikes and cars and potentially pedestrians. The end result will mean everyone is exposed to a significant increase in danger and risk of injury.

- 7. Three significant blind corners along the Serpentine;** The proposal is to significantly increase the traffic in terms of pedestrians and cyclists. The current carriageway on many parts of the road are only just wide enough for two cars to pass. There are three very significant bends on the Serpentine where cars already are endangered when passing. One is just before the entrance to Bilgola Ave, one is the right hand turn at the top of the hill up from the beach (near the Barrenjoey Road round about) and the other is at the headland where the road turns back towards Barrenjoey Road. Adding cyclists and pedestrians to these blind corner bends is extremely dangerous irrespective of the speed of driving.
- 8. Access to The Serpentine from Barrenjoey Road at both ends:** The access into the Serpentine from Barrenjoey Road from a northbound perspective is already a major risk for cars given the blind spot for oncoming cars and the rear blind spot for those cars approaching the bend from Newport. Cyclists currently avoid this turn due to its inherent dangers. Any queue of cyclists who are being forced to turn down into The Serpentine will put all traffic in both directions at risk. It is a double-blind spot that the proposal is encouraging cyclists to now use.
- 9. Unintended consequences- this will encourage cyclists on racing bikes and in pelotons to use Barrenjoey Rd as an alternative and more attractive route to The Serpentine.** As a cyclist myself, these changes would make it less safe to use The Serpentine v Barrenjoey Rd for the following reasons-



**Why cyclists will no longer turning left into The Serpentine heading south-**

- The speed of the bike (30k's) will be 3x's faster than the car (10k) so we will need to navigate passing cars- for the majority of cyclists that will ignore the 10k limit.
- For the cyclists that keep to the speed limit its too slow v's the speed they can do on Barrenjoey Rd
- In a peloton it's too dangerous to navigate the chicanes, trying to time a bunch of cyclist's v's an oncoming car, or one we are passing.
- The risk of collision from a car from drive-ways in The Serpentine v Barrenjoey Rd.

**Why cyclists wont turning right into The Serpentine heading north-**

- There is no way cyclists will put a peloton in danger by turning right across Barrenjoey Rd into The Serpentine going north. It's too dangerous given the blind corner for approaching cars, and even if you do, it slows down the pace of the peloton too much. They will stick to Barrenjoey Rd to maintain pace and preserve safety.
- I have tested this these on several cycling groups who currently use The Serpentine and they all agree. It is also for this reason you see very cyclists make that turn and only use The Serpentine heading south.

**10. Alternative plan-**

To achieve the desired goals of..."improving access and safety for pedestrians and cyclists whilst minimising impact to the local environment including vegetation and native species".

We suggest the following-

- a) **Add a cycle lane to Barrenjoey Rd (north and south) over the section between Newport and Avalon-** there is space, it's safer and has no impact on the environment given it's expanding and already existing Rd.
- b) **Add a dedicated "pedestrian only" walkway, heading south on Barrenjoey Rd from the north entrance of The Serpentine, and have it cut through an existing path (between houses 31A and 31B) to The Serpentine-** and then across the road to an existing track than can be upgrade (between houses 52 and 52 The Serpentine) down to the north headland and then wrap east around to meet the existing

track at the stairs near Barrenjoey Round about. This proposal involves an **upgrade to existing tracks** (minimal environmental impact), **separates the pedestrians from bikes and cars** (so is much safer) and is **consistent with the path construct from Newport to Bilgola**.

**We urge the Council to consider this alternative plan as it achieves the goals, while eliminating v introducing additional risks to pedestrians, cyclists, residents and motorists and has minimal impact on the local environment.**

We would like to see significant resident consultation with all those impacted on the entirety of this proposal. We would also request that you actually speak to cyclists and pedestrians who use this road to determine what they perceive to be the dangers and problems associated with the proposal. We encourage consultation as we believe very constructive options could be considered with the input of residents and with careful thought, consideration and dialogue.

We await your reply and confirmation of a community meeting to discuss these and other objections before work commences.

 Serpentine  
Bilgola beach NSW 2107

Submission on Activate Bilgola : Streets as Shared Spaces: The Serpentine, Bilgola

We oppose this proposal. It has been put together by a group who appear to not have experienced the route over any length of time. I have tried driving it at 10 KPH and it is especially difficult to keep cars at that speed. It does not mention whether bikes are going to be restricted to that speed as well. I'm sure that they will want to travel faster on all level and downhill sections of the road.

We are not directly affected as we live in Allen Ave but we have had emergency vehicles required at the northern end of the beach and the traffic jams that this proposal will cause will add to the difficulty that they face. Presumably they will not have to adhere to the speed limit!

Access to the Serpentine at the south end is often not easy and you have to take your opportunity when it arises - and then, under this proposal, have to slow down quickly after getting across Barrenjoey Rd. You will then have the added complication of bike riders cutting onto the road and the potential build up of traffic in front of you.

There will be an increased amount of pollution from cars as they are being restricted well below an environmentally safe and efficient speed.

Many of the residents in our local area are retired and the prospect of riding a bike is no longer an option making car usage mandatory.

We would also like to second the arguments put forward by Ann Glanville and we concur with all of them.

On a slightly different note we were promised by Council that the footpath on the eastern side of The Serpentine would be constructed shortly after the broken water main and ensuing landslips that occurred in 2014 and which caused extensive damage to our property. This would have rectified the water drainage problem that occurred after the gas main was put through and the ensuing reconstruction of The Serpentine which followed. Will the road camber be corrected now that no footpath is being constructed on that section of The Serpentine?

5 November, 2020

To whom it may concern

I strongly object to the above proposal which requires further technical information to be communicated to the community, a full consultation period to determine whether it is appropriate undertake a trial period for a limited period of time and significant amendments to the proposal to address the objectives of providing a coastal path and not introduce a 'Shared Zone' along a roadway used primarily as the sole access to homes, community facilities and businesses.

Being a resident for over 23 years at number [REDACTED] The Serpentine, Bilgola Beach and with double yellow lines out the front of the property this proposal gives minimal parking for the residents and my property. This along with the reduction of speed to 10 kph, the introduction of a shared space for The Serpentine are strong reasons for my objection.

Further technical information required

Is this part of the coastal walkway plan and if so why were these proposals not part of the original consultation?

Is the traffic flow study available on 'your say page' as part of this consultation process. This is important technical information and should be made available.

A road safety and traffic accident report for The Serpentine should be provided.

A traffic impact study on traffic flow impacts on the Bilgola Bends should be provide to demonstrate the impact of the proposal.

A foot traffic study of existing and anticipated pedestrian activity along The Serpentine should be provided to demonstrate the required demand and rationale.

Provide examples of shared zones which include sole access to over 100 number of dwellings, services and facilities successfully.

Rationale for proposal

Sports cyclists and serious recreational riders will not be using this road for cycling - they will continue to be use the bends as has been communicated with Council staff as under 'bike plan'. There is no demand to use The Serpentine for recreational sports cycling.

A 50 mph speed limit on The Serpentine reduce to 10 mph is a 80% decrease. What is the rational for a 80% decrease in the permissible speed. This is excessive and far exceeds the permissible 40 km p h school zones which have a historically high accident rate, hence the requirement for 40 kph. I strongly object to the reduction in speed to 10 kph will then make my journey 5 times longer to get to my door turning a 5 minute journey into 25 minutes - not acceptable.

Shared Zones

Shared zones, according the RMS, Shared Zones fact sheet, are introduced when pedestrians are particularly vulnerable in the road environment. The speed limit in a share zone is to reflect the risk to the road users. Please can you include the road safety and traffic accident report for The



Serpentine on the 'your say' page and inform me directly by return e-mail in response to this submission.

Shared zones are typically small areas of road shared by a pedestrian and cars in a limited space - not extending the full length of a single road such as The Serpentine which is 1.6 kilometres in length. Shared zones are also areas of high pedestrian activity, normally due to their proximity to retail spaces, dense residential environments or large community facilities. The 10 kph speed limit is defined as, walking speed. The Serpentine does not meet any of these environments as no new uses have been introduced. The only proposed new use is the coastal walkway. A designated shared walkway / cycleway separate to the roadway is far safer option and would allow for much better monitoring to understand the level of ongoing use.

The proposed share zone on the Old Barrenjoey Road, as part of the Avalon Place Plan, is a logical solution to permit a shared zone to allow safe pedestrian use of the space. This is a small space with high foot traffic in a retail environment, completely the opposite of The Serpentine.

The Serpentine is the sole access road for many dwellings along The Serpentine, Bilgola Avenue and Allen Avenue. It is also the only access road to Bilgola Surf Club and beach which provide community space and require access for emergency vehicles in the event of a surf rescue requirement.

Can you please provide me with other examples of shared zones which include access to this number of dwellings, services and facilities successfully.

#### Consultation Period

The introduction of Shared Zones require extensive consultation. RMS state that, 'all shared zone proposals on existing roads must have consultation with the local community by Council to provide an opportunity for feedback prior to implementation'.

I strongly object to any trial period on this stretch of road prior to implementation. This initial consultation process is not sufficient to be considered as a true form of consultation as the trial looks set to go ahead regardless of the expressed concerns of the local residents and community. I also strongly object to any trial period given the length of the shared zone and excessive reduction in speed which makes it unfeasible as the only access road for local residents. It is even more ludicrous that the trial is proposed to commence in December. Has anybody who has supported this report sat on the bends in a car during holiday periods or during weekends?

The only proposal that should be supported is for a single chicane on the bend that runs adjacent to the Bilgola bends and services the bus stop. This part of the road needs more than a painted road and the only logical safe intervention to improve safety for pedestrians or separated walkway, as outlined above.

Your response to the above issues would be appreciated.

Regards



The Serpentine,  
Bilgola Beach



### Newport to Avalon Pedestrian and Cycle Link

My family owns ■■■ the Serpentine, and has done for the best part of ■■■ years. I know the area, and the Serpentine, very well.

My primary concerns about the proposal are:

- (a) the undue haste in dealing with the proposal;
- (b) the failure to identify a cogent reason why there needs to be any change at all to a place where the residents, road users and walkers have co-existed for years;
- (c) a proposed speed limit along the whole of the Serpentine of 10kms;
- (d) the loss of critical and heavily used parking spaces along the top Serpentine near our house;
- (e) the disregard for the interests of the Residents.

There are many lovely and safe walks in and around the Council area. They are well used and already provide amenity and enjoyment for the ratepayers and visitors. There is no need, where such alternative walks are available, for pedestrians and cyclists to be encouraged to walk along a heavily used public road, the lifeblood for residents, and which will have a substantial negative impact of their amenity. The whole of the area will become more dangerous because additional people will be encouraged into it.

If people want to walk in that area, they can walk along the beach. This causes no safety issue, and is available to all.

Alternatively, people can do the magnificent walk over the Newport headland. There is safe and easy access for this already from both sides, and from Avalon shops by walking along Old Barrenjoey Rd, and then down the existing stairs to the beach. There is a footpath along the whole of Old Barrenjoey Rd, and the area of the Serpentine which those persons would need to cross is very short, not more than about 10 metres.

That access, and that walk, caters fully for those who wish to walk In that area.

The 10kms speed limit is with all due respect ridiculous. It would require all cars at all times to move at a snails pace along the Serpentine. Those who have no choice but to use the road will have to deal with that situation potentially multiple times per day. Visitors, tradesmen, delivery vehicles and builders would be the same. It is completely unnecessary and grossly unjust to the local residents.

Similarly, the Serpentine has relatively few off St parking spaces. Those outside 28 the Serpentine and are used every day. In peak periods around Xmas and Jan they are used even more. If a planter box is put into that location, where are the residents and visitors who use those parking spots supposed to park??? Why should a planter box take priority over the interests of the local ratepayers who simply want to be able have friends and families visit, and be able to park.

My position is as follows:

- (a) that any change not occur without full and proper public consultation;
- (b) that something which is rammed through as a trial will become permanent, with no proper consideration having been made;
- (c) if anything has to be done, it should be recognised and taken into account that the Serpentine is a road which people live on and use as part of their everyday lives;
- (d) if there is to be any speed restriction, it should be not less than 40kms per hour and only on a small part or parts of the Serpentine;
- (e) that the proposed chicanes be removed as creating more problems than they solve;
- (f) that none of the heavily used parking spots be taken away outside 28 and 30 the Serpentine, and two spots be retained on each side of the road in that location.



We would support the holding of a public meeting so all of these important matters can be properly considered before such a major change is implemented, and which has such a negative impact on residents, particularly where there are better and safer alternatives which do not have this impact, and where there is no valid reason or urgency in making any alteration to the current configuration.

[REDACTED]

Bilgola Beach

[REDACTED]

2 November 2020

[REDACTED]  
[REDACTED]  
Avalon Beach 2107

To whom it may concern

I strongly object to this proposal. I feel it is totally inappropriate to completely 'steal' an existing road in order to achieve the goal of a Northern Beaches cycle/walkway. A decrease in speed limit from 50kph to 10kph is excessive and the type of speed limit you would expect in a caravan park, rather than a residential street that provides access to approximately 100 dwellings. It is too slow, even for a bike. People jog faster than this.

I believe further information is required with a longer consultation period. This surely cannot be implemented within a matter of weeks?

Has there been a foot traffic (or cycle traffic) study of existing and anticipated pedestrian activity along The Serpentine?

Can you provide examples of other shared zones which include sole access to over 100 dwellings, services and facilities? How have these been implemented? Have they been successful?

What happens when there is an accident on the bends?

What happens when there is a major building project going on? Ref the type of the chaos currently going on around 248 Whale Beach Road.

How will this impact real estate values for those who live on the street?

How will this impact emergency access to Bilgola Beach?

As a leisure cyclist (e-bike cruiser, rather than lycra clad) who rides this road (and others like it) every day, I am all for having a safer ride from Palm Beach to Manly but I believe this proposal requires a significant re-think. Please do not implement it.

For the record, I believe that the most dangerous sections of the cycle ride / walk from Avalon to Newport are:

1. Getting from the end of the pathway that leads from Surfside Avenue onto the Serpentine. Please prioritise this before a pedestrian or cyclist is killed.
2. The blind corner of the Serpentine near the Barrenjoey Road bus stop, which has been highly dangerous for many many years.

Yours sincerely

[REDACTED]

Dear Northern Beaches Council,

**RE - Section 2: The Serpentine, Bilgola Beach submitted 8 November 2020**

I wish to object to the proposed 12 month trial of a shared zone along The Serpentine, Bilgola Beach as part of the Newport to Avalon Pedestrian and Cycle Link. I only became aware of the proposed trial in a letter sent by Northern Beaches Council to residents of The Serpentine on 22 October 2020. It seems very unfair to commence a 12 month trial when the residents in the street have not been consulted about the detail of the changes to street usage and amenity which will directly impact on them.

My concerns about this trial include

- 1) **Parking** - Reduced street parking available to residents and visitors to Bilgola Beach.
- 2) **Speed Limit** - Speed limit reduction from 40 KM to 10 KM – not practical or workable.
- 3) **Consultation** - Lack of engagement and consultation with residents of The Serpentine shows a lack of transparency, courtesy and respect to ratepayers.
- 4) **Public safety** – a shared space sounds great in theory but cars, bicycles, pedestrians and dog walkers on a narrow street has inherent safety issues.
- 5) **Driveway Access** - Resident driveway access and safety will be compromised by increased volume of traffic and congestion due to 10 KM speed limit of cars, bicycles, pedestrians and dog walkers. Many residents on the low side of the Serpentine have blind driveways – cars, pedestrians, bicycles and dog walkers cannot be seen before they cross driveway.
- 6) **Garbage Collection** – Where will the large Council bins be placed for rubbish and recycling collection? Emptied Council bins will become random obstacles on the roadway/shared pedestrian cycleway another safety issue.
- 7) **Emergency Vehicle Access** – Ambulance, Police, and Fire Engines access to Bilgola Beach local area and those in a hurry to bypass a congested Barrenjoey Road to reach Newport or Avalon in an emergency.
- 8) **Enforcement** - How will speed limits be enforced?
- 9) **Events and Activities** - How will traffic for Surf Carnivals, Ocean Swims, nippers, swimming lessons, summer beach usage be managed?
- 10) **Traffic Flow** - Implications of traffic flow if The Serpentine has to become one way to accommodate Pedestrian and Cycle Link?
- 11) **Traffic Diversion** - Over the last 30 years accidents and truck jack-knifing on Bilgola Bends has seen traffic diverted along the Serpentine to Newport and Avalon. This would not be possible if one way direction or 10 KM speed limit is imposed.

I would like Northern Beaches Council to consider allowing time for proper consultation with the Bilgola Beach community and residents prior to commencing a 12 month trial so that all concerns can be addressed and considered in full.

Yours Sincerely,

██████████ The Serpentine, Bilgola Beach.

Email ██████████

[REDACTED]  
Bilgola Beach NSW 2107  
November 1, 2020

### **Streets As Shared Spaces: The Serpentine, Bilgola**

I refer to my submission on Section 2 dated October 30. Having now had the opportunity to review documents on your web site relating to Section 1 and Section 3 and having a better understanding of your overall concept between Avalon and Newport I am now submitting this amended response. Please regard it as superseding the previous one.

#### **1. Previous proposals**

What happened to the Northern Beaches Coastal Walk proposals for The Serpentine exhibited about two years ago? There has been no feedback on the outcome of Council's consideration of comments then received. In particular, what about the eminently sensible walking path along the cliff top between 52 and 28 The Serpentine? If this has been abandoned, why?

#### **2. Current proposal**

Just what is a "Shared Bicycle Zone"? I presume it is a Shared Zone under Rule 24 in the NSW Road Rules with a 10km/h speed limit requiring TfNSW approval. These zones are typically aimed at providing pedestrian priority in comparatively highly pedestrianised environments. The visible presence of pedestrians in reasonably significant numbers helps make such zones self-enforcing with regard to their 10km/h speed limit.

This is not the case in The Serpentine. Even with a doubling of "active travel trips" as sought by Council, The Serpentine is hardly likely to become even a moderately pedestrianised environment. It more likely remain a comparatively sleepy, 1.6 km-long, residential street with a few walkers. In the absence during the trial of distinctive paving or pavement narrowing, and notwithstanding the occasional flower box chicane, most of it will still look fairly much like any other street in the Bilgola area. The 10km/h speed limit will then most likely be largely ignored with traffic operating at more like the existing 40km/h speed limit, thus bringing the whole shared zone notion into disrepute. And can you really imagine recreational cyclists limiting themselves to 10km/h, especially on the downhill sections? Have a look sometime at cyclist behaviour on the shared path around the Narrabeen Lagoon. Without active speed enforcement The Serpentine will more likely become a cycle speedway.

I appreciate that a 12-month trial is proposed, presumably in part to assess responses to the speed limit, but frankly the absence distinctive paving throughout the full 1.6km length of The Serpentine or something else (other than the occasional flower box chicane and handful of signs) to highlight the road's Shared Zone function, the 10km/h speed limit is doomed to failure.

At a more detailed level, marked bicycle lanes on the uphill sections of The Serpentine seems incompatible with the concept of a Shared Zone; it is either fully shared or it is not. A marked lane sends a signal contrary to the notion of sharing.



The proposed flower box chicanes may present difficulties to buses and other large vehicles when they have occasion to use The Serpentine (see comment on The Serpentine as a detour route below).

Speed humps are more likely to regulate the speed of cyclists. Are the existing ones to be retained?

As for the "Feature Pavement Artwork", I do wonder how long it will last with the wear and tear of traffic.

### **3. Parking**

No mention is made of parking arrangements during the trial. The TMP appended to the agenda of your October 6 Traffic Committee agenda suggests that ultimately the pavement will be narrowed and marked bays provided. Section 2.4 of the TMP discusses parking impact and tends to dismiss the idea that loss of some parking will cause a problem because "all dwellings possess driveways that allow residents to park on their own property". This sells short the extent of visitor parking and tradesmen's parking needs.

### **4. The Serpentine as a detour route**

When Barrenjoey Road is closed on the Bilgola Bends due to accident or roadworks (not uncommon events), The Serpentine functions as the detour route. This is incompatible with it also functioning as a Shared Zone. Have TfNSW and Northern Beaches Buses (and Police and emergency services) been consulted on this aspect and its design details, both during the trial and (if the full proposal proceeds) beyond?

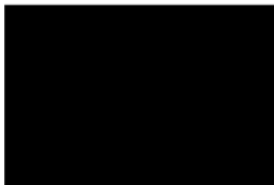
### **5. Trial**

The proposal is for a 12-month trial. How will the success of a "trial" be judged? What are the evaluation criteria? Presumably you have undertaken, or will undertake before construction, the necessary "before" surveys of traffic, cyclist and pedestrian numbers and, importantly, speeds with which to compare "after" numbers. For the sake of transparency you should place this information in the community arena. I do trust the "trial" nature of the Section 2 proposal, if it proceeds, is not just tokenism.

It is a pity that the full picture as detailed in the TMP appended to the agenda for your October 6 Traffic Committee meeting has not been placed before the residents. This would give more detail on what is proposed beyond the trial (the parking bay arrangements for instance). We should know where a trial is ultimately headed before committing to (or opposing) it. We should not be treated as mushrooms with oversimplified and scant information. Even now having the fuller background from the agenda papers, the proposal, even on a trial basis, is to me a flawed one. It also seems to be being pushed along with indecent haste.

I am opposed to the proposal as presented. Please reconsider.

Yours sincerely





cc

Rob Stokes [pittwater@parliament.nsw.gov.au](mailto:pittwater@parliament.nsw.gov.au)

Michael Regan [Michael.Regan@northernbeaches.nsw.gov.au](mailto:Michael.Regan@northernbeaches.nsw.gov.au)

Kylie Ferguson [Kylie.Ferguson@northernbeaches.nsw.gov.au](mailto:Kylie.Ferguson@northernbeaches.nsw.gov.au)

Alex McTaggart [Alex.McTaggart@northernbeaches.nsw.gov.au](mailto:Alex.McTaggart@northernbeaches.nsw.gov.au)

Ian White [ian.White@northernbeaches.nsw.gov.au](mailto:ian.White@northernbeaches.nsw.gov.au)

Raymond Tran [Raymond.TRAN@transport.nsw.gov.au](mailto:Raymond.TRAN@transport.nsw.gov.au)



**From:** [Alex McTaggart](#)  
**To:** [REDACTED]  
**Subject:** Re: Email from Dianne Ogg - The Serpentine, Bilgola Beach  
**Date:** Thursday, 12 November 2020 10:14:23 AM  
**Attachments:** [image001.png](#)

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Thanks

Submission noted We are waiting for exhibition period to finish to a make an assessment.  
A

Sent from my iPad

[REDACTED]

Dear Councillors

Please find below an email addressed to you from Dianne Ogg in relation to The Serpentine, Bilgola Beach for your consideration.

Kind regards

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, 11 November 2020 9:28 AM  
**To:** Council Mailbox <[council@northernbeaches.nsw.gov.au](mailto:council@northernbeaches.nsw.gov.au)>  
**Subject:** Re: The Serpentine Bilgola Beach

Attention; Ian White Alex McTaggart Kylie Ferguson

Having lived on The Serpentine for nearly 40 years, we can appreciate the dangers and difficulties for cars, trucks, bikes and pedestrians negotiating this narrow, busy, winding road.  
The Serpentine is narrow enough without reducing width, and

introducing confusion with more speed bumps and street furniture.

**EXITS** Exiting from driveways is already hazardous due to poor visibility caused by curves, blind corners and parked cars.

**SPEED LIMIT** While enforcement of 40kmh speed limit would be worth doing, 10kmh is ludicrous. Even Manly has 30kmh.

**SPEED BUMPS** Determined tradies and those racing traffic on the alternative Barrenjoey Rd., are not slowed down by speed bumps. The resultant bumps and clatter from tools is very annoying. McCarr's Creek Rd. has been converted from an enjoyable, relaxing drive through local rainforest to a nightmare ride over juddering bumps.

**CHICANES** Irregular parking throughout the Serpentine provides us with many chicanes-no need to spend money creating more.

**EMERGENCIES** Emergency vehicles, garbage trucks and builders will have problems negotiating a roadway narrower than the present width.

Speedy exit in case of fire would be impossible.

**PARKING** It is always a problem parking on The Serpentine and is much worse on beach days. We cannot afford to lose parking spaces to street furniture.

**SOUTHERN ENTRY** Entry to The Serpentine from Newport is hazardous at any time. Bikes queuing to cross Barrenjoey Rd would be in a perilous position on this blind exposed corner.

**PEDESTRIANS** Walkers, often in numbers with pets and ear plugs, are lulled into a false sense of security thinking this road is a safe walking track. Speed limits and speed bumps are just a challenge to some drivers.

[REDACTED]  
[REDACTED]



10 November 2020 10:15:22 PM  
Attachments: [image001.png](#)

Hi Linda,

I take it from your message below that there will not be any debate on this matter and I assume that it's item 2 on "Your Say" relating to the OUTRAGEOUS proposal for the Serpentine.

My definition of consultation is to not just put in Submissions but to gather together and have some serious discussions.

Clearly from what I have seen and heard from other RATEPAYERS this proposal has no support whatsoever.

So how can NBC just blithely look at the Submissions, then just do as they want?

I was told by an NBC employee that there would be face to face consultation on this proposal, but your message doesn't seem to portray that sentiment.

I invite you and the Councillors to drive down the Serpentine at 10 KPH and then rethink this ludicrous proposal.

Have the designers of this proposal actually visited the Serpentine?

Have they driven down it at 10 KPH?

Has NBC considered how they will censure any speeding cyclists, who don't have registration identity numbers?

If any cyclists actually use this route you can rest assure that on the downhill they won't be travelling at 10 KPH.

I look forward to a response.

Regards,

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**From:** Linda Batchelor <Linda.Batchelor@northernbeaches.nsw.gov.au>

**Sent:** Tuesday, 10 November 2020 5:26 PM

**To:** [REDACTED]

[REDACTED] as shared spaces - The Serpentine

Dear [REDACTED]

Thank you for your submission.

Your valued feedback will help guide Council in reaching the best possible design outcome for this project.

This submission has now been saved with others we've received so far. Once the consultation has closed, all collated submission will be considered as part of the consultation review process.

To learn more about this project visit the Connecting Northern Beaches project page <https://yoursay.northernbeaches.nsw.gov.au/ConnectingNorthernBeaches>

If you have any further questions, please contact Jennifer Moody, Community Liaison 1300 434 434.

**Linda Batchelor**  
Senior Administration Officer

Capital Projects

t 02 8495 6452

[linda.batchelor@northernbeaches.nsw.gov.au](mailto:linda.batchelor@northernbeaches.nsw.gov.au)

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Northern Beaches Council

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**COASTAL WALK AND CYCLEWAY FROM NEWPORT TO AVALON –  
ALTERNATIVE to the NORTHERN BEACHES COUNCIL’s proposed  
Serpentine “Shared Streets” Tactical Urbanism.**

**The Tactical Urbanism Solution “exposes the limited capacity” of  
the STATE ROAD,**

**So instead an “alternative solution” to Barrenjoey Road is “needed  
that preserves the capacity of the existing RMS road as “SAFE BIKE  
PATH and Walkway”, so the “ALTERNATIVE TUNNEL SOLUTION” can  
preserve the “GREEN INFRASTRUCTURE”.**

**The “Road-widening Solution used for Warringah Road Frenchs  
Forest” would cause too much vegetation destruction, and has  
caused a proposed 6 lane State Road to be abandoned in 1960’s  
era.**

**So the “alternative” is to LOOK FOR “cost savings” in the proposed  
“Beaches Tunnel” project ?**

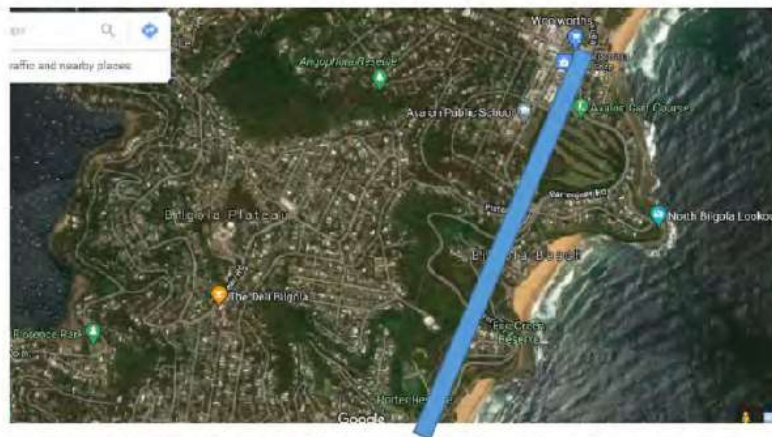
**The ALTERNATIVE “Shared Streets” or Coastal Bike Path and  
Walkway is “In -Confidence” or “Commercial-in-Confidence”.**

**The TUNNEL could provide a KEY PART of a RAIL LINE to AVALON  
from Manly or North Sydney area and thus link to the METRO RAIL  
project Victoria Station. It can also improve the “reliability” of a B-  
line Bus from Sydney CBD to Avalon area.**

**The “iconic trailway” from NEWPORT to AVALON could “CONCEPTUALLY” use the Barrenjoey Road  
Corridor including the Barrenjoey Corridor adjacent to Avalon Golf Course**

The existing houses east of Road can be provided with a Single Lane (or perhaps 2 lanes on same direction )

This "Creates" an 2 to 3 lane width for walkers and e cyclists and Stakeboarder from Avalon to South Newport.



THE "GREY INFRASTRUCTURE SOLUTION" is to use a TUNNEL from Avalon to Newport as a Northern Beaches adaption of the proposed 4.5 km long TUNNEL for Blackheath, Blue Mountains.

This can be "added" to a "revised Beaches Tunnel" and "Lock-in lower interest rates due to the RBA dropping rates to under 1% PA ( 0-1% P.A.

A "compromise Construction" can be "designed" and still provide a 7 m wide to 10m wide each way walkway / Cycleway.

Within the Barrenjoey Road Corridor ( plus a STATE ROAD of 3 or 4 lanes wide ),

( but a STRAIGHT TUNNEL seems to provide a FASTER TRAVEL TIME from AVALON TO NEWPORT )



This is Centennial Park's slow car lane and walking path and HORSE TRAIL and the cycle path is 2 cycles wide.





Centennial Park



Centennial Park bicycle Trail traditionally has a lot of early morning fit riders, plus Daytime Horseriding Practice rides.



*The Bay Run around Iron Cove in Inner West adjacent to CALLAN PARK has a walking and cycle track.*

*That has space for two bike lanes and walking space for two or 3 people abreast.*

*In Centennial Park they also have space for Horse Riding, + various sports fields and watching ducks in the pond.*

#### SO WHAT CAN BE PROVIDED IN THE NORTHERN BEACHES ?

1. 1 CAR LANE in the SERPENTINE down to BILGOLA BEACH ?
2. Or 2 bike lanes each way + 2 walking + dogs on leash each way ( as HAPPENS within the INNER WEST CALLAN PARK )
3. All of 2 plus options for "horse trail?". ? or E-cargo bike trail?
4. The BILGOLA VALLEY is a natural amphitheatre
5. So to reduce the CAR NOISE an "GREEN INFRASTRUCTURE" solution to reduce the vehicle Noise could be to provide a "BARRIER for the VEHICLES" as is done along the "Freeway" at Wollomoollo.
6. Or perhaps a "TUNNEL" ? as is now proposed for BLACKHEATH, Blue Mountains, by NSW Govt.
7. Or perhaps adapting the GLEBE LIGHT RAIL TUNNEL ?
8. The TUNNEL could allow a LIGHT RAIL or ELECTRIC BUS to extend to AVALON or North Avalon.
9. Can this TUNNEL cast be "INCLUDED " within a revised "BEACHES TUNNEL" project that extends just to Warringah Freeway / Gore Hill to Lane Cove Tunnel ?
10. IF THE TUNNEL OPTION is rejected a 2 level BARRENJOEY ROAD can be designed in "detail" that creates a "QUIET VALLEY".

#### 11. So imagine building a large WALKWAY from NEWPORT to AVALON ?



##### A Fresco Start 115 km Tour

Starting from Sarria, you will cover the last 115 km of the Camino on foot, which will allow you to request the Compostela certificate in Santiago. Sarria is a market town that has all the conveniences for you to begin your journey!



This level of "Bike Path" could be more easily created if using the BARRENJOEY ROAD CORRIDOR is used for "GREEN INFRASTRUCTURE".

So can STATE ROADS provide FUNDING to provide the "GREEN INFRASTRUCTURE" ??



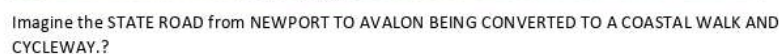
#### A Fresco Start 200 km Tour

For the more hearty souls, the A Fresco Start 200 km walk begins from the Knights Templar town of Ponferrada. The castle was donated to the city by Fernando the Second of Spain in the 12th century to protect pilgrims on their way to Santiago de Compostela.



Example of Country Walking Trail in Spain with loose stacked walls.

Commented [u1]:







Imagine -STATE ROAD – Barrenjoey road – Converted to Coastal walk and cycleway North of Newport Shops

But with the STATE ROAD “function provided with a TUNNEL from NEWPORT to AVALON ( or equivalent

STATE ROAD upgrade capacity ).



Imagine -STATE ROAD- Barrenjoey Road converted to permanent Coastal walk and cycleway.



Imagine ONE LANE FOR CARS + 8m width for Coastal walk and Cycleway by "widening the ROAD into the GOLF COURSE "ROUGH LANDS".



E

Imagine ONE LANE FOR CARS + 8 m width for coastal walk and cycleway "widening into the Golf Course "Rough Lands".





AVALON BEACH.



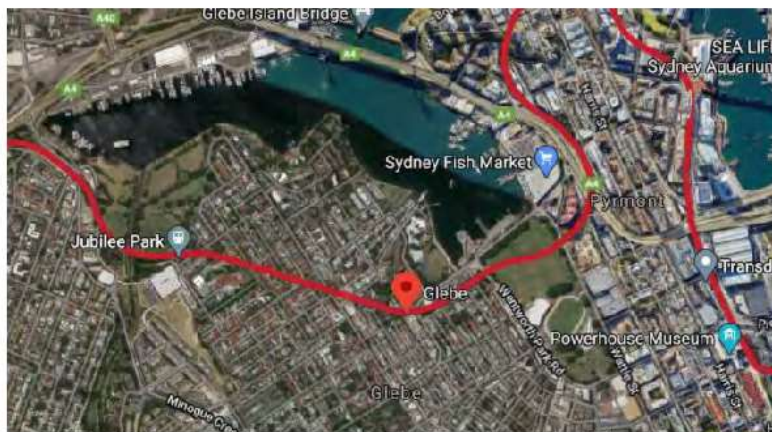
To HAVE a LARGE CROWD of up to 500,000 over 3 weeks requires a "CAR-FREE Public Space" (LIKE THE BOND BEACH TO BRONTE COASTAL WALK). (So this is the density of walkers along the Sculpture by the Sea coastal walk in pre-COVID 19 era).

The Transport Report by ARCADIA says it is trying to "eliminate a Rat Run" thru The Serpentine via Bilgola Beach that is used to evade the STATE ROAD, Barrenjoey Road a SINGLE LANE EACH WAY verse the 3 Lanes Each Way South of NEWPORT.

IN GLEBE THERE IS AN 800 M LONG TUNNEL BETWEEN WENTWORTH PARK AND JUBILEE PARK.

IT'S A HERITAGE LISTED RAIL TUNNEL BUILT IN 1922.

COULD A TUNNEL BE BUILT FROM NEWPORT TO AVALON TO CATER FOR IMPROVED CAR AND PUBLIC TRANSPORT ( PLUS PRESERVE A WIDE LEVEL CYCLING AND WALKING TRAIL THRU BILGOLA VALLEY ? ??



[Pyrmont and Glebe Railway Tunnels - Wikipedia](https://en.wikipedia.org/wiki/Pyrmont_and_Glebe_Railway_Tunnels)

[https://en.wikipedia.org/wiki/Pyrmont\\_and\\_Glebe\\_Railway\\_Tunnels](https://en.wikipedia.org/wiki/Pyrmont_and_Glebe_Railway_Tunnels)



The Glebe railway tunnel runs approximately 800 metres (2,600 ft) from Lower Avon Street, Glebe (adjacent to the metro light rail Glebe stop) to Jubilee Park. Tunnel openings at the east and west end are built of brick in an English bond pattern, with the arch formed by bricks laid in soldier course, and featuring a sandstone keystone.

- Location: Metropolitan goods railway, Pymont, City of ...
- Official name: Pymont and Glebe Railway Tunnels; Metro Light Rail
- Owner: RailCorp
- Opened: 1922

**THE NORTHERN BEACHES BIKE PLAN – SAFE REGIONAL BIKE PATH – Regional Routes include the below route.**

<b>R16</b>	Mona Vale Strategic Centre	Avalon Local Centre	Route largely follows the most direct and least undulating path of Barrerjoey Road. Diverting briefly at Newport Local Centre due to lack of road corridor space and Bilgola Bends	High quality off road facility to be provided along Barrerjoey Road  Facility should be prioritised across side streets and driveways to create efficient route	Mona Vale Strategic Centre Mona Vale Employment Area Newport Local Centre Newport Beach Bilgola Beach Avalon Beach Avalon Local Centre
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**But the ROUTE provides a "NARROW BIKE PATH" which does not "match" the image of 4 cyclists riding on a regional road of Northern Beaches in the Bike Plan.**

<b>R13</b>	Frenchs Forest Strategic Centre	Mona Vale Strategic Centre	Route follows direct main road corridors of Wakehurst Parkway and Pittwater Road	Works would form part of RMS Wakehurst Parkway upgrade	Frenchs Forest Strategic Centre Northern Beaches Hospital Sydney Academy of Sport North Narrabeen High School Warriewood B-Line Warriewood Shopping Centre Mona Vale Hospital Mona Vale Strategic Centre
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**So this is "Consistent" to having a RMS upgrade of Bilgola Valley Corridor to provide a "SAFE AND SEPARATED" Bike Path thru Bilgola Valley.**

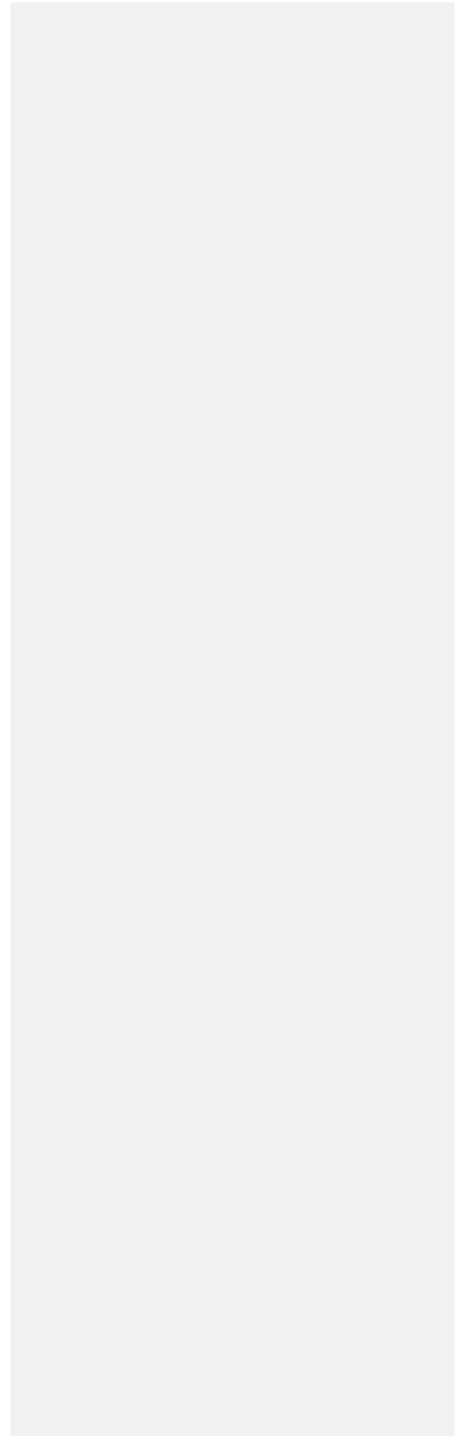
#### Safe Cycling Network – Regional Routes

No.	From	To	Description	Comments	Major Trip Attractors
R15	Dee Why Strategic Centre	Mona Vale Strategic Centre	Route follows Pittwater Road before following the coastal route at Ocean Street Narrabeen through to Mona Vale Beach	<p>High quality off road facility to be provided along Pittwater Road</p> <p>On road treatments along Ocean Street Narrabeen are not suitable for safe cycling network infrastructure</p> <p>Facility should be prioritised across side streets and driveways to create efficient route</p>	<p>Dee Why Strategic Centre</p> <p>Long Reef Beach</p> <p>Collaroy Beach</p> <p>Collaroy Village</p> <p>Narrabeen Beach</p> <p>North Narrabeen Beach</p> <p>Turrimetta Beach</p> <p>Warriewood Beach</p> <p>Warriewood Beach local shops</p> <p>Mona Vale Hospital</p> <p>Mona Vale Beach</p> <p>Mona Vale Employment Area</p> <p>Mona Vale Strategic Centre</p>

Direction	Goal	Action	How will we achieve this?	Responsible Business Unit
2. Improve and maintain the Road Cycling Network	2.1 Improve the Road Cycling Network	A13 Seek NSW Government funding for Road Cycling Network projects	Prioritise projects and funding applications and project manage the delivery of these works	Transport Network
		A14 Identify road re-sheeting works where line marking can be improved for cycling safety	Review projects in delivery schedule and provide line marking improvements	Transport Network Transport & Civil Infrastructure - Assets
		A15 New infrastructure in release areas to include best practice design methodology and be delivered to ensure best practice delivery – this would include Frenchs Forest, Brookvale/Dee Why and any future development in Ingleside, but could also include larger precinct works across the Northern Beaches	Review proposed plans and condition to achieve the best practice outcomes	Strategic and Place Planning Transport Network Development Engineering
		A16 Review existing Road Cycling Network and identify road projects where improvements can be made for cycling safety	Review projects in delivery schedule and provide design improvements	Transport Network Transport & Civil Infrastructure - Assets
		A17 Progressively provide stencilling and awareness signage to Council's Road Cycling Network	Identify locations and prioritise works. Complete works as funding is allocated	Transport Network Transport & Civil Infrastructure - Assets
		A18 All traffic committee reports to include consideration of bicycle riders and cycling network along with other vulnerable road users within report and actions to mitigate any adverse impacts	Ensure consideration is given to impact on bicycle riders and pedestrians when producing traffic committee reports	Transport Network
		A19 Cycling representative to be maintained on the Northern Beaches Traffic Committee	Ensure a suitable and qualified cycling representative is maintained on the Northern Beaches Traffic Committee	Transport Network
		A20 Encourage RMS to provide cycling provision on RMS roads identified on the Road Cycling Network	Work with RMS to provide cycling provision	Transport Network
	2.2 Maintain the existing	A21 Maintain road infrastructure to provide a safe cycling environment	Continually improve Council's asset management program	Transport Network Construction & Maintenance

n-be...pdf ...

*THE ALTERNATIVE FOR BILGOLA VALLEY seeks a "BEST PRACTICE OUTCOME" for the Bike Path using a significant RMS and Transport for NSW Upgrade for Car Lanes and Public Transport.*



**From:** [YourSay at Northern Beaches](#)  
**To:** [Information Mgmt Duty Officer Mailbox](#)  
**Subject:** FW: Bilgola -Serpentine Shared Streets -Alternative with improved State Road.  
**Date:** Monday, 9 November 2020 11:20:39 AM  
**Attachments:** [GOOD-BARRENOEY 2020-EEE.pdf](#)  
[image002.png](#)

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Hi records team,  
Could you please trim this submission for Streets as Shared Spaces, Bilgola and forward to the project manager for their records.

Customer: [REDACTED]

With thanks

**Lisa Trewin**

Community Engagement Officer

Community Engagement

t 02 8495 6246 m 0435 965 687

[lisa.trewin@northernbeaches.nsw.gov.au](mailto:lisa.trewin@northernbeaches.nsw.gov.au)

[northernbeaches.nsw.gov.au](http://northernbeaches.nsw.gov.au)



**From:** [REDACTED]

**Sent:** Monday, 9 November 2020 3:45 PM

**To:** YourSay at Northern Beaches <[YourSay@northernbeaches.nsw.gov.au](mailto:YourSay@northernbeaches.nsw.gov.au)>

**Subject:** Bilgola -Serpentine Shared Streets -Alternative with improved State Road.

Almost \$1 million has been allocated to improving public areas into user-friendly, safe spaces in a number of key areas of Northern Beaches Council, while still supporting social distancing requirements of COVID-19.

Council was awarded \$975,000 in one-off grant funding from the State Government's \$15 million Streets as Shared Spaces program, which aims to support social distancing during COVID-19, promote the health of local economies and increase greener public spaces.

\$875, 000 will go to improve connections around the Manly town centre and Bilgola, while the remaining \$100,000 will go to enhancing public space and movement in Tania Park, Dee Why, Mona Vale and Newport.

Council will consult further with the community prior to embarking on any work on these projects.

The "estimated cost in Manly seems "too High" for a simple length of Roadway using a "Tactical Urbanism" temporary construction solution.

The Road Lane Solutions in Glebe are "simple" unlike the bike path construction in Surry Hills.



The associated "Landscape Work" within the TRACT consultants should not be done, as the Serpentine Road Bilgola is proposed as a "temporary road project" .

So if that is done, the "alternative" that includes "improving the capacity of the STATE ROAD takes time to 'assess construction" but there is recent underground tunnel projects for both Rail and road use.

**From:** [Michael Regan](#)  
**To:** [Nicki Adams](#)  
**Subject:** FW: The Serpentine, bilgola beach streets-shared spaces-Serpentine  
**Date:** Friday, 6 November 2020 8:42:50 AM

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Michael Regan  
Mayor

Office of the Mayor  
t 02 8495 6459  
[michael.regan@northernbeaches.nsw.gov.au](mailto:michael.regan@northernbeaches.nsw.gov.au)  
[northernbeaches.nsw.gov.au](http://northernbeaches.nsw.gov.au)

Council is responding to the evolving COVID-19 situation by taking measured precautions to keep our staff and community safe.

Visit our website for updates and receive my weekly message by clicking subscribe.

You can keep up to date with Council's news by following us on social media.

-----Original Message-----

**From:** [REDACTED]  
**Sent:** Thursday, 5 November 2020 9:02 PM  
**To:** [pittwater@parliament.nsw.gov.au](mailto:pittwater@parliament.nsw.gov.au)  
**Subject:** FW: The Serpentine, bilgola beach streets-shared spaces-Serpentine

To whom it may concern

I strongly object to the above proposal which requires further technical information to be communicated to the community, a full consultation period to determine whether it is appropriate undertake a trial period for a limited period of time and significant amendments to the proposal to address the objectives of providing a coastal path and not introduce a 'Shared Zone' along a roadway used primarily as the sole access to homes, community facilities and businesses.

Being a resident for over 23 years at number [REDACTED] The Serpentine, Bilgola Beach and with double yellow lines out the front of the property this proposal gives minimal parking for the residents and my property. This along with the reduction of speed to 10 kph, the introduction of a shared space for The Serpentine are strong reasons for my objection.

Further technical information required

Is this part of the coastal walkway plan and if so why were these proposals not part of the original consultation?

Is the traffic flow study available on 'your say page' as part of this consultation process. This is important technical information and should be made available.

A road safety and traffic accident report for The Serpentine should be provided.

A traffic impact study on traffic flow impacts on the Bilgola Bends should be provide to demonstrate the impact of the proposal.

A foot traffic study of existing and anticipated pedestrian activity along The Serpentine should be provided to demonstrate the required demand and rationale.

Provide examples of shared zones which include sole access to over 100 number of dwellings, services and facilities successfully.

#### Rationale for proposal

Sports cyclists and serious recreational riders will not be using this road for cycling - they will continue to be use the bends as has been communicated with Council staff as under 'bike plan'. There is no demand to use The Serpentine for recreational sports cycling.

A 50 mph speed limit on The Serpentine reduce to 10 mph is a 80% decrease. What is the rational for a 80% decrease in the permissible speed. This is excessive and far exceeds the permissible 40 km p h school zones which have a historically high accident rate, hence the requirement for 40 kph. I strongly object to the reduction in speed to 10 kph will then make my journey 5 times longer to get to my door turning a 5 minute journey into 25 minutes - not acceptable.

#### Shared Zones

Shared zones, according the RMS, Shared Zones fact sheet, are introduced when pedestrians are particularly vulnerable in the road environment. The speed limit in a share zone is to reflect the risk to the road users. Please can you include the road safety and traffic accident report for The Serpentine on the 'your say' page and inform me directly by return e-mail in response to this submission.

Shared zones are typically small areas of road shared by a pedestrian and cars in a limited space - not extending the full length of a single road such as The Serpentine which is 1.6 kilometres in length. Shared zones are also areas of high pedestrian activity, normally due to their proximity to retail spaces, dense residential environments or large community facilities. The 10 kph speed limit is defined as, walking speed. The Serpentine does not meet any of these environments as no new uses have been introduced. The only proposed new use is the coastal walkway. A designated shared walkway / cycleway separate to the roadway is far safer option and would allow for much better monitoring to understand the level of ongoing use.

The proposed share zone on the Old Barrenjoey Road, as part of the Avalon Place Plan, is a logical solution to permit a shared zone to allow safe pedestrian use of the space. This is a small space with high foot traffic in a retail environment, completely the opposite of The Serpentine.

The Serpentine is the sole access road for many dwellings along The Serpentine, Bilgola Avenue and Allen Avenue. It is also the only access road to Bilgola Surf Club and beach which provide community space and require access for emergency vehicles in the event of a surf rescue requirement.

Can you please provide me with other examples of shared zones which include access to this number of dwellings, services and facilities successfully.

#### Consultation Period

The introduction of Shared Zones require extensive consultation. RMS state that, 'all shared zone proposals on existing roads must have consultation with the local community by Council to provide an opportunity for feedback prior to implementation'.

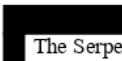
I strongly object to any trial period on this stretch of road prior to implementation. This initial consultation process is not sufficient to be considered as a true form of consultation as the trial looks set to go ahead regardless of the expressed concerns of the local residents and community. I also strongly object to any trial period given the length of the shared zone and excessive reduction in speed which makes it unfeasible as the only access road for local residents. It is even more ludicrous that the trial is proposed to commence in December. Has anybody who has supported this report sat on the bends in a car during holiday periods or during weekends?

The only proposal that should be supported is for a single chicane on the bend that runs adjacent to the Bilgola

bends and services the bus stop. This part of the road needs more than a painted road and the only logical safe intervention to improve safety for pedestrians or separated walkway, as outlined above.

Your response to the above issues would be appreciated.

Regards

  
The Serpentine,  
Bilgola Beach



**From:** [Phillip Devon](#)  
**To:** [Michelle Carter](#)  
**Subject:** FW: Proposed Newport to Bilgola Pedestrian and Cycleway  
**Date:** Friday, 6 November 2020 1:16:29 PM  
**Attachments:** [image002.png](#)

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FYI – and can you get Engagement to dump the latest from the your say for both so I can review for the briefing over the weekend.

**Phillip Devon**  
Acting Executive Manager Transport & Civil Infrastructure

Transport & Civil Infrastructure  
t 02 8495 6808 m 0466 136 560  
[phillip.devon@northernbeaches.nsw.gov.au](mailto:phillip.devon@northernbeaches.nsw.gov.au)  
[northernbeaches.nsw.gov.au](http://northernbeaches.nsw.gov.au)



---

**From:** Kylie Ferguson <[kylie.ferguson@northernbeaches.nsw.gov.au](mailto:kylie.ferguson@northernbeaches.nsw.gov.au)>  
**Sent:** Friday, 6 November 2020 11:25 AM  
**To:** [REDACTED]  
**Subject:** Re: Proposed Newport to Bilgola Pedestrian and Cycleway

Hi [REDACTED]

Thank you for your email.

Noted.

Kylie

**Kylie Ferguson**  
Councillor - Pittwater Ward  
0481 000 170  
Post: [725 Pittwater Rd, Dee Why 2099](#).  
Twitter: @KylieAFerguson  
Facebook: Councillor Kylie Ferguson

On 6 Nov 2020, at 11:22 am, [REDACTED] wrote:

[REDACTED] The Serpentine Bilgola

We wish to support the submissions made by other residents of the Serpentine and in particular our neighbour Mr Crenigan at number [REDACTED] the Serpentine. We also support the comments of Norm and Pam Nolan at number [REDACTED] the Serpentine.

We have additional concerns at number [REDACTED] due to an extremely steep driveway access which our vehicles (which are non-four-wheel-drive vehicles) cannot use with the result that we and our visitors are dependent on on street parking. At peak times in particular it will be almost impossible for us to park anywhere near our property and this Proposal if implemented will cause substantial inconvenience, particularly in the summer months.

The speed limit proposed of 10 km/h is unworkable and we would recommend something more practical at say 25 to 30 km/h limit with a 10 Kph only at the corner near Barrenjoey Rd (roundabout).

We agree with our neighbours that a cycleway is extremely dangerous to cyclists and of particular concern to residents who face the daily challenge of accessing and exiting their properties with existing traffic (particularly traffic that uses this as a rat run) let alone new cyclists. There is no doubt that a cycle way presents a new and highly risky challenge to occupiers in particular and Council is no doubt aware of its own liability in the event of serious injuries resulting from the introduction of an inherently unsafe cycle way. Our observation is that we have seen very few cyclists use the Serpentine, ie in the order of 1 per month! We see no existing material interest in this being accessed by cyclists which is no doubt due to their appreciation of inherent risks which simply cannot be eliminated in this street by street markings/painting and signs.

In our submission the street could be made safer for walkers by

A 25 Kph speed limit

Protected resident/owner parking (after all the owners are the ratepayers)

10 Kph speed limit only at the corner near Barrenjoey Road with appropriate warning sign

No cyclists

Improvement and maintenance of existing footpaths where possible and signage to ensure vehicular traffic shares the road with walkers

These are relatively modest steps which achieve better and safer access for walkers/runners without creating a highly dangerous and impractical outcome.

[REDACTED]  
[REDACTED] The Serpentine, Bilgola

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([www.blackberry.com](http://www.blackberry.com))

\*\*\*\*\*

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\*\*\*\*\*

**From:** [Michael Regan](#)  
**To:** [Nicki Adams](#)  
**Subject:** FW: THE SERPENTINE  
**Date:** Wednesday, 4 November 2020 5:04:53 PM  
**Attachments:** [image001.jpg](#)  
[image002.png](#)  
[image003.jpg](#)  
[image004.jpg](#)  
[image005.jpg](#)

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**Michael Regan**

Mayor

Office of the Mayor

t 02 8495 6459

[michael.regan@northernbeaches.nsw.gov.au](mailto:michael.regan@northernbeaches.nsw.gov.au)[northernbeaches.nsw.gov.au](http://northernbeaches.nsw.gov.au)

Council is responding to the evolving COVID-19 situation by taking measured precautions to keep our staff and community safe.

Visit our [website](#) for updates and receive my weekly message by clicking [subscribe](#).

You can keep up to date with Council's news by following us on social media.



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**From:** [REDACTED]**Sent:** Wednesday, 4 November 2020 4:35 PM

**To:** Sue Heins <[Sue.Heins@northernbeaches.nsw.gov.au](mailto:Sue.Heins@northernbeaches.nsw.gov.au)>; David Walton <[David.Walton@northernbeaches.nsw.gov.au](mailto:David.Walton@northernbeaches.nsw.gov.au)>; Natalie Warren <[Natalie.Warren@northernbeaches.nsw.gov.au](mailto:Natalie.Warren@northernbeaches.nsw.gov.au)>; Roslyn Harrison <[Roslyn.Harrison@northernbeaches.nsw.gov.au](mailto:Roslyn.Harrison@northernbeaches.nsw.gov.au)>; Penny Philpott <[Penny.Philpott@northernbeaches.nsw.gov.au](mailto:Penny.Philpott@northernbeaches.nsw.gov.au)>; Stuart Sprott <[Stuart.Sprott@northernbeaches.nsw.gov.au](mailto:Stuart.Sprott@northernbeaches.nsw.gov.au)>; Candy Bingham <[Candy.Bingham@northernbeaches.nsw.gov.au](mailto:Candy.Bingham@northernbeaches.nsw.gov.au)>; Pat Daley <[Pat.Daley@northernbeaches.nsw.gov.au](mailto:Pat.Daley@northernbeaches.nsw.gov.au)>; Sarah Grattan <[Sarah.Grattan@northernbeaches.nsw.gov.au](mailto:Sarah.Grattan@northernbeaches.nsw.gov.au)>; Rory Amon <[Rory.Amon@northernbeaches.nsw.gov.au](mailto:Rory.Amon@northernbeaches.nsw.gov.au)>; Vincent De Luca OAM <[Vincent.DeLuca@northernbeaches.nsw.gov.au](mailto:Vincent.DeLuca@northernbeaches.nsw.gov.au)>; Kylie Ferguson <[kylie.ferguson@northernbeaches.nsw.gov.au](mailto:kylie.ferguson@northernbeaches.nsw.gov.au)>; Alex Mctaggart <[alex.mctaggart@northernbeaches.nsw.gov.au](mailto:alex.mctaggart@northernbeaches.nsw.gov.au)>; Ian White <[Ian.White@northernbeaches.nsw.gov.au](mailto:Ian.White@northernbeaches.nsw.gov.au)>; Michael Regan <[Michael.Regan@northernbeaches.nsw.gov.au](mailto:Michael.Regan@northernbeaches.nsw.gov.au)>; Annie Laing <[Annie.Laing@northernbeaches.nsw.gov.au](mailto:Annie.Laing@northernbeaches.nsw.gov.au)>; 'pittwater@parliament.nsw.gov.au' <[pittwater@parliament.nsw.gov.au](mailto:pittwater@parliament.nsw.gov.au)>; Linda Batchelor <[Linda.Batchelor@northernbeaches.nsw.gov.au](mailto:Linda.Batchelor@northernbeaches.nsw.gov.au)>; Ray Brownlee <[Ray.Brownlee@northernbeaches.nsw.gov.au](mailto:Ray.Brownlee@northernbeaches.nsw.gov.au)>; Eva Havenstein <[Eva.Havenstein@northernbeaches.nsw.gov.au](mailto:Eva.Havenstein@northernbeaches.nsw.gov.au)>; Phillip Devon <[Phillip.Devon@northernbeaches.nsw.gov.au](mailto:Phillip.Devon@northernbeaches.nsw.gov.au)>

**Subject:** RE: THE SERPENTINE

With reference to correspondence received from Council 26<sup>th</sup> October, 2020 stating community engagement submissions close Sunday 8<sup>th</sup> November, 2020

We have owned our property at 53 The Serpentine for the past 12 years which is directly across from the Outlook parking area, we look north, east & south and over the years we have lived



there have noticed how much more congested The Serpentine has become.

To make changes to being a Shared Zone with a speed limit of 10 KPM is madness and will make The Serpentine impossible for residents.

The Serpentine is hardly used by cyclists now, however occasionally early on weekends they can be a group of professional cyclists that cycle from North to South (never South to North) and travel incredibly fast.. these groups sometimes come Barrenjoey Road and then connect back onto Barrenjoey Road.. if there were obstacles in the way they would stay on Barrenjoey Road as The Serpentine would be very unsafe with the proposed changes.

It makes much more sense to accommodate cyclists by building a cycle track on Barrenjoey Road.

Have Council conducted any environmental assessments, noise studies, stormwater assessment, environmental impact studies ect like any other development of this magnitude should, if so where can these be accessed?

There is huge opposition to this proposal by the residents of The Serpentine and surrounding neighbours.. as it is ridiculous and ill conceived.

The whole idea should be scrapped and if Council needs to have a Pedestrian/ Cycle path then build in on Barrenjoey Road.

We are totally opposed to the changes proposed for The Serpentine.

[REDACTED]

[REDACTED]

[REDACTED]

anl



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From: [REDACTED]  
Subject: Streets As Shared Spaces: The Serpentine, Bilgola  
Date: Wednesday, 4 November 2020 7:58:15 AM

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I am the owner of [REDACTED] The Serpentine and have one objection and one question regarding the "Streets as Shared Spaces proposal, specifically about the changes to The Serpentine, Bilgola Beach.

My objection is to the general 10km/h zone - I support a reduction to 30km/h but believe that 10km/h is ridiculously slow and an unnecessary impost on residents.

My question relates to the following statement on page 5, section 2.1.1..."5 locations of two-way give way road treatments are proposed along this section of The Serpentine to reduce the speed environment, located along areas with good sight distances. One such location is proposed at [REDACTED] The Serpentine, across an existing speed hump. No changes are proposed to the existing speed hump at [REDACTED] The Serpentine." I have confirmation in writing from the council that the existing speed hump in front of #39 will be removed. We are currently building our house at [REDACTED] and wish to understand how we will be able to access our driveway and garage with a two-way give way road treatment in front of [REDACTED] The Serpentine. Please refer to the approved plans on the council website. Please respond and confirm that access to my driveway and garage at [REDACTED], currently under construction, will be as per the approved plans and readily available, and that the ability to safely exit my drive and see traffic coming from either direction will not be impeded.

Thank you and looking forward to receiving your response.

[REDACTED]



**From:** [Nicki Adams](#)  
**To:** [Nicki Adams](#)  
**Subject:** [REDACTED] to Mayor Regan - NEWPORT TO AVALON LINK  
**Date:** Tuesday, 3 November 2020 5:43:51 PM

---

**From:** [REDACTED]  
**Sent:** Sunday, 1 November 2020 4:56 PM  
**To:** Kylie Ferguson <[kylie.ferguson@northernbeaches.nsw.gov.au](mailto:kylie.ferguson@northernbeaches.nsw.gov.au)>; Ian White  
<[ian.white@northernbeaches.nsw.gov.au](mailto:ian.white@northernbeaches.nsw.gov.au)>; Alex McTaggart  
<[alex.mctaggart@northernbeaches.nsw.gov.au](mailto:alex.mctaggart@northernbeaches.nsw.gov.au)>; Michael Regan  
<[Michael.Regan@northernbeaches.nsw.gov.au](mailto:Michael.Regan@northernbeaches.nsw.gov.au)>

**Cc:** [REDACTED]  
**Subject:** NEWPORT TO AVALON LINK

Good evening

I live at [REDACTED] ave Bilgola

As a resident in Bilgola there is a lot to dislike about the Serpentine proposal, but most importantly the undue speed and lack of community consultation are the most worrying initial issues.

Can you please put the brakes on and commit to some community consultation.

A number of years ago I waited in excess of 6 months to gain permission to build a front fence.

This approval seems to have taken less than one month

I look forward speaking to you

Regards

[REDACTED]  
[REDACTED]

Sent from [Mail](#) for Windows 10

**From:** [Michael Regan](#)  
**To:** [Nicki Adams](#)  
**Subject:** FW: Streets as Shared Spaces: The Serpentine Bilgola Beach  
**Date:** Sunday, 1 November 2020 11:47:15 PM

---

**From:** [REDACTED]  
[REDACTED] 29 October 2020 8:05 PM

**To:** Sue Heins <[Sue.Heins@northernbeaches.nsw.gov.au](mailto:Sue.Heins@northernbeaches.nsw.gov.au)>; David Walton <[David.Walton@northernbeaches.nsw.gov.au](mailto:David.Walton@northernbeaches.nsw.gov.au)>; Natalie Warren <[Natalie.Warren@northernbeaches.nsw.gov.au](mailto:Natalie.Warren@northernbeaches.nsw.gov.au)>; Roslyn Harrison <[Roslyn.Harrison@northernbeaches.nsw.gov.au](mailto:Roslyn.Harrison@northernbeaches.nsw.gov.au)>; Penny Philpott <[Penny.Philpott@northernbeaches.nsw.gov.au](mailto:Penny.Philpott@northernbeaches.nsw.gov.au)>; Stuart Sprott <[Stuart.Sprott@northernbeaches.nsw.gov.au](mailto:Stuart.Sprott@northernbeaches.nsw.gov.au)>; Candy Bingham <[Candy.Bingham@northernbeaches.nsw.gov.au](mailto:Candy.Bingham@northernbeaches.nsw.gov.au)>; Pat Daley <[Pat.Daley@northernbeaches.nsw.gov.au](mailto:Pat.Daley@northernbeaches.nsw.gov.au)>; Vincent De Luca OAM <[Vincent.DeLuca@northernbeaches.nsw.gov.au](mailto:Vincent.DeLuca@northernbeaches.nsw.gov.au)>; Kylie Ferguson <[kylie.ferguson@northernbeaches.nsw.gov.au](mailto:kylie.ferguson@northernbeaches.nsw.gov.au)>; Alex Mctaggart <[alex.mctaggart@northernbeaches.nsw.gov.au](mailto:alex.mctaggart@northernbeaches.nsw.gov.au)>; Ian White <[Ian.White@northernbeaches.nsw.gov.au](mailto:Ian.White@northernbeaches.nsw.gov.au)>; Linda Batchelor <[Linda.Batchelor@northernbeaches.nsw.gov.au](mailto:Linda.Batchelor@northernbeaches.nsw.gov.au)>; Ray Brownlee <[Ray.Brownlee@northernbeaches.nsw.gov.au](mailto:Ray.Brownlee@northernbeaches.nsw.gov.au)>; Eva.Haverstein@northernbeaches.nsw.gov.au; Phillip Devon <[Phillip.Devon@northernbeaches.nsw.gov.au](mailto:Phillip.Devon@northernbeaches.nsw.gov.au)>; Michael Regan <[Michael.Regan@northernbeaches.nsw.gov.au](mailto:Michael.Regan@northernbeaches.nsw.gov.au)>; Annie Laing <[Annie.Laing@northernbeaches.nsw.gov.au](mailto:Annie.Laing@northernbeaches.nsw.gov.au)>

**Subject:** Streets as Shared Spaces: The Serpentine Bilgola Beach

Dear Northern Beaches Councillors,

Regarding the *Streets as Shared Spaces: The Serpentine Bilgola Beach* project by the Northern Beaches Council, I recognise a need to improve safety along The Serpentine, however, this plan is severely flawed, hastily prepared and without consultation with residents.

This proposal is trying to cram pedestrians, cyclists and cars into a confined space and will lead to further and perhaps worse safety issues.

- The driveways along this bend are many and most are blind to traffic in at least one direction.
- cyclists going down hill will often hit 40 km/hr, which is well in excess of the proposed 10 km limit. Cyclists are unable to control this downhill speed.
- beach going pedestrians should not be sharing the road with speeding cars and cyclists
- marked car spots will reduce the number of car spaces and people often squeeze into smaller spots.
- The proposed decrease in speed limit will add considerable time to the journey for residents along The Serpentine.
- the proposal looks to be preparing for a one way street, both of which will cause issue. One way heading north would send more traffic onto Barrenjoey Road for those needing to journey south and add 15 minutes to the journey. While one way heading south would require a U turn in Newport should one wish to journey north.
- The existing road, The Serpentine, is narrow and, as it is, requires cars to give way to each other to pass, adding a dedicated cycle lane will further cramp the thoroughfare, then add the fact that downhill cyclists will be fast, create increased safety risks. Pedestrians will also be endangered.

I propose:

- do not make this a marked cycle way. Cycles are best kept on Barrenjoey Road with a dedicated north bound lane and a shared lane southbound as cyclists are able to maintain

an appropriate speed and the road is wider than the Serpentine. Pedestrians will be safer without cyclists.

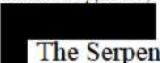
- add the additional chicanes and speeds humps as a speed deterrent only, not as a means of creating a one way street.

- regarding car spaces, mark only the ends of the permissible area to park with the standard white lines. Don't mark each park space.

Residents should be consulted (we haven't yet) and the powers that be actually pay a visit along the Road on a busy weekend, then try to head both north and south as is they lived along The Serpentine.

What is being proposed, while good intentioned, has been hastily prepared and is severely flawed.

Kind regards,

  
The Serpentine  
Bilgola Beach 2107





From: [Michael Regan](#)  
To: [Nicki Adams](#)  
Subject: FW: Newport to AvalonPedestrian and cycle link : The Serpentine  
Date: Sunday, 1 November 2020 11:07:29 PM

---

-----Original Message-----

From: [REDACTED]  
Sent: Friday, 30 October 2020 6:58 PM  
To: Michael Regan <Michael.Regan@northernbeaches.nsw.gov.au>  
Cc: pittwater@parliament.nsw.gov.au  
Subject: Newport to AvalonPedestrian and cycle link : The Serpentine

Dear counsellors and Planning minister,

I am a resident of The Serpentine, Bilgola beach [REDACTED]

I am aware there is an active campaign to oppose the proposed trial dual use pedestrian/ cyclist along The Serpentine. I have received many letters and personal visits seeking my support for the opposition.

Actually I think it is a GREAT IDEA . There may be some issues with rubbish trucks, but probably not as they currently come very early in the morning , even before the tradies renovating houses arrive! I am in favour of finding out if a problem arises. Steps can be taken for an early evaluation of this issue perhaps. I am sure if there is a problem a solution can be found!

The road is currently basically used as proposed, and really is dangerous to pedestrians and cyclists. When used as a rat run to avoid the bends , even more so.

Just thought I would tell you. There are residents here who also think it is a good idea. Keep up the innovation!

You can forward this to the other counsellors if you think fit

[REDACTED]



Scanned 03-11-2020



29 Oct 2020

Streets as Shared Spaces – The Serpentine.

Northern Beaches Council, PO Box 82, Manly  
NSW 1655

Attention: Roy Brownlee  
Michael Ragan  
Michelle Carter  
Eva Havenstein



Proposed Shared Cycle and Walkway The Serpentine Bilgola.

As the owner of [REDACTED] The Serpentine I express complete surprise with the new proposal being completely different concept to the original as that explained on site with Council officer Gynt Drinan. Councils own letter states we were to receive revised design and invitation to meet project team "which we are still waiting for". It is unfair to receive Councils letter dated 22 October 2020 Ref 2020/642196 only giving until 8 November for comments and not to be given full detailed plans and just not concept plans.

We request the following issues which severely effect our property be amended.

- 1) Removal of the proposed CHICANE outside 59 The Serpentine as it would severely affect the entry & exiting of our shared driveway. This is already an extremely difficult driveway and the CHICANE would further increase and make the access more dangerous and definitely "not" be constructed where indicated due to creating an extremely dangerous safety hazard!!
- 2) The proposed 2 parking spaces opposite 61 The Serpentine be increased to at least 4 spaces due to the restrictive parking on our property with very steep site condition and difficult access. This parking is very important for visitors and tradesman vehicle parking for these property's and should be unrestricted for hours of parking.
- 3) Speed Limit be increased to 20km per hour.
- 4) As there is virtually no cyclists using The Serpentine emphases should be on pedestrians, the cyclists will still be using Barrenjoey Road at 60km per hour so why drop it to 10km per hour.



SUMMARY:-

As the impact and safety issues affecting my property are significant we request "detailed plans" and not just concept plans provided. In accordance with Councils letter dated 28 August 2019 Reference 2019/484989 we would receive a copy of revised design and on invitation to meet project team. To honour your commitment in your letter an extension of time of at least 1 month from date Council provides detailed information and plans is requested. For safety reasons would revised plans indicate the removal of the proposed hazardous Chicane outside [REDACTED] adjoining our shared driveway and consider 4 parking spaces opposite [REDACTED] be incorporated .

To understand the impact and safety concerns we would appreciate Councils design team discussing these issues with my son [REDACTED] on my behalf.

Hoping for Councils extension of time to be included so as to resolve these issues.

Thanking you,

Yours faithfully,

[REDACTED]



northern  
beaches  
council

28 August 2019



Our Ref: 2019/484989

Dear Community Member

**Update: Northern Beaches Coast Walk – Newport to Avalon**

I would like to provide you with the following project update on the proposed walkway between Newport to Avalon.

Following last year's consultation on the proposed design, we are currently working with our consultants to ensure the updated plans consider community feedback received during consultation.

Key themes identified include retention of street parking where possible, handrails, privacy and security and potential impact to surf view-points at South Avalon.

**What next?**

Once we've finalised the revised design, residents along the path alignment will receive further notification, a copy of the revised design and an invitation to meet with the project team. The revised design will also be uploaded to the project page.

**What are the expected timeframes?**

Due to the size of this section of the coast walk and to help minimise impacts, the project will be delivered in 3 stages subject to detailed design and funding. Please see overview plan on the reverse of this page.

**How can I stay informed?**

Visit our project page and click the 'Follow' button at the top of the page at <https://yoursay.northernbeaches.nsw.gov.au/ConnectingNorthernBeaches>.

If you have any questions regarding this project, you're welcome to contact our Major Infrastructure Projects Manager, Andrew Camarsh on 9942 2385.

Yours faithfully

*E. Havenstein*

Eva Havenstein  
Executive Manager, Capital Projects

PO Box 82 Manly NSW 1655  
t 1300 434 434 f 02 9976 1400  
council@northernbeaches.nsw.gov.au  
ABN 57 284 295 198

Dee Why Office:  
725 Pittwater Road  
Dee Why NSW 2099

Mona Vale Office:  
1 Park Street  
Mona Vale NSW 2103

Manly Office:  
1 Belgrave Street  
Manly NSW 2095

Avalon Office:  
59A Old Barrenjoey Road  
Avalon Beach NSW 2107





Scanned 03-11-2020



Streets as Shared Spaces – The Serpentine'

Northern Beaches Council, PO Box 82, Manly 16520



Attention: Roy Brownlee - Michael Ragan - Michelle Carter - Eva Havenstein

Proposed Shared Cycle and Walkway The Serpentine Bilgola.

As son of the owner [REDACTED] The Serpentine I express complete surprise with the new proposal being completely different concept to the original as that explained on site with Council officer Gynt Drinan. Councils own letter states we were to receive revised design and invitation to meet project team "which we are still waiting for". It is unfair to receive Councils letter dated 22 October 2020 Ref 2020/642196 only giving until 8 November for comments and not to be given full detailed plans and just not concept plans.

We request the following issues which severely effect our property be amended.

- 1) Removal of the proposed CHICANE outside 59 The Serpentine as it would severely affect the entry & exiting of our shared driveway. This is already an extremely difficult driveway and the CHICANE would further increase and make the access more dangerous and definitely "not" be constructed where indicated due to creating an extremely dangerous safety hazard!!
- 2) The proposed 2 parking spaces opposite [REDACTED] The Serpentine be increased to at least 4 spaces due to the restrictive parking on our property with very steep site condition and difficult access. This parking is very important for visitors and tradesman vehicle parking for these property's and should be unrestricted for hours of parking.
- 3) Speed Limit be increased to 20km per hour.
- 4) As there is virtually no cyclists using The Serpentine emphases should be on pedestrians, the cyclists will still be using Barrenjoey Road at 60km per hour so why drop it to 10km per hour.

#### SUMMARY:-

As the impact and safety issues affecting my property are significant we request "detailed plans" and not just concept plans provided. In accordance with Councils letter dated 28 August 2019 Reference 2019/484989 we would receive a copy of revised design and on invitation to meet project team. To honour your commitment in your letter an extension of time of at least 1 month from date Council provides detailed information and plans is requested. For safety reasons would revised plans indicate the removal of the proposed hazardous Chicane outside 59 adjoining our shared driveway and consider 4 parking spaces opposite 61 be incorporated.

To understand the impact and safety concerns we would appreciate Councils design team discussing these issues with me [REDACTED] as soon as possible.

Hoping for Councils extension of time to be included so as to resolve these issues.







northern  
beaches

28 August 2019



Our Ref: 2019/464969

Dear Community Member

**Update: Northern Beaches Coast Walk – Newport to Avalon**

I would like to provide you with the following project update on the proposed walkway between Newport to Avalon.

Following last year's consultation on the proposed design, we are currently working with our consultants to ensure the updated plans consider community feedback received during consultation.

Key themes identified include retention of street parking where possible, handrails, privacy and security and potential impact to surf view-points at South Avalon.

**What next?**

Once we've finalised the revised design, residents along the path alignment will receive further notification, a copy of the revised design and an invitation to meet with the project team. The revised design will also be uploaded to the project page.

**What are the expected timeframes?**

Due to the size of this section of the coast walk and to help minimise impacts, the project will be delivered in 3 stages subject to detailed design and funding. Please see overview plan on the reverse of this page.

**How can I stay informed?**

Visit our project page and click the 'Follow' button at the top of the page at <https://yoursay.northernbeaches.nsw.gov.au/ConnectingNorthernBeaches>.

If you have any questions regarding this project, you're welcome to contact our Major Infrastructure Projects Manager, Andrew Camarsh on 9942 2385.

Yours faithfully

Eva Havenstein  
Executive Manager, Capital Projects

PO Box 82 Manly NSW 1565  
t 1300 434 434 f 02 9976 1400  
council@northernbeaches.nsw.gov.au  
ABN 57 284 265 198

Dee Why Office:  
775 Pittwater Road  
Dee Why NSW 2099

Mona Vale Office:  
1 Park Street  
Mona Vale NSW 2103

Manly Office:  
1 Ridgeway Street  
Manly NSW 2095

Avalon Office:  
59A Old Barranjoey Road  
Avalon Beach NSW 2107



29 October 2020

[REDACTED]  
Bilgola Beach  
NSW 2107

Dear Sir / Madam,

Re: "Streets As Shared Spaces: The Serpentine, Bilgola"

We strongly **oppose and object** to this ill-considered proposal for The Serpentine, Bilgola. While appreciating the goal to increase the number of safe walking paths and cycle tracks, this proposal is nonsensical in so many respects and has enormous negative impacts on local residents.

**1. Reducing the speed to 10kph**

- a. This is an absurd notion. 40kph is deemed appropriate for school zones but not for adult pedestrians or cyclists. The latter will anyway be exposed to cars travelling 60kph along Barrenjoey Road before entering and leaving The Serpentine.
- b. Currently, cyclists are doing between 30-40kph down The Serpentine and on several occasions, members of my family have almost been run over as they fly around the bottom corner just before entrance to the beach. This is likely to become more of a risk with the increased number of cyclists under the new proposal as I doubt they'll adhere to a 10kph speed limit downhill, when they don't do so now (limit for the bend is currently 25kph).
- c. People living on The Serpentine who have to travel one hour or longer to get to work, whether by public or private transport, will add at least 40 minutes on to their travel time per day, which is totally unreasonable.

**2. New allocated parking spots and chicanes**

- a. As it is, parked cars currently prevent flowing two way traffic and the average speed for the best part is no more than 30 - 40kph, which is fine. Adding additional parking bays and chicanes will cause a dramatic back up of vehicles, particularly on weekends and holidays.
- b. Parked cars in the new parking spaces will at some of the proposed locations, dangerously impair the vision of residents reversing out of their driveways to oncoming vehicles, particularly approaching pedestrians and cyclists.
- c. The Serpentine is already a very narrow road and there are no scaled drawings in the plan. I am not sure the consultants and proponents of this proposal realise the addition of parking spaces and chicanes will effectively turn The Serpentine into a one-way narrow lane but with cars travelling in both directions! I would think Council would need to have people direct traffic flow on weekends and holidays as is done for road works where two way traffic is reduced to one way flow in alternating direction. This is not a preposterous scenario but one which would be a permanent nightmare for residents and untenable for Council.

We earnestly hope that our objections to this totally flawed and impractical proposal will be heard and this projected halted.

[REDACTED]

**From:** [Michael Regan](#)  
**To:** [Nicki Adams](#)  
**Subject:** FW: Active Bilgola: Streets as shared spaces. Urgent  
**Date:** Thursday, 29 October 2020 5:55:00 PM  
**Attachments:** [image001.png](#)  
[image002.jpg](#)  
[image003.jpg](#)  
[image004.jpg](#)  
**Importance:** High

---

**Michael Regan**

Mayor

Office of the Mayor

t 02 8495 6459

[michael.regan@northernbeaches.nsw.gov.au](mailto:michael.regan@northernbeaches.nsw.gov.au)[northernbeaches.nsw.gov.au](http://northernbeaches.nsw.gov.au)

Council is responding to the evolving COVID-19 situation by taking measured precautions to keep our staff and community safe.

Visit our [website](#) for updates and receive my weekly message by clicking [subscribe](#).

You can keep up to date with Council's news by following us on social media.

**From:** [REDACTED]**Sent:** Thursday, 29 October 2020 3:51 PM

**To:** Sue Heins <[Sue.Heins@northernbeaches.nsw.gov.au](mailto:Sue.Heins@northernbeaches.nsw.gov.au)>; David Walton <[David.Walton@northernbeaches.nsw.gov.au](mailto:David.Walton@northernbeaches.nsw.gov.au)>; Natalie Warren <[Natalie.Warren@northernbeaches.nsw.gov.au](mailto:Natalie.Warren@northernbeaches.nsw.gov.au)>; Roslyn Harrison <[Roslyn.Harrison@northernbeaches.nsw.gov.au](mailto:Roslyn.Harrison@northernbeaches.nsw.gov.au)>; Penny Philpott <[Penny.Philpott@northernbeaches.nsw.gov.au](mailto:Penny.Philpott@northernbeaches.nsw.gov.au)>; Stuart Sprott <[Stuart.Sprott@northernbeaches.nsw.gov.au](mailto:Stuart.Sprott@northernbeaches.nsw.gov.au)>; Candy Bingham <[Candy.Bingham@northernbeaches.nsw.gov.au](mailto:Candy.Bingham@northernbeaches.nsw.gov.au)>; Pat Daley <[Pat.Daley@northernbeaches.nsw.gov.au](mailto:Pat.Daley@northernbeaches.nsw.gov.au)>; Sarah Grattan <[Sarah.Grattan@northernbeaches.nsw.gov.au](mailto:Sarah.Grattan@northernbeaches.nsw.gov.au)>; Rory Amon <[Rory.Amon@northernbeaches.nsw.gov.au](mailto:Rory.Amon@northernbeaches.nsw.gov.au)>; Vincent De Luca OAM <[Vincent.DeLuca@northernbeaches.nsw.gov.au](mailto:Vincent.DeLuca@northernbeaches.nsw.gov.au)>; Kylie Ferguson <[kylie.ferguson@northernbeaches.nsw.gov.au](mailto:kylie.ferguson@northernbeaches.nsw.gov.au)>; Alex Mctaggart <[alex.mctaggart@northernbeaches.nsw.gov.au](mailto:alex.mctaggart@northernbeaches.nsw.gov.au)>; Ian White <[Ian.White@northernbeaches.nsw.gov.au](mailto:Ian.White@northernbeaches.nsw.gov.au)>; Linda Batchelor <[Linda.Batchelor@northernbeaches.nsw.gov.au](mailto:Linda.Batchelor@northernbeaches.nsw.gov.au)>; Ray Brownlee <[Ray.Brownlee@northernbeaches.nsw.gov.au](mailto:Ray.Brownlee@northernbeaches.nsw.gov.au)>; Eva Havenstein <[Eva.Havenstein@northernbeaches.nsw.gov.au](mailto:Eva.Havenstein@northernbeaches.nsw.gov.au)>; Phillip Devon <[Phillip.Devon@northernbeaches.nsw.gov.au](mailto:Phillip.Devon@northernbeaches.nsw.gov.au)>; Michael Regan <[Michael.Regan@northernbeaches.nsw.gov.au](mailto:Michael.Regan@northernbeaches.nsw.gov.au)>; Annie Laing <[Annie.Laing@northernbeaches.nsw.gov.au](mailto:Annie.Laing@northernbeaches.nsw.gov.au)>

**Subject:** Active Bilgola: Streets as shared spaces. Urgent**Importance:** High

Following receipt of letter dated 20 October from Eva Havenstein, We have now had a chance to review relevant documents that we put before the Northern Beaches local traffic committee on October 06 2020. We refer specifically to what is being proposed for The Serpentine where we live.

Comments / questions are as follows



- 1 The period from the briefing of this proposal to sign off has been remarkably short and whilst contemplating the benefits for walkers and cyclists, the report does not examine or consider the impact on residents and potential risks in safety to all stakeholders ( residents, walkers and cyclists) . Indeed there has been no consultation with residents who have been offered two weeks to comment on what is a proposed twelve month test . We feel that this approach has already failed in the test of “ real verified community support of concept” by putting a fait accompli to residents. The absence of local resident input is quite apparent throughout the proposal as it does not deal with practical realities of living on this particular street and we believe will benefit from more thought, consideration and dialogue with residents. We strongly object in principle to this process of consultation on a decision already taken and we seek a pause for such consultation to happen. .
- 2 There is one proposal with three parts . There are some good thoughts and ideas. Vegetation boxes, street colouring and upgrading of chicanes are all positive. What other options or proposals exist from further work undertaken on this several years ago ? I am sure if we engage with residents constructively other options will emerge . The current process does not allow for that . Why has council chose to operate in this way versus for example the extensive consultation with residents with recent upgrades to Bilgola Beach ?
- 3 Safety is a recurring theme and it is assumed that more cyclists will be attracted to enter the serpentine at the top of Newport hill and cycle lanes are contemplated in the photos. The access into the Serpentine from a north bound direction is already a major risk for cars given the blind spot from oncoming traffic and the other rear blind spot approaching the bend from Newport. Cyclist do not take this right turn given the same risks and we have never seen a cyclist pedal up the Serpentine hill . Any queue of cyclists who might contemplate this will put at risk traffic entering the serpentine . The current right turn into the serpentine allows for about three car spaces only on the Barrenjoey rd. Unfortunately it is a double blind spot which cyclists heading northbound naturally avoid.
- 4 The carriage way width on the northbound uphill section of the serpentine from the beach just accommodates two cars yet the proposal is to reduce this space to allow for shared use by pedestrians and cyclists. From a practical point of view , what are the safety implications and why are we so sure this will attract cyclists , with all the inherent risks covered in point 3 ? Is it possible for example to create a shared raised area by extending onto public land on the bend , rather than reduce the existing space.
- 5 Reducing the speed limit to 10 KMP to travel the entire length of the Serpentine will have a daily impact on residents , tradies, Ambulances , police who use the serpentine in an emergency , and future thousands of visitors who will have no knowledge of one of the slowest speed limits in Sydney. How will this be policed ? Cyclists proceeding downhill on the serpentine , exceed this limit daily . How will this be policed ? . I encourage all of you to come for a drive / walk on a Sunday and in a week day to experience the practical realities of all of the above and / or drive from Newport and enter the Serpentine from the top of the hill. I have just driven at 10 kph which is just above a fast walking space. Why 10 KPH ? How many other areas in Sydney have this speed limit ?
- 6 The sight lines for many residents who have to reverse onto the Serpentine are already dangerous AT ALL SECTIONS OF THE ROAD . We have had 4 tradie Utes parked around number 19 on both sides of the street whilst major renovations take place opposite. Exiting daily is a nightmare given the blind spots. Has the proposal considered the impact on parking for trades vehicles, visitors to residents , tourists in peak season and beach goers who all use the Serpentine to park. Safety is an important outcome , but how can we guarantee it and what evidence is there that this will not result in accidents or gridlock from visitors to the beaches ?
- 7 What are the implications for refuse collection with 10 proposed give way sections along their

route ? The back-up of local traffic will be considerable on collection days with further risks of cars guessing when to overtake .

We are sure other residents will make further contributions .

We would like to propose that residents are given the opportunity to meet with Eva Havenstein at the earliest opportunity next week rather than wait for an e mail response.

We look forward to your responses at your earliest convenience.

[REDACTED]

[REDACTED] The Serpentine , Bilgola Beach



**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** The Serpentine Bilgola Beach Proposal  
**Date:** Friday, 30 October 2020 4:14:57 PM

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I couldn't find any information or data on issues that have called for this radical plan, ie have you got current cyclist numbers effected, current walking numbers, why 10kmh not 20km or 30kmh etc, these would have to be used as a basis for formulating this plan, can you send me that information or a link.

Regards [REDACTED]



29 October 2020

[REDACTED]  
Bilgola Beach  
NSW 2107

Dear Sir / Madam,

Re: "Streets As Shared Spaces: The Serpentine, Bilgola"

We strongly **oppose and object** to this ill-considered proposal for The Serpentine, Bilgola. While appreciating the goal to increase the number of safe walking paths and cycle tracks, this proposal is nonsensical in so many respects and has enormous negative impacts on local residents.

**1. Reducing the speed to 10kph**

- a. This is an absurd notion. 40kph is deemed appropriate for school zones but not for adult pedestrians or cyclists. The latter will anyway be exposed to cars travelling 60kph along Barrenjoey Road before entering and leaving The Serpentine.
- b. Currently, cyclists are doing between 30-40kph down The Serpentine and on several occasions, members of my family have almost been run over as they fly around the bottom corner just before entrance to the beach. This is likely to become more of a risk with the increased number of cyclists under the new proposal as I doubt they'll adhere to a 10kph speed limit downhill, when they don't do so now (limit for the bend is currently 25kph).
- c. People living on The Serpentine who have to travel one hour or longer to get to work, whether by public or private transport, will add at least 40 minutes on to their travel time per day, which is totally unreasonable.

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We earnestly hope that our objections to this totally flawed and impractical proposal will be heard and this projected halted.

[REDACTED]

From: [REDACTED] [Gray; Michelle Carter](#)  
Subject: Re: Streets as shared spaces - Newport to Avalon  
Date: Friday, 30 October 2020 11:51:52 AM  
Attachments: [image002.jpg](#)  
[image.png](#)

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Hi Phillip, Michelle and John  
Would it be possible to have a conversation please?

Like John I am concerned about the shared zone and some features of the design. Having rowed surfboats and trained in the area I have jogged and walked this route as well as riding my motorbike in the area.

I appreciate that marking areas 10km/h should make them safer in a perfect world, and that different markings or surfaces theoretically may slow drivers down. Unfortunately behaviour change takes time, and NSW motor vehicle drivers have had decades of emphasis on speed of travel and their dominance of road space. NSW Police appear unprepared/ under-resourced to enforce speed in these areas. Switching rapidly to treatments that work in other countries (who have gradually calmed traffic) may have the perverse impact of endangering walkers and riders, because drivers aren't prepared to slow down.

The next challenge is that this is winding road infrastructure with gradients, and it does not afford motor vehicle operators or riders clear lines of sight at some points where it will be necessary to slow down or stop.

Finally shared spaces are usually treated by pedestrians as an opportunity to move freely in all directions, and to allow pets, and children to do likewise. This makes it difficult for drivers or riders to avoid collisions, and a shared space on a substantial gradient further limits the ability of bicycle riders to stop as quickly.

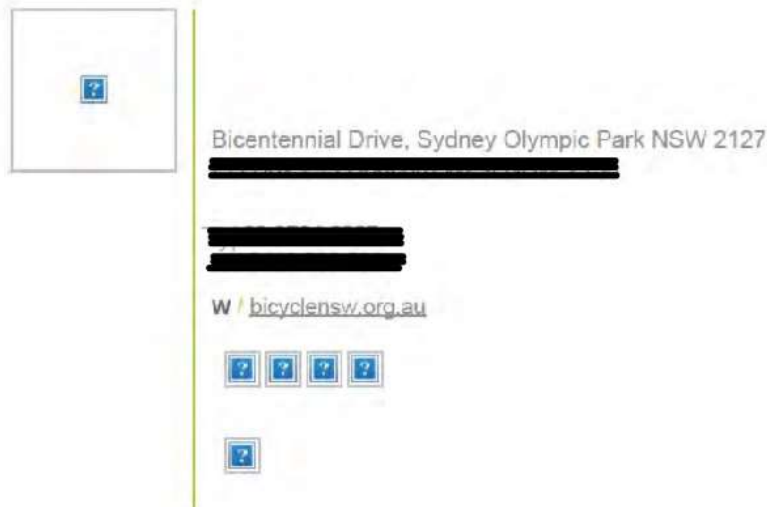
Faced with an area where motor vehicle operators and bike riders need to share a steep, winding road (Calga Place) with high volumes of pedestrians, Waverley Council made the route one way, and put in physical separation for pedestrians. However they have wasted space with parking that could have become a safe, separated cycleway. Once full of parked cars, this adds the hazard of short people and children stepping out and vehicles being unable to see them in advance or be seen by them, as they try to make it safely to the pedestrian walkway.

image.png



Warm regards,

[REDACTED]



On Thu, 29 Oct 2020 at 22:23, John Hawkins <[REDACTED]> wrote:

Hi Michelle,

Just bringing to your attention an omission in the above plan. The [body of the Your Say web page](#) it states:

"Providing safer road speeds will create a safer space for local residents and visitors using the Serpentine.

The changes include:

- more space for cycling with cycle lanes on the uphill sections of The Serpentine
- a 10 km/h posted speed limit
- planter boxes, pavement paintings and marked parking bays."

However, [the plan linked on the page](#) shows none of these changes on The Serpentine, merely noting "PROPOSED SHARED ZONE. DESIGN BY OTHERS" and then omitting almost all of Section 2.



Is this intended? Seems like an error to me. If it is an error, once you've fixed the omission you might like to contact those who've already commented, in case they wish to take the new information into account and revise their comment. I'd also suggest a short extension of the consultation period. Otherwise, claims of a flawed consultation process might be a bit hard to challenge, and you'll have missed out potentially important feedback.

Please advise.

Best regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]  
**Cc:** [REDACTED] [Phillip Gray](#)  
**Subject:** Streets as shared spaces - Newport to Avalon  
**Date:** Thursday, 29 October 2020 10:23:15 PM  
**Attachments:** [image002.jpg](#)

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Hi Michelle,

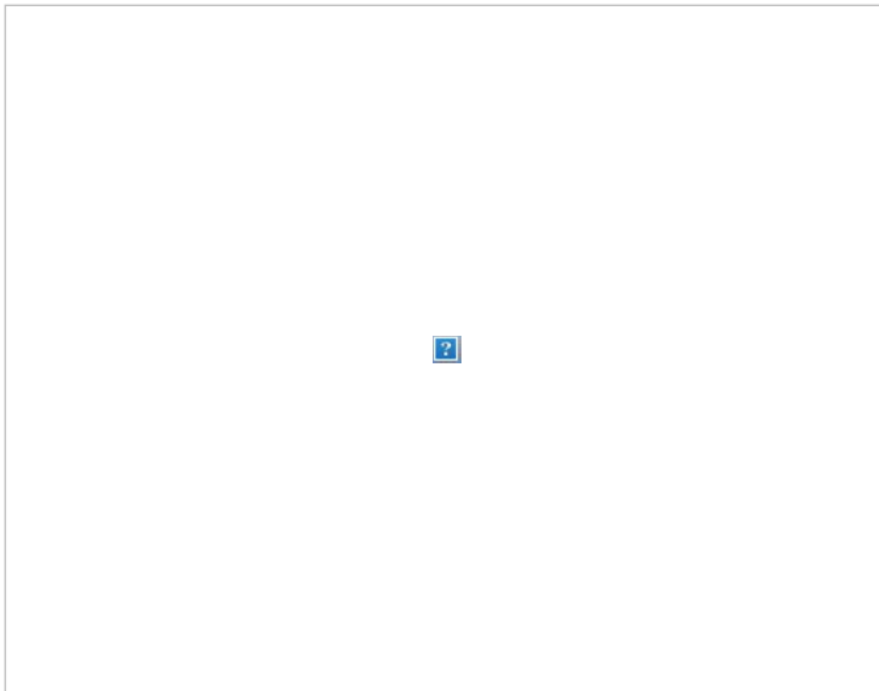
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Please advise.

Best regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



Category	Value (approximate)
1	95
2	90
3	60
4	100
5	85
6	65
7	68
8	62
9	60
10	58
11	55
12	70
13	100
14	58
15	100
16	78
17	65
18	62

<Michael.Regan@northernbeaches.nsw.gov.au>; Anie.Iaing@northernbeaches.nsw.gov.au;

**Subject:** Newport to Avalon Pedestrian Cycle Link

**Importance:** High

Dear Eva Havenstein  
Executive Manager- Capital  
Projects

29 October 2020

RE: NEWPORT TO AVALON PEDESTRIAN AND CYCLE LINK

We have recently been notified of changes to the "originally proposed" pedestrian/cycleway for the Newport to Avalon portion of the Manly to Palm Beach pedestrian/cycleway initiative.

We received notification of the changes on Monday the 26th of October (letter dated 22 October) with a reply date of 8 November 2020: hardly enough time for the residents of Bilgola Beach and the Serpentine to peruse the documents both in engineering detail, practicality for purpose, and impact on those who live on the Serpentine and will experience the dysfunction of a thoroughfare being converted (for practical purposes) to an enlarged footpath and severely constrained vehicular traffic passageway.

At the outset, I would state that we are in favour of the initiative and recognise the Serpentine as the most practical and cost effective way to continue the project to completion but for a variety of reasons the project as it stands 'proposed' is not workable for the residents who are the rate payers and use the Serpentine on a daily basis to access their properties and the surrounding area.

I would recommend the following as a compromise solution to the design together with rationales for same:

1) **Stop** the proposed 12 month trial as it stands currently, until further consultation with Council has occurred.

Rationale: to reduce the speed limit to 10k is unworkable and impractical; 5 additional chicanes will cause unnecessary obstruction to traffic for all vehicles using the Serpentine including but not limited to, residents, ambulance, garbage vehicles, fire engines and anyone else using the Serpentine to avoid traffic congestion on the bends (particularly in summer when traffic is congested in both directions and in peak periods).

2) **Revert** to the original plan of bringing the walkway to Bilgola Beach.

Rationale: The walkway for pedestrians to be continued from Billys at Bilgola Beach, across the sand and along Allen Avenue to the northern end of the beach, then up the stairs either to the Serpentine at the top or midway to the existing road base pathway meeting up with the public strip between 52 and 54 Serpentine and then onward to the headland via an elevated pathway on the southern side of the Serpentine; Retarring Bilgola Ave and Allen Ave would be recommended as both roads are quite degraded due to almost continuous construction in this enclave causing irreversible damage to the road and shoulder areas.

3) **Continue** cycle access along the bends to Avalon as it currently exists:

**Rationale:** No cyclist is going to choose peddling up the very steep Serpentine over the fairly level access to Avalon via the bends. You cannot force a cyclist to divert to the Serpentine in any event and I have yet to see a cyclist use the Serpentine as access in my 8 years of residence at Bilgola Ave. Moreover no cyclist traveling south down the Serpentine is going to travel at 10k but rather at brake free speed of 50 to 60 k.

4) **Improve** the access from Newport to the Serpentine to reduce vehicular accidents and injuries:

**Rationale:** Historically there have been numerous accidents at this site. This occurs because the access to the Serpentine is on a blind corner with only a single lane of thru traffic northward and an exit lane for 3 small cars to turn into the Serpentine. This has always been very dangerous and drivers take undue risks when turning into the Serpentine because of fear of being rammed from behind as cars come around a blind, narrow corner at speed. For those drivers unfamiliar with the area the risk is increased. Improvements should include accessing the current pedestrian pathway **before** the bend at the Serpentine to protect walkers on the pathway up from Barrenjoey Road from Newport amongst others.

Residents of Bilgola would be more than happy to meet with you Eva as soon as possible so you can see first hand the serious problems the current proposal poses for residents, pedestrians, cyclists and visitors alike. I am also happy to host a meeting at your convenience if this assists in a more effective communication towards compromise.

Yours faithfully,

[Redacted]  
Bilgola Ave  
Bilgola Beach 2107  
[Redacted]



**From:** [Michael Regan](#)  
**To:** [Nicki Adams](#)  
**Subject:** FW: "ACTIVATE BILGOLA"  
**Date:** Thursday, 29 October 2020 5:25:46 PM  
**Attachments:** [image001.png](#)  
[image002.jpg](#)  
[image003.jpg](#)  
[image004.jpg](#)

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**Michael Regan**

Mayor

Office of the Mayor

t 02 8495 6459

[michael.regan@northernbeaches.nsw.gov.au](mailto:michael.regan@northernbeaches.nsw.gov.au)[northernbeaches.nsw.gov.au](http://northernbeaches.nsw.gov.au)

Council is responding to the evolving COVID-19 situation by taking measured precautions to keep our staff and community safe.

Visit our [website](#) for updates and receive my weekly message by clicking [subscribe](#).

You can keep up to date with Council's news by following us on social media.



---

**From:** [REDACTED]

Type text here

**Sent:** Thursday, 29 October 2020 4:15 PM

**To:** Caty Pilley <Caty.Pilley@northernbeaches.nsw.gov.au>; Brian Duong  
<Brian.Duong@northernbeaches.nsw.gov.au>; Phil DEVON  
<phil.devon@northernbeaches.nsw.gov.au>; Rob STOKES <pittwater@parliament.nsw.gov.au>;  
Brad HAZZARD <wakehurst@parliament.nsw.gov.au>; J O'DEA  
<davidson@parliament.nsw.gov.au>; James Brocklebank  
<James.brocklebank@northernbeaches.nsw.gov.au>; Michael Regan  
<Michael.Regan@northernbeaches.nsw.gov.au>; Michelle Carter  
<Michelle.Carter@northernbeaches.nsw.gov.au>

[REDACTED]

**Subject:** "ACTIVATE BILGOLA"

Ladies and Gentlemen,

As members of the NBC Local Traffic Committee who attended the meeting on October 6, 2020 I'd like to express my surprise at your support as expressed in the minutes of that meeting:

"That the Traffic Committee notes the proposal to:

- A. Implement the Active Bilgola Streets as Shared Spaces project in The Serpentine, Bilgola as detailed in this report.
- B. Acknowledge the Department of Planning, Industry and Environment for funding to deliver the Streets as Shared Spaces Activate Bilgola project.
- C. Supports all information contained in the Activate Bilgola: Streets as

Shared Spaces Transport Management Plan.  
D. Supports the commencement of community engagement relating to the  
Streets as Shared Spaces Activate Bilgola project."

I also note the comments of Mr Raymond Tran from TfNSW.

You should be aware that this proposal has no support from residents and was prepared with no community consultation. Indeed there is serious concern being expressed by residents of Bilgola Beach, both as to the inherently unsafe nature of the proposals and indeed even the necessity for them. The proposals for The Serpentine in particular have been prepared with undue haste and are only now being released to the public for comments to be submitted to NBC.

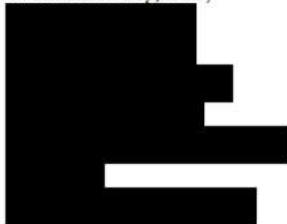
The proposals as drafted appear to give preference to the unexpressed, apparent interests of cyclists and pedestrians to the exclusions of residents - who are all ratepayers.

As far as need is concerned, there is already a coastal walk for pedestrians from Newport to Bilgola Beach and pedestrians have been adequately using The Serpentine for years, as well as the short section of Barrenjoey Road from The Serpentine to Surfside Avenue. Cyclists travelling in a both a northbound and southbound direction have also been using "The Bends" for years without incident. If it was thought necessary to provide more security for cyclists it would be far more sensible (and cost effective) to provide cycle lanes on each side of Barrenjoey Road. It would also avoid the lack of safety created by mixing cyclists with pedestrians on Stage 1 and Stage 3 of the proposed pathway which is not wide enough, as planned, to allow their safe interaction.

I would encourage you to rethink your support for this half-baked proposal and to reject it at your next meeting.

I would also ask you to copy this email to all other members who did not attend the meeting on October 6.

With kind regards,



**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Cc:** [Trish Chaney](#)  
**Subject:** Streets as Shared Spaces - The Serpentine Attn; Michelle Carter  
**Date:** Thursday, 29 October 2020 11:59:40 AM

---

Hi Michelle,

I'd like to know the process regarding the Serpentine proposal as follows;

1. Who will view and evaluate the Submissions?
2. Will the Councillors take an interest?
3. I'd like to view all Submissions, as would other ratepayers. Can this be arranged?
4. When do you plan to have community engagement in this decision making process?

Please respond at your convenience,

Regards,

[REDACTED]



**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** bilgola project  
**Date:** Monday, 26 October 2020 7:53:11 PM

---

I cannot believe that after 50 years of paying rates that now visitors and cyclists have priority. We no longer have a local hospital and now you want to make it even longer for an emergency vehicle to get to Palm Beach. Why are cyclists and visitors more important than rate payers??? If this very wrong plan goes ahead will cyclists be no longer allowed to ride around the bends, They contribute to horrendous traffic jams, The real problem is the roundabout. Will this be removed?? Please respond to my very real concerns regarding this project

[REDACTED]

Rate payer

**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** Cycle way - the serpentine  
**Date:** Tuesday, 27 October 2020 7:41:43 AM

---

Hello

Whilst I love the initiative of creating a northern beaches walking and cycle way, it is vitally important that we keep safety and common sense in the forefront of decision making.

To have a cycle way on the Serpentine is as ridiculous as having cyclists on the Bends. There is hardly any space for a dual carriageway for 2 cars let alone including cyclists.

This is an accident waiting to happen

I wonder if the planning committee has actually walked the proposed track which I do regularly. It is a lovely walking track but quite precarious due to the width of the road.

Whilst I agree in principle with a walking track - it seems that the planning needs a lot of work and a lot more input from local residents.

I would like to suggest that you organise a meeting with local residents to have their say.

Kind regards

[REDACTED]  
Avalon resident

Sent from my iPhone



**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** Transport Network Team - shared Road spaces , The Serpentine, Bilgola  
**Date:** Monday, 26 October 2020 6:18:19 PM

---

Dear Council Staff,

My comments in response to your shared Road spaces , The Serpentine, Bilgola I am just wondering if planners have considered what usually happens when there is an accident or other emergency on the Bilgola Bends ?

In the past, traffic uses the alternative route via The Serpentine until the emergency has passed. This usually involves one way traffic ( if only one lane on the bends is affected) . Traffic using The Serpentine involves trucks, ambulances, fire engines, cars and large public buses.  
Will the chicanes and planter boxes and bike lanes planned for The Serpentine disrupt this alternative emergency route????? Sounds like it might!

Please reply to my question on this issue.  
Thankyou .

Best

[REDACTED]

[REDACTED]

>

Sent from my iPhone



From: [REDACTED]  
To: [Council Mailbox](#)  
Subject: The Serpentine Shared Space  
Date: Monday, 26 October 2020 5:29:47 PM

---

A couple of comments.

1 What happened to the proposal to build a cycleway/walkway through the Bilgola Bends. Is this project still to go ahead at some future time.

2 Accessing The Serpentine from the southern end will still have an element of danger as cyclists have to cross the road and traffic coming north to south is often moving quite quickly, and there is only a limited field of view. Have you looked at options to make this crossing safer for cyclists?

Regards  
[REDACTED]

**From:** [REDACTED]  
**To:** [Transport Mailbox](#)  
**Cc:** [Michael Regan](#); [Kylie Ferguson](#); [Alex McTaggart](#); [Ian White](#)  
**Subject:** Proposed Shared Zone at Bilgola  
**Date:** Tuesday, 17 November 2020 12:57:21 PM

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It is difficult to escape the conclusion that the proposed shared zone is, in Council's view, a fait accompli. If not, why have I received a letter box drop from State Civil (a contractor to Council) advising that on 19 November they will be removing a speed hump outside 60 The Serpentine. This removal was part of the **"proposed"** shared zone treatments and open for comment until 22 November.

Do you really hold community consultation in such contempt that you have let contracts and intend to start work before the consultation period is over?

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



From: [REDACTED]  
To: [Transport Mailbox](#)  
Subject: Streets as shared spaces sessions - The Serpentine is not a Mall  
Date: Wednesday, 18 November 2020 10:33:23 PM

---

Hello,

[REDACTED] The Serpentine, Bilgola Beach.

[REDACTED]

However, please record my objections to the proposals.

I am not opposed to extending the footpath or making the area near the entrance to the beach carpark beautiful, but The Serpentine is *not* a mall. It is *not* a shared pedestrian bike path. It is *not* a dedicated cycle way. It is a *residential street*, on which ratepayers live, drive to work, drive to school, drive to sport and entertainment and have visitors who drive to see them and need to park. We are normal ratepayers living in a normal street, going about our normal lives. We don't live in a mall, on or a cycle way.

I know Northern Beaches Council wants desperately to spend the NSW Government allocated funds or else lose them. But do not impose mall-like conditions upon us.

Do not lower the speed limit along The Serpentine to the mall-pace of 10km per hour.

Do not install a dedicated bike way along The Serpentine so non-residents zoom past swarm-like in lycra on their treks north and south. Keep them on Barrenjoey Road and make a beautiful cycle way for them there.

Put a speed hump outside number 26 to slow down any hooners (surprisingly mostly under P plate drivers) and leave it at that.

Please record my dissent for the original and any recently publicised revised plan being put forward on Friday and Sunday.

This decision is being made in haste to use funds that otherwise can go elsewhere.

Kind regards

[REDACTED]

From: [REDACTED]  
To: [Council Mailbox](#)  
Cc: [pittwater@parliament.nsw.gov.au](mailto:pittwater@parliament.nsw.gov.au); [Linda Batchelor](#); [Michael Regan](#)  
Subject: Newport to Avalon Pedestrian and Cycle Link, The Serpentine section  
Date: Saturday, 14 November 2020 6:40:59 AM  
Attachments: [image001.gif](#)

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*(To place me in context, I am a local resident (home in [REDACTED] who walks most days up and down the Serpentine, except on Sundays. I do my morning walk elsewhere on Sundays because of the danger from cyclists. The Serpentine understandably is a popular route for cycling groups who no doubt enjoy the thrill of hurtling down the hills at breakneck speed, very often (I would judge) well in excess of the 40 kph limit. Cycles of course are welcome in our society but unlike modern cars etc, they have limited control in emergency conditions which all too often occur on the steep gradients and tight bends of the Serpentine. Control limitations become more acute when the road surface is damp or greasy or there are leaves or other debris on the surface. I have experienced a couple of near-misses over recent years such that I now avoid the road on Sundays and public holidays.)*

Having examined the arguments both ways, I conclude that a "Shared Zone" is not appropriate for the Serpentine. I suspect the concept was developed with city centre precincts very much in mind and I well understand the benefits there where pedestrians far out-number vehicular traffic, and there are overwhelming reasons why pedestrian access is essential, for example to multiple shop entrances.

The Serpentine is very different. Not only does it have very sharp bends and steep gradients as noted, but it is essentially a suburban street in a coastal environment which is the only access to the important shared facility of Bilgola Beach and on many occasions is used as an alternative throughfare when Pittwater Road is busy or blocked. Its permanent 24/7 users are not shops looking for passing business, but private homes with their ordinary transportation needs but also extraordinary needs in the event that the emergency services have to be summoned to arrive quickly.

As well as the above issues, the entrances at both ends to the Serpentine from the main road are a result of unwitting former development and the difficult topography; they would not have been planned so today. Both entrances are dangerous with difficult blind turns onto a very busy main road which includes many buses and other heavy traffic. The danger would be significantly increased if the Serpentine became a Shared Zone with pedestrians and other traffic across its width and road humps or similar devices. There would be increased tailbacks onto the main road, and the temptation for drivers to misbehave. Yes of course that would be against the law and such drivers could be prosecuted, but that would be of little consolation to a pedestrian—perhaps a parent with a child in a push chair—after an injury.

Altogether I conclude that the concept of making the Serpentine into a Shared Zone is flawed, and I advise that should the council go ahead with its plans then I should oppose them by taking an active role in the local residents' groups and helping them raise the finance to take your decision to the courts for appeal. I would view this as a most unfortunate and unnecessary waste of our money (both our direct contributions and our taxes that you spend on our behalf). This is especially so as I understand that the creation of Shared Zones is not a matter for council alone, but is governed by legislation administered by the roads authorities which prescribes the circumstances necessary for the designation of such a zone. Those circumstances do not include the prevailing environment of the Serpentine.





My criticism is not wholly negative, as I certainly applaud your efforts to make this beautiful area more accessible to all who respect it. To be constructive, I have a suggestion which I consider simple, inexpensive (relative to your plan) and pragmatic.

Why not simply build a proper, pedestrian pavement along the ocean side of the Serpentine, some of which already exists? You can see that there is enough space over the entire length by walking along the verge. The improved pavement would have a substantial kerb to prevent motor traffic and cycles from mounting it, and it would therefore be a "safe haven" for pedestrians including the conceptual parent with pushchair, or someone in a wheelchair. It need not be massively wide. As pedestrians are in close eye and voice contact and tend to mutually acknowledge one another, they make way—if necessary and with care they could step further into the bush to the side or temporarily onto the road. Keep the speed limit at 40kph, and follow up abuses (including pedestrians unnecessarily on the road), but do not increase the number of speed bumps etc.

For your consideration. I hope we can resolve all this quickly, sensibly and at low cost to the ratepayers. After all, it is our money that you spend.

Meanwhile, since you are polling opinions, please formally record my objections to the plans as they stand for the Serpentine.



16 November 2020

From [REDACTED]  
[REDACTED]  
[REDACTED]

Re Proposed changes to The Serpentine, Bilgola

I am an incomplete quadriplegic and from experience accessing the local beaches and ocean pools, Bilgola Pool is by far the easiest along with direct access from the Disabled Parking Bays.

Whoever came up with the proposal to severely change The Serpentine has seemingly failed to consider it's impacts on Local Disabled.

If access to ALL POOLS in Northern Beaches Council were via 10 KPHG Limits, maybe a different thing.

Many with Disabilities from Avalon use Bilgola pool especially because of easier Access.

I have tried driving The Serpentine a few times at 10 KPH. Seemingly Impossible. Surely if the Speed Limit is an issue, then 25KPH is more realistic.

Surely there are other options for a Cycle Path etc than severely impacting the Disabled by Council's Proposed Changes to The Serpentine for Disabled from Avalon to Palm Beach and also those South of Bilgola.

*Surely NSW Government would be disappointed to know their funding is Going to a project that will disadvantage the Disabled/***Disability Discrimination Act**

It would be a shame for Council to spend more time and money on these Proposed Changes to The Serpentine, only for the Changes to be reversed later under Disability Discrimination.

I am happy to be contacted to discuss this matter later.

Kind regards, [REDACTED]



**From:** [REDACTED]  
**To:** [Philip Devon](#)  
**Cc:** [Transport Mailbox](#)  
**Subject:** The Serpentine  
**Date:** Tuesday, 17 November 2020 12:04:02 PM  
**Attachments:** [image001.jpg](#)

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Dear Mr. Devon,

[REDACTED] had meetings and discussions on The Serpentine with a Landscape Architect that was representing NBC regarding the draft plans for the Coastal Pathway from Manly to Palm Beach over a year ago, and agreements were reached on how to improve the plans.

These plans now appear to have been abandoned without any consultation and we now have a proposal for a Shared Zone that is totally unsatisfactory.

We are contacting you to request a meeting to present / refresh Council with the proposed plan for a workable solution to the Coastal Walk.

We very much look forward to your response and the opportunity to contribute to the Coastal Walk.

Yours faithfully,

[REDACTED]

[REDACTED]

[REDACTED] Vale Road, Terrey Hills NSW 2084



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"Working in the interests of a better environment" ©1971

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**“STREETS AS SHARED SPACES – BILGOLA”**

**SUBMISSION FROM:** [REDACTED]

**Attending drop-in session: Friday 20 November 2020, at 2:00pm**

1<sup>st</sup> November 2020

Project Team  
Newport to Avalon Pedestrian and Cycle Link  
Northern Beaches Council

Dear Team members,

My concerns are with Section 2: The Serpentine, Bilgola Beach and are as follows:

- 1) I refer the reader to the NSW Government Transport Roads and Maritime Services Austroads guide to Road Design.

Design vehicle	$\sum Li^2$	L	A	Wv
Passenger vehicle (5.2m)	9.3025	3.05	0.95	1.94
Service vehicle (8.8m)	25	5	1.5	2.5
Single unit truck / bus (12.5m)	46.9225	6.85	2.2	2.5
Long rigid bus (14.5m)	70.56	8.4	2.6	2.5
Articulated bus (19m)	61.21	5.5	2.6	2.5
Prime move and semi-trailer (19m)	118.3	5.3	1.6	2.5
Prime move and semi-trailer (25m)	222.21	5.4	1.6	3.0
B-double (25m)	169.81	4	1	2.5
B-double (26m)	168.775	4.5	1.4	2.5
A double (Type I) (36.2m)	228.9	5.5	1.6	2.5
B triple (35.4m)	245.99	5	1.5	2.5
A triple	333.29	6	1.7	2.5



Lane width (m)	C <sub>l</sub> (m)
3.0	0.6
3.2	0.7
3.5	0.8
3.7+	0.9

When adjacent to sealed shoulders, the lateral clearance to an edge line (on the inside of a curve) may be reduced to zero as long as the minimum lateral clearance is available in the sealed shoulder width and the shoulder is not used for parking or on-road cyclists.

The conclusion is that the road was built for two passenger vehicles, service vehicles or two single unit trucks to pass each other on the 6 metre wide road but does not meet the standard if you park cars or allow on-road cyclists, let alone pedestrians. Slowing down the traffic does nothing to alleviate the congestion on this narrow road.

- 2) The dangerous blind corners on the Serpentine are known as hotspots to the Transport Roads and Maritime Service as the sites of numerous collisions over the years and that will further be compounded with pedestrian and on road cycling added to the volumes of traffic.
- 3) Transport NSW has the motto “Making sure you stay safe on NSW roads.” This proposal makes the Serpentine into a death trap endangering the lives of pedestrians and cyclists by creating greater congestion on too narrow a road. Please ensure there are clear barriers to protect children and families and cyclists from other road users both parked and moving.

Your sincerely,





**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** 10KMH on SERPENTINE and ASSOCIATED WORKS  
**Date:** Wednesday, 18 November 2020 8:00:55 AM

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Dear Council,

Incredibly stupid proposal and total waste of rate payer money.  
Please provide evidence of the need to go ahead with this ridiculous scheme.  
How many accidents , injuries have occurred on this road.  
I drive on this road regularly .  
It is not a racetrack, and I always see people driving to the conditions in a safe manner.  
Bike riders use the bends to avoid the hills.

Listen to the people that are using common sense.

best regards,

[REDACTED]

\*\*\*\*\* The contents of this email and its attachments are confidential and intended solely for the use of the individual or entity to whom they are addressed. \*\*\*\*\*

█ The Serpentine  
Bilgola Beach NSW 2107  
November 1, 2020

### Streets As Shared Spaces: The Serpentine, Bilgola

I refer to my submission on Section 2 dated October 30. Having now had the opportunity to review documents on your web site relating to Section 1 and Section 3 and having a better understanding of your overall concept between Avalon and Newport I am now submitting this amended response. Please regard it as superseding the previous one.

#### 1. Previous proposals

What happened to the Northern Beaches Coastal Walk proposals for The Serpentine exhibited about two years ago? There has been no feedback on the outcome of Council's consideration of comments then received. In particular, what about the eminently sensible walking path along the cliff top between 52 and 28 The Serpentine? If this has been abandoned, why?

#### 2. Current proposal

Just what is a "Shared Bicycle Zone"? I presume it is a Shared Zone under Rule 24 in the NSW Road Rules with a 10km/h speed limit requiring TfNSW approval. These zones are typically aimed at providing pedestrian priority in comparatively highly pedestrianised environments. The visible presence of pedestrians in reasonably significant numbers helps make such zones self-enforcing with regard to their 10km/h speed limit.

This is not the case in The Serpentine. Even with a doubling of "active travel trips" as sought by Council, The Serpentine is hardly likely to become even a moderately pedestrianised environment. It more likely remain a comparatively sleepy, 1.6 km-long, residential street with a few walkers. In the absence during the trial of distinctive paving or pavement narrowing, and notwithstanding the occasional flower box chicane, most of it will still look fairly much like any other street in the Bilgola area. The 10km/h speed limit will then most likely be largely ignored with traffic operating at more like the existing 40km/h speed limit, thus bringing the whole shared zone notion into disrepute. And can you really imagine recreational cyclists limiting themselves to 10km/h, especially on the downhill sections? Have a look sometime at cyclist behaviour on the shared path around the Narrabeen Lagoon. Without active speed enforcement The Serpentine will more likely become a cycle speedway.

I appreciate that a 12-month trial is proposed, presumably in part to assess responses to the speed limit, but frankly the absence distinctive paving throughout the full 1.6km length of The Serpentine or something else (other than the occasional flower box chicane and handful of signs) to highlight the road's Shared Zone function, the 10km/h speed limit is doomed to failure.

At a more detailed level, marked bicycle lanes on the uphill sections of The Serpentine seems incompatible with the concept of a Shared Zone; it is either fully shared or it is not. A marked lane sends a signal contrary to the notion of sharing.

The proposed flower box chicanes may present difficulties to buses and other large vehicles when they have occasion to use The Serpentine (see comment on The Serpentine as a detour route below).

Speed humps are more likely to regulate the speed of cyclists. Are the existing ones to be retained?

As for the "Feature Pavement Artwork", I do wonder how long it will last with the wear and tear of traffic.

### **3. Parking**

No mention is made of parking arrangements during the trial. The TMP appended to the agenda of your October 6 Traffic Committee agenda suggests that ultimately the pavement will be narrowed and marked bays provided. Section 2.4 of the TMP discusses parking impact and tends to dismiss the idea that loss of some parking will cause a problem because "all dwellings possess driveways that allow residents to park on their own property". This sells short the extent of visitor parking and tradesmen's parking needs.

### **4. The Serpentine as a detour route**

When Barrenjoey Road is closed on the Bilgola Bends due to accident or roadworks (not uncommon events), The Serpentine functions as the detour route. This is incompatible with it also functioning as a Shared Zone. Have TfNSW and Northern Beaches Buses (and Police and emergency services) been consulted on this aspect and its design details, both during the trial and (if the full proposal proceeds) beyond?

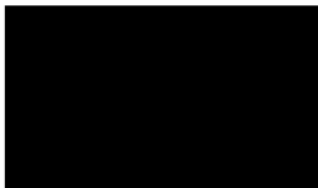
### **5. Trial**

The proposal is for a 12-month trial. How will the success of a "trial" be judged? What are the evaluation criteria? Presumably you have undertaken, or will undertake before construction, the necessary "before" surveys of traffic, cyclist and pedestrian numbers and, importantly, speeds with which to compare "after" numbers. For the sake of transparency you should place this information in the community arena. I do trust the "trial" nature of the Section 2 proposal, if it proceeds, is not just tokenism.

It is a pity that the full picture as detailed in the TMP appended to the agenda for your October 6 Traffic Committee meeting has not been placed before the residents. This would give more detail on what is proposed beyond the trial (the parking bay arrangements for instance). We should know where a trial is ultimately headed before committing to (or opposing) it. We should not be treated as mushrooms with oversimplified and scant information. Even now having the fuller background from the agenda papers, the proposal, even on a trial basis, is to me a flawed one. It also seems to be being pushed along with indecent haste.

I am opposed to the proposal as presented. Please reconsider.

Yours sincerely



████ The Serpentine  
Bilgola Beach NSW 2107

████████████████████  
████████████████

cc

Rob Stokes [pittwater@parliament.nsw.gov.au](mailto:pittwater@parliament.nsw.gov.au)

Michael Regan [Michael.Regan@northernbeaches.nsw.gov.au](mailto:Michael.Regan@northernbeaches.nsw.gov.au)

Kylie Ferguson [Kylie.Ferguson@northernbeaches.nsw.gov.au](mailto:Kylie.Ferguson@northernbeaches.nsw.gov.au)

Alex McTaggart [Alex.McTaggart@northernbeaches.nsw.gov.au](mailto:Alex.McTaggart@northernbeaches.nsw.gov.au)

Ian White [ian.White@northernbeaches.nsw.gov.au](mailto:ian.White@northernbeaches.nsw.gov.au)

Raymond Tran [Raymond.TRAN@transport.nsw.gov.au](mailto:Raymond.TRAN@transport.nsw.gov.au)

**From:** [REDACTED]  
**Subject:** The proposed traffic changes to The Serpentine Bilgola beach  
**Date:** Tuesday, 17 November 2020 6:52:55 PM

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To who it may concern ,

Please direct this to the appropriate department

My name is [REDACTED] and Im writing to you to voice my concern about the proposed Traffic changes to the serpentine ,and how it would effect everyone who uses the beach and the pool .This is quite a significant number of people!! Ive lived in the area for over fifty five years ,I learnt to swim in Bilgola pool and still swim in the pool all year round .I also surf there on its good days,I love the place .Im guessing your wanting to do this to encourage foot traffic with all the coastal walks these days ,which im all for .It seems to me though that you havent considered the locals who live here .The current road with all the speed bumps seem to work just fine .Speeding just doesn't happen .Why the chicanes and what on earth is a ten kilometre speed limit?That's for carparks !! So Its the old adage ,if it aint broke don't fix it !! So this leads me to ask the question , what is your agenda?

Yours sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



1. The purpose of this report is to provide an overview of the community engagement process for the Bilgola Community Engagement Report Summary. The report will outline the objectives of the process, the methods used, the findings of the process, and the recommendations for future engagement.

2. The community engagement process was conducted in accordance with the Northern Beaches Council's Community Engagement Policy. The process was designed to provide an opportunity for the community to provide input into the development of the Bilgola Community Engagement Report Summary.

3. The community engagement process was conducted through a series of workshops, surveys, and public consultations. The workshops were held on 15 December 2020, and the surveys were distributed to the community in the weeks leading up to the workshops.

4. The findings of the community engagement process are outlined in the report. The community provided a range of input into the development of the Bilgola Community Engagement Report Summary, including suggestions for the content of the report, the format of the report, and the methods used to conduct the engagement process.

5. The recommendations for future engagement are outlined in the report. The community suggested a range of methods for future engagement, including workshops, surveys, and public consultations. The recommendations also include suggestions for the content of the report, the format of the report, and the methods used to conduct the engagement process.

6. The Bilgola Community Engagement Report Summary will be developed in accordance with the recommendations of the community engagement process. The report will provide an overview of the community's views on the Bilgola Community Engagement Report Summary, and will include suggestions for the content of the report, the format of the report, and the methods used to conduct the engagement process.

**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Cc:** [NoReply Mailbox](#); [Michael Regan](#); [Linda Batchelor](#); [pittwater@parliament.nsw.gov.au](#)  
**Subject:** The Serpentine Bilgola Beach  
**Date:** Sunday, 22 November 2020 4:59:56 PM  
**Attachments:** [image001.png\[92\].png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[Proposed Safe Bike-Walk Path .PNG](#)

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Dear Councillors,

I write to you in regards to my concerns with the potential serious injury to the public should the proposed shared cycleway proceed at The Serpentine, Bilgola beach.

By way of introduction, my family own the home at [REDACTED] The Serpentine, Bilgola Beach. I resided at that address from [REDACTED] and remain a resident of the upper Northern Beaches. I enjoy walking, hiking and cycling.

First and foremost, I feel safe walking tracks and appropriately located cycleways benefit the community's health and wellbeing on many levels.

However, as a long-time resident of The Serpentine I am very concerned about the proposal due to the steep and dangerous hills leading down to the beach, plus the blind corners which further complicate the issue.

In my younger years, I delivered the Manly Daily. During this time I have seen multiple serious cycling accidents and close calls. One morning on delivery at about number 12 The Serpentine, a young girl had lost her brakes or panicked and didn't know how to stop. She was screaming hysterically as she wizzed past down the hill until she had the death wobbles and crashed horribly sliding down the road on her face. The poor mother came running behind hysterical. The young girl had been told not to ride ahead but did anyway, and sustained serious facial injuries as well as other major gravel rash. You can imagine the implications if there are more people cycling on this hill. The Serpentine is not riding casually around Narrabeen Lagoon, it's a serious road, and what is being proposed is going to encourage families and children into dangerous situations and collisions that will result in serious injuries which the council will be at fault over!

Considering this occurred prior to the area's current population and density peak, a proposal to increase cyclists to The Serpentine is alarming due to the imminent danger.

- The proposal does not provide a solution to the gradient and blind corners at The Serpentine and would only appear to be creating a **Dangerous Death Zone** with Cyclists, walkers and young families all being put in danger by the Council.
- Nor does it take into account cars reversing out of driveways, as there are very few residents with room to make a turning circle on their property.
- Nor does it create a safe connection point at both ends of The Serpentine for Cyclists ( the Southern end, for North bound Cyclists is very dangerous, if Cyclists are waiting in the middle of the Road to cross as cars come around that blind corner it would appear to be a **Death Zone** created by council )
- Increased numbers of walkers would at the Northern end, looking to gain access to your safe zone would have to walk through a **Danger Zone** without foot paths on un even ground where someone could trip and fall into a cars path, next to a main Road to gain access to your safe Zone.

An alternative solution which would address the safety issues is a suspended cycleway around 'The Bilgola Bends' on the Easton side. A similar path has been created around Narrabeen Lagoon.

If you could please see the attached file, there could also be an option to create a safe riding/walking path from Etival St Palm Beach, all the way to Neptune Rd Newport and even further without imposing on current traffic and appealing more to cyclists and thus

taking traffic off the roads. The benefits go on and on.

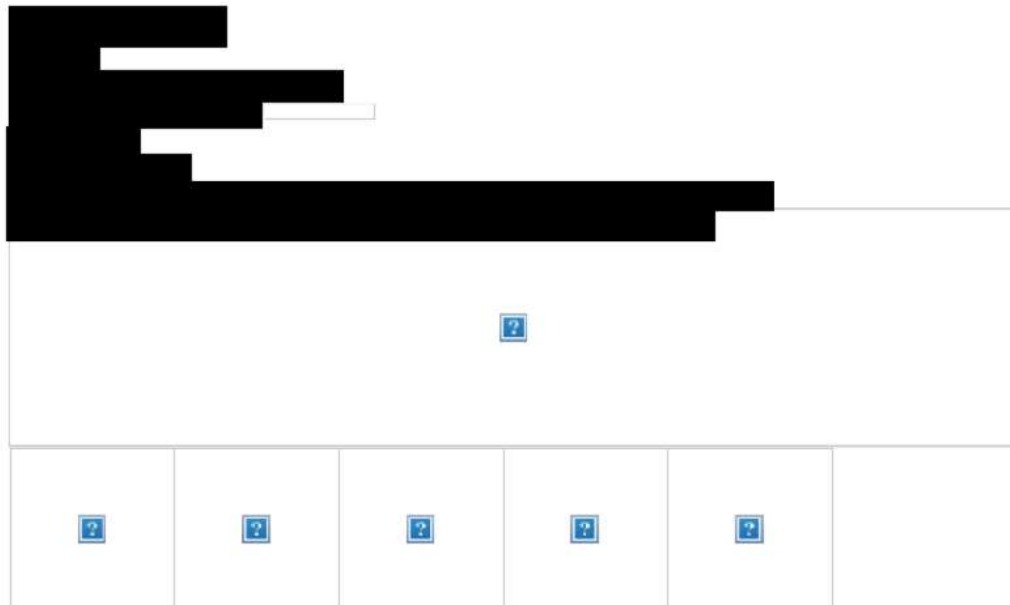
- Start of Cycle/Walk Path at the Northern End of the Newport Beach Carpark.
- Runs up the Eastern side of Barrenjoey Rd round to the Southern Serpentine entrance/exit where a safe Traffic Control System possibly traffic lights. Similar to the Surry Hills Cycle Path.
- Suspended Path begins and runs along the Eastern side of the Bends until Kamikaze corner where another Traffic Control device will be needed.
- Path needs to cross over to the Western side of Barrenjoey and follow the Golf Course round all the way into Avalon.
- Path then needs to cross back over at Corner of Barrenjoey and Avalon Parade, where the Path connects with the Yellow Brick Rd down the back of Avalon Beach all the way past the high school, through to North Avalon.
- Here again it crosses over to the track behind the Tennis courts which runs all the way up to Etival St Palm Beach.

This would provide a safe cycleway for commuters etc from Avalon to Newport. Ideally connecting into Monavale and the B-Line.

More people want to be able to Cycle and walk safely in our community for both health and environmental reasons and I applaud the Council in responding to this, how ever this proposal needs some tweaking if it is not to put peoples lives at risk!

I look forward to your reply.

Kind regards,



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From: [REDACTED]  
To: [REDACTED]  
Cc: [Bilgola Beach Club](#), [Bilgola Beach Club](#), [Bilgola Beach Club](#), [Bilgola Beach Club](#), [Bilgola Beach Club](#)  
Subject: The Serpentine Bilgola Beach  
Date: Sunday, 22 November 2020 2:25:40 PM  
Attachments: [Bilgola Beach Club](#), [Bilgola Beach Club](#), [Bilgola Beach Club](#)

Dear councillors

I write to you as a concerned citizen and resident for over 30 years at the Serpentine.

Firstly, I would like to thank the various people involved in aiming to create a better environment for us all to enjoy living in and also to benefit other people visiting our beautiful local area.

My opposition to the current plans for a Shared Zone on the Serpentine is primarily due to a serious concern for the lack of safety for cyclists, pedestrians and motorists that such a shared zone would further create.

The reasons are as follows:

The Serpentine is a flow through street (not a quiet cul-de-sac) it is steep and narrow in many parts and has 3 blind corners (2 of which are also on an uphill / downhill location). This is not a practically suitable environment for a shared zone. Access from busy Barrenjoey road from the north and south requires a motorist to act quickly to cross the traffic and enter the street. This is particularly difficult for cyclists moving at a lesser speed who enter the Serpentine.

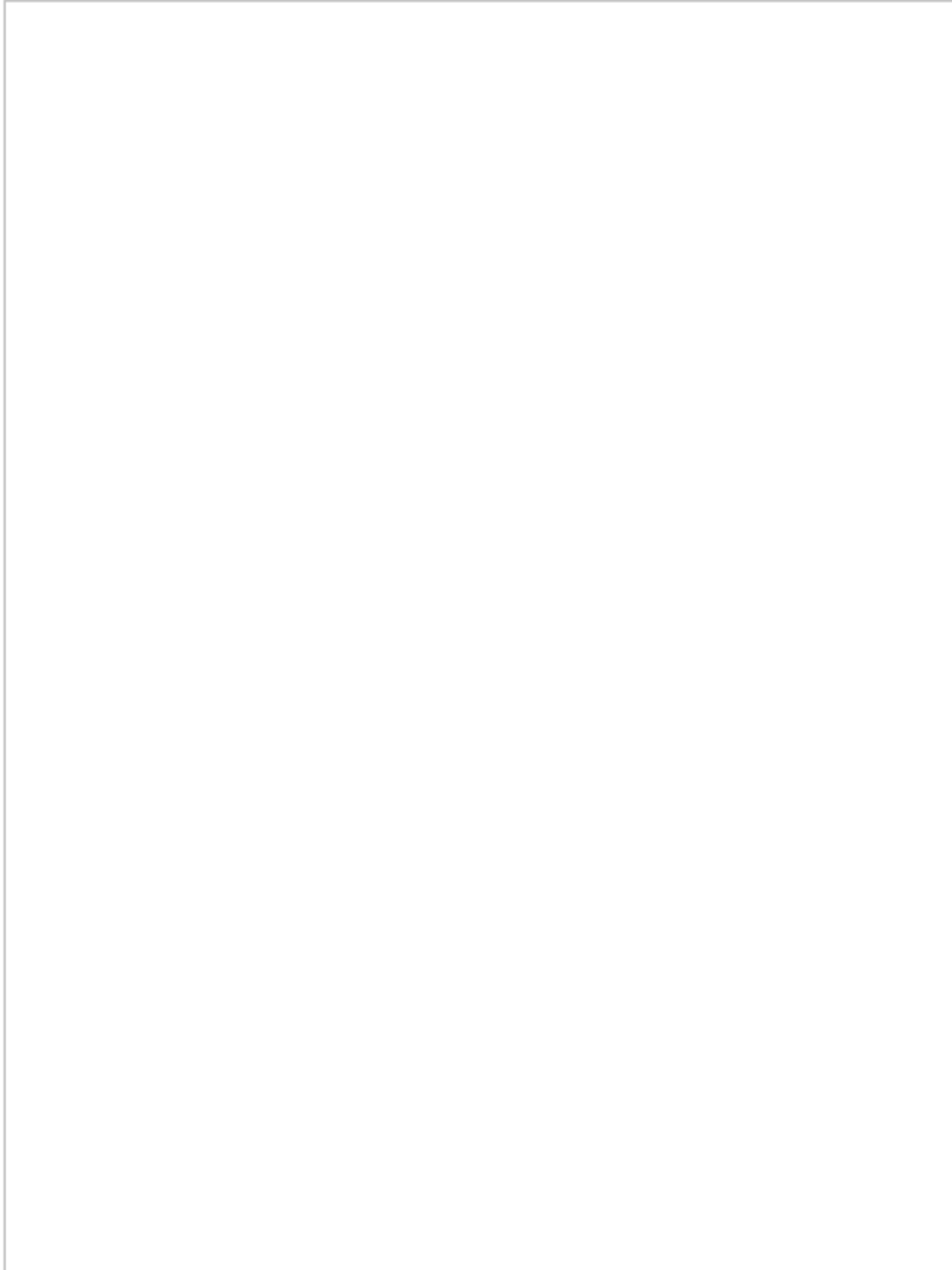
I experienced a head-on car accident at the "bottom blind corner" with an out of control experienced cyclist who was coming downhill- the cyclist was from outside of the local area and was unaware of the gradient and blind corners when embarking upon his cycling tour. The cyclist was in intensive care in hospital for a period of time and was at risk of losing life.

The "safety factor" for our citizens is paramount when making decisions such as this. Whilst great concepts and well meaning ideas for the benefit of the community are appreciated they do not always have safe, practical and realistic applications. A Shared Zone concept in The Serpentine encouraging further cyclists would be creating an unsafe, dangerous environment especially for inexperienced cyclists, those unfamiliar with the street and young or teenage children.

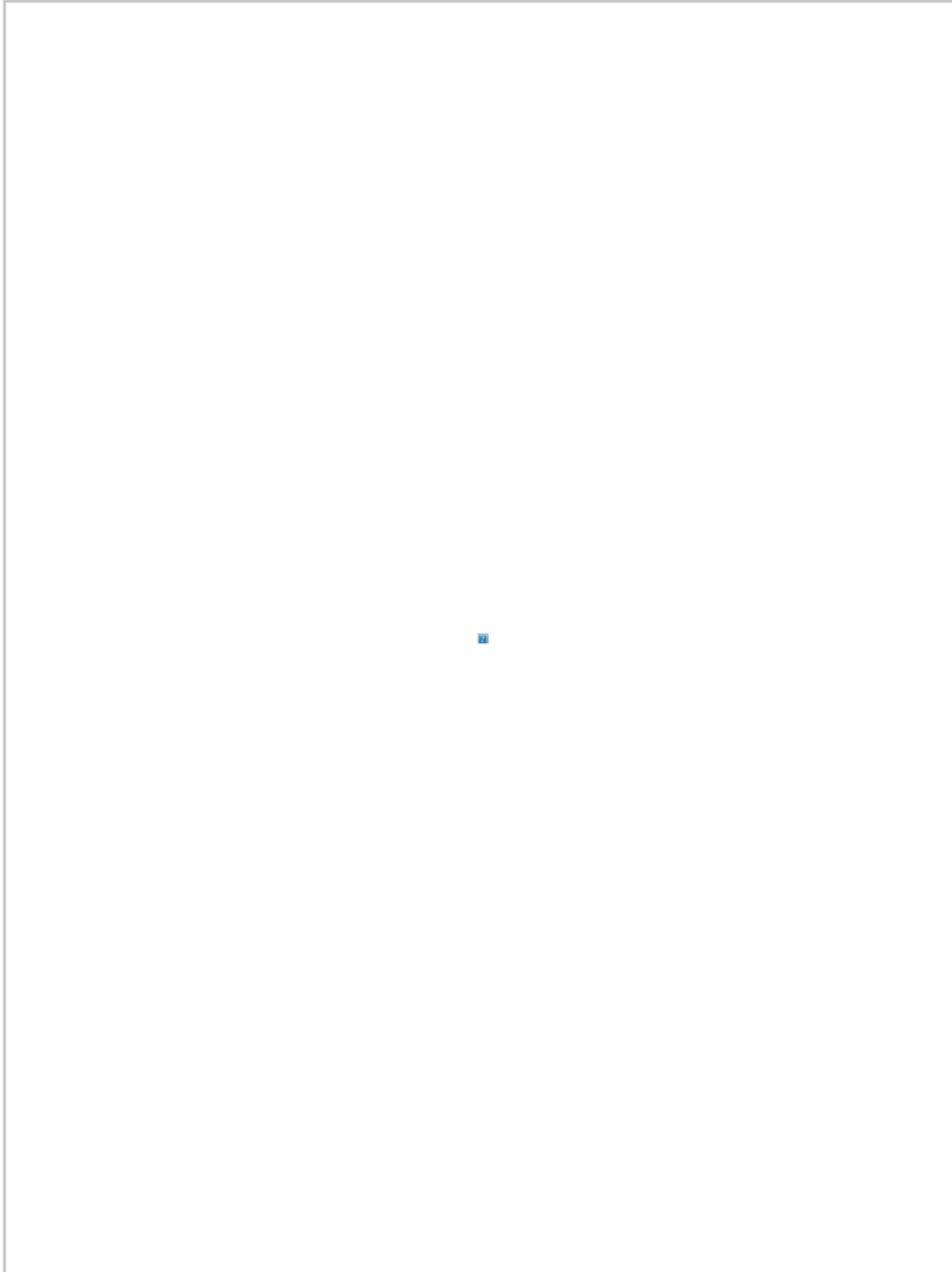
On the "middle blind corner" at the top of the corner where the road butts up against Barrenjoey road just down from number 17, the width of the road is actually narrower than other parts of the road which the sketches shown on display at the Bilgola Beach club house meeting on Friday 20<sup>th</sup> November actually displays when one looks carefully. I believe it is not possible to have 2 cars pass in this vicinity with or without a 2 way chicane plus allow room for cyclists on both sides of the road plus allowing for the required one metre distance between a travelling vehicle and a cyclist.

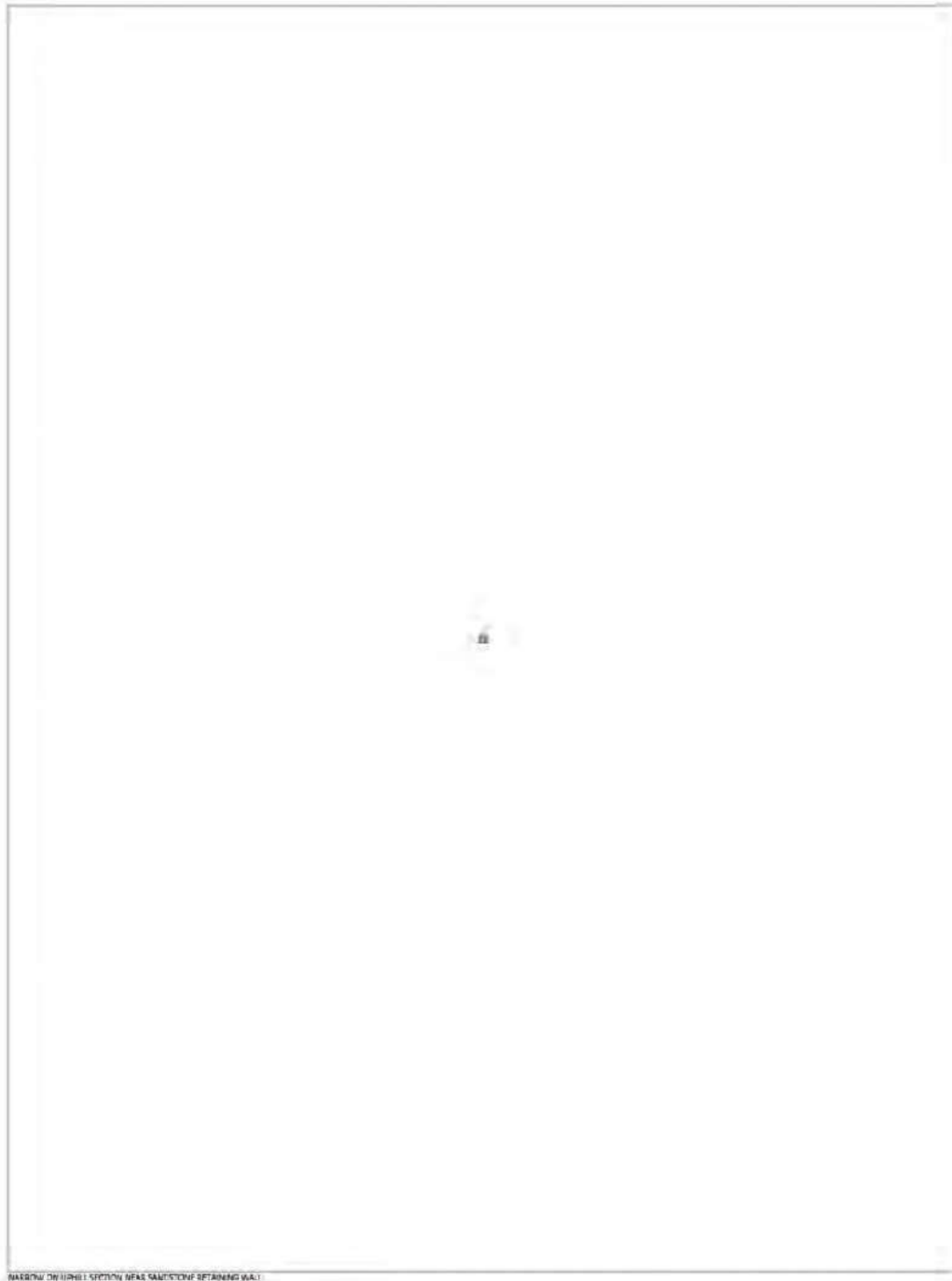
An inappropriate and impactful alternative of a one way chicane near a blind corner would surely require traffic lights on both sides to stop cars meeting head on (in the event that both decided to go into the one way chicane at the same time when they can't see around the corner for oncoming traffic).

Please see some attached photos of parts of The Serpentine showing the narrow width, curves and gradient. Many more photos can be supplied if it assists in understanding the unique topography and conditions in this particular street.

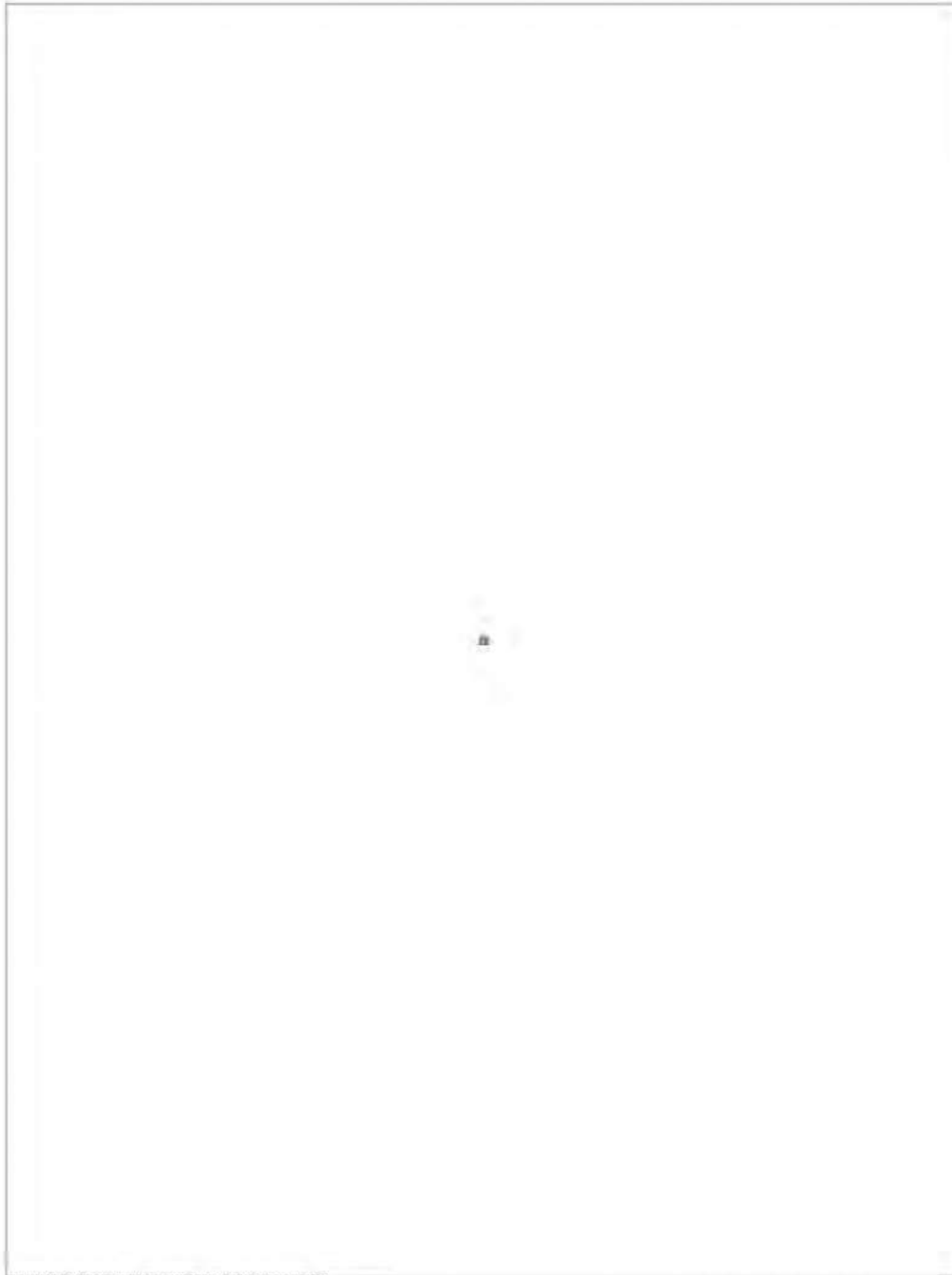








NARROW ON UPHILL SECTION NEAR SAUTONIAN RETAINING WALL



VERY NARROW ON THE RIGHT HAND SIDE OF THE PHOTO NEAR BOUNDARY HOLE.

I thank you for considering my viewpoint and concerns for the benefit of all.

Kind regards

Kerrie Paterson  
Meme 7611 562 166

**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** Newport to Avalon Pedestrian and cycle link  
**Date:** Saturday, 21 November 2020 5:59:48 PM

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TO NORTHERN BEACHES COUNCIL,

I would like to include my comments on the 12 month trial of a shared zone at the Serpentine Bilgola Beach.

I have owned [REDACTED] years, in that time pedestrian use of the Serpentine has increased enormously as the Northern Beaches have become very popular for permanent residents. In that time very little has been done to improve access for pedestrians, bike riders, dog walkers and especially the many children who use it to gain access to the beach. If there is a trial I hope it would not start until after the New Year and school holidays because traffic is at a premium then with very little parking, it would be total chaos.

I remember as a child there was access from the Serpentine to Barrenjoey Road at the roundabout would this make a better egress point for the bike riders, eliminate the Bilgola bends for them and leave the narrow upper part of the Serpentine for the pedestrians to walk in reasonable safety.

The 10kmspeed limit will cause as much trouble as the Bilgola Bends, it may stop the rat runs but will be very difficult for all service vehicles especially the garbage trucks and emergency vehicles.

The Serpentine is a very pretty street with beautiful views surely it would be better to have a path below the houses on the low side so visitors could really appreciate it.

I hope the Council will consider the residents comments. The 10km speed limit seems absurd which means no-one will want to use the Serpentine and the Bilgola bends will be even more of a bottleneck.

Yours sincerely

[REDACTED]  
[REDACTED] the Serpentine  
Bilgola Beach 2107

Email: [REDACTED]

**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** Newport to Avalon shared pathway design flaw.  
**Date:** Friday, 20 November 2020 1:25:50 PM  
**Attachments:** [Screen Shot 2020-11-20 at 10.42.51 am.png](#)  
[Screen Shot 2020-11-20 at 10.41.48 am.png](#)  
[Screen Shot 2020-11-20 at 10.58.59 am.png](#)  
[Screen Shot 2020-11-20 at 10.25.28 am.png](#)  
[IMG\\_9371 2.jpeg](#)

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Dear Northern Beaches Council

I would like to strongly object to one design element in the plans your council have in place for section 1 of the Newport Shared Pathway.



The design plans show the construction of a 900mm concrete barrier wall spanning Barrenjoey rd running around the Newport bends on the eastern side of the road ending at The Serpentine. If this goes ahead you will completely destroy the amenity of this area in a number of ways.

1.

**Increased traffic speed.**

As you drive around Newport bends heading south or north you look to see the lovely coastal beach view filtered through the trees. People slow down to see the coastline as they enter Newport beach Village. A concrete wall will take away this sense of open space and coastal vista with a brutal barrier similar to what you might find at Port Botany container terminal. Cheap and nasty. You will be made to feel like it's a "move on" and keep driving don't slow down and just speed up.

It's bad enough trying to exit Attunga Rd from the football oval with vehicles coming down Barrenjoey rd at speed. The 50kmh limit into Newport should start from The Serpentine.



2.

**Graffiti**

What a perfect billboard this barrier wall will make if it goes ahead. Not only will it



degrade and get dirty over time but it will also become a billboard for activists and graffitiists so they can tag their grubby slogans. This section of roadway will be trashed for good. Once a lovely view we will soon see nothing but a concrete strip with slogans and a patchwork of painted areas where it has been rolled over by council employees.



I think Northern Beaches Council is doing a fantastic job of making this walkway a reality but please don't degrade it by not seeing the bigger picture outside this walkway. With this beautiful view, Barrenjoey rd deserves to be enhanced by researching other guard rail options.

For instance:

A cross wire guard rail commonly used on freeways where the visual impact is minimised and the green footprint enhanced. This would be ideal. Why hasn't this been considered?



This concrete barrier will have the potential to destroy the positives of the coastal walkway altogether. I ask the council to reconsider the barrier design and enhance Barrenjoey Rd to match the design elements of the coastal walkway.

**Keep Pittwater Beautiful.**

Regards



Newport Beach 2106



**From:** [REDACTED]  
**Subject:** [Council Mailbox](#)  
**Date:** 10KMH on SERPENTINE and ASSOCIATED WORKS  
Wednesday, 18 November 2020 8:00:55 AM

---

Dear Council,

Incredibly stupid proposal and total waste of rate payer money.  
Please provide evidence of the need to go ahead with this ridiculous scheme.  
How many accidents , injuries have occurred on this road.  
I drive on this road regularly .  
It is not a racetrack, and I always see people driving to the conditions in a safe manner.  
Bike riders use the bends to avoid the hills.

Listen to the people that are using common sense.

best regards,

[REDACTED]  
\*\*\*\*\* The contents of this email and its attachments are confidential and intended solely  
for the use of the individual or entity to whom they are addressed. \*\*\*\*\*

Submission on Activate Bilgola : Streets as Shared Spaces: The Serpentine, Bilgola

We oppose this proposal. It has been put together by a group who appear to not have experienced the route over any length of time. I have tried driving it at 10 KPH and it is especially difficult to keep cars at that speed. It does not mention whether bikes are going to be restricted to that speed as well. I'm sure that they will want to travel faster on all level and downhill sections of the road.

We are not directly affected as we live in Allen Ave but we have had emergency vehicles required at the northern end of the beach and the traffic jams that this proposal will cause will add to the difficulty that they face. Presumably they will not have to adhere to the speed limit!

Access to the Serpentine at the south end is often not easy and you have to take your opportunity when it arises - and then, under this proposal, have to slow down quickly after getting across Barrenjoey Rd. You will then have the added complication of bike riders cutting onto the road and the potential build up of traffic in front of you.

There will be an increased amount of pollution from cars as they are being restricted well below an environmentally safe and efficient speed.

Many of the residents in our local area are retired and the prospect of riding a bike is no longer an option making car usage mandatory.

We would also like to second the arguments put forward by Ann Glanville and we concur with all of them.

On a slightly different note we were promised by Council that the footpath on the eastern side of The Serpentine would be constructed shortly after the broken water main and ensuing landslips that occurred in 2014 and which caused extensive damage to our property. This would have rectified the water drainage problem that occurred after the gas main was put through and the ensuing reconstruction of The Serpentine which followed. Will the road camber be corrected now that no footpath is being constructed on that section of The Serpentine?

From: [REDACTED]  
To: [REDACTED]  
Date: [REDACTED] and Cycle Link  
Thursday, 19 November 2020 4:42:25 PM

---

Good Afternoon,

Thank you for the opportunity to provide comments on the revised design for the 12 month trial of a shared zone on The Serpentine, Bilgola Beach. I applaud the council's vision for connecting the Northern Beaches, with the aim of improving accessibility and safety for pedestrians and cyclists.

It is the safety aspect of this proposal that most concerns me.

Not being familiar with a shared zone, the first image I had was of a wider than average footpath, where people walk, jog, push prams, walk dogs, children ride scooters, surfers carry their boards, friends walk in groups, there may be people in wheelchairs, people of all ages and abilities riding their bikes, along with all makes and sizes of vehicles, albeit at 10 kmh. A google check to see what a shared zone entailed revealed the following from the NSW Government Transport Roads and Maritime Services "A shared zone will only be considered....where there are very low numbers of slow moving vehicles"

I am a resident living in [REDACTED] and accessing The Serpentine several times a day, either by foot or car. There are approximately 90 homes in Bilgola Beach, where The Serpentine also provides the only access to Barrenjoey Road. On an early morning walk this week, (6.30am), there were 24 vehicles parked on the side of The Serpentine, the assumption being that these vehicles also belong to residents. In one particular spot 6 of these vehicles were parked on one side of the road and directly opposite were another 4 vehicles. Only 1 car could pass this section at a time. There are also 2 construction sites where homes are being built, and another major renovation being undertaken. The current proposal advocates the addition of chicanes, how will pedestrian, cycle and vehicle flow be safely facilitated through these zones? And what provision is there for visitor/trade/services/delivery van parking? And garbage collection?

The council carpark accommodate approximately 150 vehicles, and on the summer weekends the carpark is regularly full, with those cars unable to park cruising Bilgola Avenue, Allen Avenue and The Serpentine looking for street parking. On the first hot weekend this season, a neighbour said she counted over 100 cars coming down Allen Avenue, a short no through street running parallel to the beach, each of those cars would have had to turn around and come back along Allen Avenue to The Serpentine. Have any pedestrian or vehicular traffic studies been done on this section of the proposed link and if the trial does go ahead, will the movement of pedestrians, cyclists and vehicles be closely monitored?

Other areas of concern are the right hand turn off Barrenjoey Road into the Serpentine. This is a dangerous turn on a blind corner. Vehicles making this turn will enter The Serpentine travelling well over 10kmh, as you need to accelerate to safely make the turn in the very limited time you have clear access. The road surfaces on Bilgola Avenue and Allen Avenue are also in urgent need of repair, particularly along the edges, there are many areas worn away, creating potential tripping hazards.

I trust the concerns of Bilgola Beach residents can be worked through in conjunction with the council's vision.

Kind regards,

[REDACTED]  
[REDACTED]

Bilgola Beach 2107





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## **A Resident's Analysis of Traffic on The Serpentine & recommendations**

**20 November 2020**



## What are the many roles of The Serpentine?

1. An access road for residents to access Barrenjoey Rd at both the northern and southern ends and to access their homes from Barrenjoey Rd.
2. An access road for beach goers and people attending the surf club for or exercise/fitness classes or surf club social events, Lifesaver patrols, nippers, Avalon Swimming Club, or going to Zubi café.
3. A through road for vehicles in peak hours, morning and afternoon. They call it the 'rat run'. These vehicles include many tradies utes. The objective of all these vehicles is to travel more quickly than they could via the Bilgola Bends, hence they frequently (usually) exceed the speed limit.
4. The local pedestrians, walkers and joggers, at all times of day and into the evening. This is a very popular pastime, and frequently pedestrians are two abreast, often with dogs. Because there are no footpaths they are almost always on the eastern side of the road which affords some opportunity to step off the road, except at the blind (90 degree) corner where many pedestrians cross to the other side to avoid the corner where the shrubbery and trees force pedestrians onto the road.
5. Long distance walkers, usually coming from Palm Beach rather than Manly. These people are often supporting a charity and walk in groups of friends. They often proceed down the stairs to Allen Ave. They would use the track in front of the houses at North Bilgola if it were available.

6. The weekend pelotons, multiple packs of up to fifteen lycra cyclists who ride fast and silently. They are a worry. Interestingly they ride from north to south. I have never seen them ride in the other direction.
7. Family cyclists or lone cyclists. I can't say I've seen them. The Serpentine is not suited for casual cyclists, it is too hilly and the surrounding Barrenjoey Rd far too dangerous. These are two reasons why they don't come. So I ask what is the point of the uphill dedicated cycle lanes? They are irrelevant.
8. Service vehicles. Garbage trucks, post bikes, delivery vehicles, tradesmen/women, construction heavy vehicles, council tractors and trucks, and emergency vehicles. The last requiring quick access.

**The Serpentine and the Bilgola Bends are Siamese Twins,** conjoined. A large part of the issues we are facing on The Serpentine could be remedied if there were able to be improvements to the Bends. Only then should we consider creating a meandering country lane. But the Bends are unlikely to change so we should think of the Bends as the thoroughfare and The Serpentine as the multipurpose byway. If there are restrictions placed on The Serpentine the Bends will become even more clogged especially during the ever extending peak times.

It also appears that council are intent on increasing cycle traffic as we do not currently experience any casual or family group cyclists, only the pelotons on the weekends, who won't use the cycle lanes. The Serpentine will never be popular with casual bike riders because it is too hilly and that

is one reason we don't see them. Is it a wise move by council to try and increase bicycle traffic?

Perhaps the best council can aim for is to improve pedestrian safety and encourage the peak time 'Bends by passers' to slow down without paralysing The Serpentine with chicanes, speed bumps and a ridiculous speed limit.

A 10kph speed limit with dedicated cycle paths for ghost riders and chicanes will negatively impact on the Bends traffic flow.

### **A realistic Objective**

Increase safety for all users of The Serpentine whilst not further inconveniencing any of its' current roles.

### **The Scope**

Accommodate all current users, but do not attempt to create additional users (eg., family cyclists).

## **How Can the Above Objective be Achieved?**

### **A 6 Point Plan**

1. Improve pedestrian safety by providing SOME footpath sections, especially one for about 50m around the 'blind corner'.

Much of the road does not require a footpath as there is room beside the road. But some sections are tight and even a few short strips of pathway would make the road safer for pedestrians.

2. Parking on the western side only. This would give pedestrians greater access and drivers improved visibility by allowing parking only on the western side of



The Serpentine. This would also eliminate most (if not all) of the single lane situations which currently exist.

3. Revisit the plan to open a pedestrian access in front of houses and connecting to the Allen Ave stairs. This would redirect a large number of pedestrians off MOST of The Serpentine. Why did council dump this plan?
4. Perhaps reduce the speed limit to 30kph, this will have little effect on travel time if all parked cars are on one side of the road, as this should avoid the current stopping and starting as cars are forced into one lane
5. Have the police do an occasional speeding blitz which will get the word around and slow down those drivers avoiding the Bends.
6. Delete plans for cycle lanes and chicanes for reasons already explained.

The above six point plan will add to safety and ensure that The Serpentine continues to serve all users and support The Bends on Barrenjoey

**From:** [REDACTED]  
**To:** [Ray Brownlee](#)  
**Subject:** "ACTIVATE BILGOLA"  
**Date:** Sunday, 22 November 2020 6:30:53 PM

---

Dear Ray,

Following Council's "Information Sessions" held on Friday November 20, and today (Sunday November 22), I think it's important that you are aware of a number of points which may not be elucidated in the recommendations submitted to Council for the meeting on December 15.

Firstly council staff admitted that the vast majority of submissions received were opposed to the creation of a Shared Zone on The Serpentine. When queried as to what the threshold for withdrawing the proposal would be, council staff were unable to answer. As residents of The Serpentine, we strongly believe that we live in a democracy.

Secondly, it was pointed out to council staff that a normal process to recommend something as radical as a Shared Zone would involve careful analysis of existing data such as historical traffic and pedestrian volumes. Council staff advised that no such data was available other than a traffic survey conducted on an unknown date for a period of 7 - 14 days. No pedestrian data was available. When asked how, without any reliable historical data, Council would be able to forecast future volumes of both vehicular and pedestrian traffic, both with and without a Shared Zone, council staff were unable to respond, other than to say that traffic volumes would be forecasted to grow at 2.5%pa, in line with general traffic strategy assumptions. I hesitate to comment!

Thirdly, council staff were asked, given that Council had as recently as last week, lost a Court case in the Land and Environment Court, (with costs awarded against them) on the grounds that Council had not followed due process, how worried were they that they had not followed due process in the announcement of a Shared Zone on The Serpentine? It was pointed out that a simple reading of the NSW Transport Department's Technical Direction on "Design and Implementation of Shared Zones including Provision for Parking" would reveal the provisions for which Council's proposals were in breach. One of these is that Shared Zones are designed for areas "where there are comparatively high pedestrian volumes, .....and where are very low numbers of slow moving vehicles" - hardly the case on The Serpentine. Equally importantly there are very clear provisions for "Stakeholder consultation" which have not been met. No response was forthcoming.

As best we could ascertain, virtually all of the respondees, and certainly a high proportion of the residents of The Serpentine, are sympathetic to the creation of a pedestrian pathway between Newport and Avalon, as a part of the Coastal Walkway project, but all are totally opposed to the concept of a Shared Zone on The Serpentine. The Shared Zone proposal is widely regarded as a sledgehammer to crack a nut - and is likely to create a high risk environment for all of those intended to use it. It also creates a high risk environment for Council where it may be sued for creating a dangerous environment without making adequate enquiries.

Our strong recommendation is that Council abandon the Shared Zone strategy and commence discussing with the community what rational solutions are available for a pedestrian pathway between Newport and Avalon.

With kind regards,

[REDACTED]

[REDACTED]



# Rob Stokes

## Pittwater MP

2 November 2020

Mr Ray Brownlee PSM  
Chief Executive Officer  
Northern Beaches Council  
725 Pittwater Road  
DEE WHY NSW 2099

Dear Mr Brownlee,

I write in relation to the proposed *Streets as Shared Spaces* trial at Bilgola Beach.

The NSW Government is proud to be partnering with councils throughout NSW to explore the potential benefits of this concept.

I understand, following a resolution of the Northern Beaches Council Local Traffic Committee, that consultation on the proposed Bilgola Beach trial is underway.

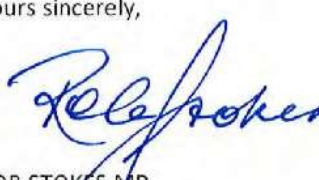
Over the past week I have received correspondence from a number of Bilgola Beach residents, primarily from The Serpentine, conveying diverse feedback on the proposal. I note this feedback includes both concerns and commendations.

Chief among the commentary is the eagerness of residents to ensure their feedback is carefully considered as part of the consultation process.

I have agreed to convey this position to Council on their behalf.

Thank you for your consideration and assistance.

Yours sincerely,

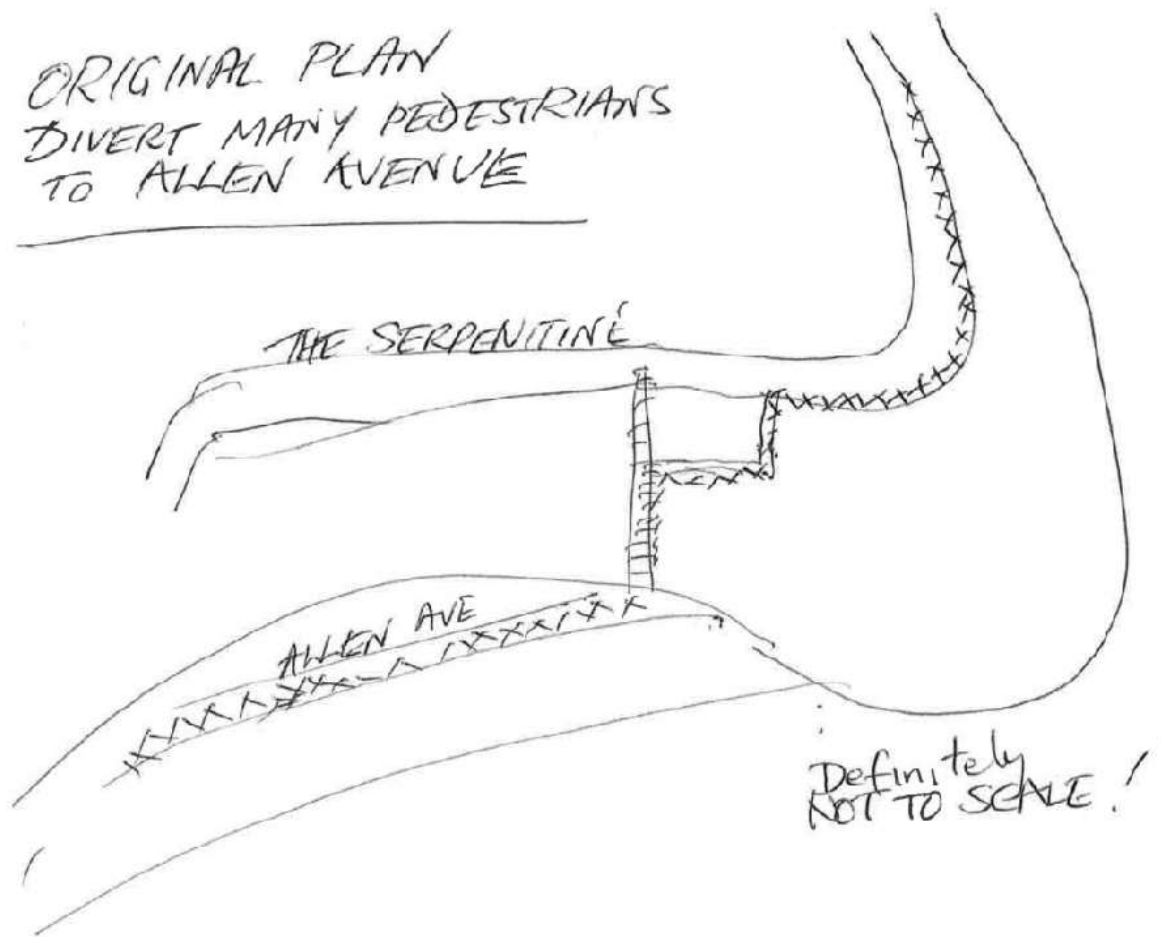


ROB STOKES MP  
MEMBER FOR PITTWATER

1725 Pittwater Road MONA VALE NSW 2103

Phone: 02 9999 3599 Fax: 02 9999 0922 Email: [pittwater@parliament.nsw.gov.au](mailto:pittwater@parliament.nsw.gov.au)

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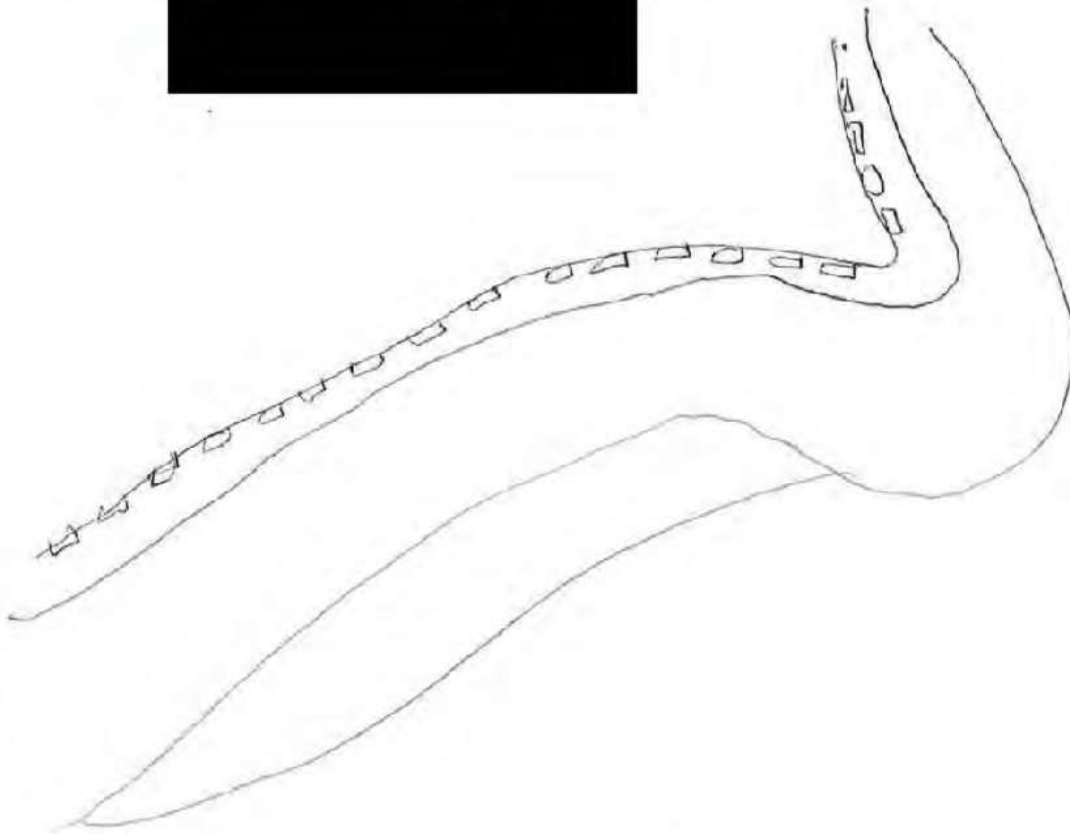
### Reasons given for not proceeding

1. Residents complained about pedestrians in front of homes
2. Land at cliff edge too dangerous
3. Cost of pathway uphill too expensive

Which excuse is it?

This original plan reduces pedestrian congestion.

Submission - 20/11/2020



Park only on the western side of The Serpentine,  
This would allow pedestrians to be clearly seen  
and to avoid stepping further on to the road to go  
around parked cars, allow vehicles to flow more  
freely, and improve safety





**From:** [REDACTED]  
**Subject:** [Council Mailbox](#)  
**Date:** 10 mph zone on the serpentine  
Monday, 23 November 2020 6:49:45 PM

---

Dear all,  
Please add my voice to the chorus of opposition to the preposterous idea to make it virtually impossible to drive on the Serpentine.  
The proposed 10 kph zone and the silly chicanes are ridiculous.

Yours sincerely

[REDACTED]

Avalon

Sent from my iPhone

As a local resident, I typically walk along The Serpentine twice a day. Often this is for me, my partner, and our dog to get some fresh air and exercise. We enjoy the outdoors and like to see others doing the same. Normally, our walk is from the north end of The Serpentine up to around 32 The Serpentine – just before the dangerous corner – and occasionally we will venture down the recently upgraded stairway towards the beach. Parts of The Serpentine are difficult to navigate due to the lack of a footpath, many potholes and other uneven surfaces, dangerous corners, frustrated motorists, etc. but we persevere.

There is a need for some improvement along The Serpentine but I see the following problems with the current proposal:

- Most of The Serpentine's roadway is narrow and it will only become worse with the introduction of a couple of small sections for cyclists only. It will be difficult for cars to go around cyclists and for cars travelling in opposite directions to pass each other. At the same time, there could be pedestrians, people with dogs, others pushing prams, cars backing out of driveways, etc.
- The road is very steep and most cyclists will continue to use Barrenjoey Road. This isn't a road for a casual cycle with your family. For a cyclist going downhill, it is difficult to maintain a safe speed regardless of the limit. It is rare to see cyclists going uphill.
- Access to The Serpentine for cyclists travelling north is difficult, regardless of the point at which they enter (south end or north end)
- A speed limit of 10 kph is not realistic. I am over 60 years of age and I run faster than that. Cyclists won't adhere to that limit especially going downhill. Drivers will also find it difficult to maintain such a low speed.
- Pedestrians and cyclists do not mix well together and prefer their own paths.
- I believe the money being spent on planter boxes and artwork could be better used (e.g. fix the direction indicator at the North Bilgola Lookout). I'm not sure who will benefit from these "extras". I don't think cyclists, drivers, or pedestrians who are either trying to get from point A to point B or enjoying the beautiful coastal views will care.
- In this affluent area of retired judges, mayors, and others who have held high profile positions, I cannot understand why the residents were not consulted first.

What I believe we need is a safe, proper footpath along The Serpentine and Barrenjoey Rd (between The Serpentine and Old Barrenjoey Rd). The **walkway** (with an emphasis on "walk") from Bilgola Surf Club to Newport is great and provides an excellent example of what can be done. The solution to The Serpentine is much simpler and could be implemented in a short timeframe at a relatively low cost.

It still amazes me that we have reasonably good bus service in the area but it isn't safe to walk along Barrenjoey Rd or The Serpentine to get to a bus stop. Why are there no footpaths?

Regards,

██████████

21 November 2020

**Re: Objection to Newport to Avalon Pedestrian and Cycle Link**  
**Your reference: 2020/642196**

We, as residents of Bilgola Avenue, write in response to the request for comments on the proposed 'Shared Zone' along The Serpentine at Bilgola Beach.

Referring to the most recent 2016 Census Bilgola Beach is 130 homes, 55% of our residents are over 50, 25% are over 65 where 74% of households have 2 cars and 68% of our residents use their car to travel to work. Council is overengineering our residential suburb with an aging population who rely on their cars and unlikely to walk or cycle to access Avalon. We drive to Avalon to access the amenity and services available there.

**Objections:**

- The transition from high volume Barrenjoey Road onto The Serpentine will be dangerous. Vehicles travelling north at 60km/hr, turning across oncoming traffic into The Serpentine and immediately moving into the proposed 10km/hr 'Shared Zone' of vehicles, bicycles and pedestrians will lead to risk for all involved.
- Of significance, the collective of government agencies Austroads recommends that a Shared Zone is inappropriate when the approach speed exceeds 40-50 km/hour. Shared Zone is appropriate when it is a throughfare, but traffic joining The Serpentine from both Bilgola Avenue and Surf Club Road, with its high-density usage, is considered a high crash risk.
- **10km speed:** the proposed speed limit is too slow for a residential area and will mean our travel time to Avalon will now be over 20 minutes. As a resident of Bilgola Avenue, we can only access Avalon from the northern of The Serpentine. This week a visiting tradesman was caught behind a driver testing the proposed 10km speed and the result was road rage and visibly distressed drivers.
- **Chicanes:** the proposed 10 chicanes will limit available parking for local residents, visitors, beachgoers and likely increase the congestion of vehicles. This is a throughfare to access Avalon and will compound the smooth movement of cars.

**Solutions:**

**Cyclists and pedestrians should have separate north – south routes:**

- **Cyclists** must be provided with a separate cycle lane on Barrenjoey Road through the Bends which is consistent with likely speed at which they will travel ie greater than 10km/hr.
- **Pedestrians:** Council must continue with your proposed Coast Walk -Your ref: 2019/484989. We offer one significant change: Council has the pedestrian infrastructure already in existence, but it needs to be refurbished. Travelling north, avoid the road, enter the Council's existing pathway between 52 and 54 The Serpentine, cross over to walk between 31A & 31B The Serpentine and exit at 484 Barrenjoey Road and continue north on the pathway to Avalon.

Regards



NSW 2017

## Streets As Shared Spaces: The Serpentine, Bilgola

22 November 2020

Having been a big fan of the coastal walk from Palm Beach to Manly, I have been happy to see some progress with walking path improvements around Bilgola Beach. I was also looking forward to seeing the next stages implemented including the connection from the surf club car park to Allen avenue and continuation of the path below the houses at the northern headland. This part of the coastal walk would allow pedestrians to walk from Newport to the north head of Bilgola without having to use Barrenjoey Road or the section of the Serpentine up to well past kamikaze corner.

I was very surprised to see the spared space concept, and proposed trial period. There had been no consultation with Bilgola residents and the trial appears to be going ahead with very little thought or discussion regarding the consequences. After attending a small group discussion at Bilgola Surf Club on November 20, it appears that the logic is that funds are available and that these funds will be lost if not used.

I do not support this project and the time and effort currently being expended by council staff would be much better directed to the coastal walk project. My reasons are as follows:

1. A 10 km per hour shared zone for pedestrians may be correct for kiddies corner at Palm Beach where there is a short, dead end road with lots of beach access taking place in this zone. The Serpentine is a through road used by many residents, beach goers, service and emergency vehicles and even the main buses and trucks when Bilgola Bends is closed to traffic.
2. It sounds like a proposed speed limit of 20 or 30 km per hour is now being considered as a revised plan. The current speed limit of 40 km per hour is exceeded by many vehicles, including silent and fast bike peletons and the danger to pedestrians is way too high. Encouraging more pedestrians to use the Serpentine would only increase the risk of accidents.
3. The concept of chicanes to control traffic will not work. On most week days and weekend summer days, the Serpentine has cars and other vehicles parked on both sides and chicanes will only make the parking situation worse. Residents along the Serpentine have a range of restricted access driveways, and chicanes and planter boxes will only make access more difficult and also more dangerous.

I think that council should stop this project immediately and apply its resources to improving the coastal walk which will move pedestrians away from the Serpentine.

In addition, I think the council should work with other authorities to enforce the current 40 km per hour speed limit on the Serpentine.

I trust that council will seriously take on board feedback for the proposal and not rush into thinking they have to spend money, only to find out they could have put more thought and effort into this and ended up with a much better result.

[REDACTED]

[REDACTED]

Bilgola Beach



## The serpentine

1. The roads are too narrow now, we have large garbage trucks, Buses, Ambulances, semi-trailers, police cars that need to use The Serpentine when Bilgola bends is blocked from accidents and traffic jams.
2. If an ambulance, fire trucks and Police are slowed down because of the one lane Planter box and chicanes 10km speed limits (cars blocking the road because of 10km limit) Emergence vehicles go to the beaches when thousands of people come to the beach.
3. Keep the road two lanes doesn't need narrowing needs widening to allow for **dedicated walking path for safety.**
4. SPEED LIMIT: The 10km speed limit is too low and would propose 40km with **speed camera/s**
5. Are bikes limited to 10km too?
6. It would take almost 20 minutes to drive the length of the serpentine. If 10km is kept.
7. **Should be two-way** for Planter box and chicanes. Speed bumps are better as you can keep it two lanes.
8. I believe that previously there was a walkway planned to run on the beach side of the houses at the northern end of the beach and coming up between 52 and 54 houses. This is a great idea and would be much better for walkers because it takes them off a large section of the Serpentine, especially the blind corner at the top of your proposed one-way cycle lane. I would like to see this proposal reinstated. Much safer and far better views and improve the walkers' experience.
9. Dedicated bike lanes (painted lines) to separate walkers from bikes much safer.
10. Car parking: Should be increased not reducing it, as the **beach car park** is full and when Avalon Market day, Surf Club Carnivals, is on a lot of the cars park on The Serpentine past North Bilgola Lookout
11. Car parking should not be timed or charged
12. We need parking on the streets too for residences, often there are more than two cars per residence (kids, visitors, Grandparents, cleaners, maintenance etc etc)





## Your Say submission

Dear Councillors,

I write to you in regards to my concerns with the potential serious injury to the public should the proposed shared cycleway proceed at The Serpentine, Bilgola beach.

By way of introduction, my family own the home at The Serpentine, Bilgola Beach. I resided at that address from 1980 and remain a resident of the upper Northern Beaches. I enjoy walking, hiking and cycling.

First and foremost, I feel safe walking tracks and appropriately located cycleways benefit the community's health and wellbeing on many levels.

However, as a long-time resident of The Serpentine I am very concerned about the proposal due to the steep and dangerous hills leading down to the beach, plus the blind corners which further complicate the issue.

In my younger years, I delivered the Manly Daily. During this time I have seen multiple serious cycling accidents and close calls. One morning on delivery at about number 12 The Serpentine, a young girl had lost her brakes or panicked and didn't know how to stop. She was screaming hysterically as she wizzed past down the hill until she had the death wobbles and crashed horribly sliding down the road on her face. The poor mother came running behind hysterical. The young girl had been told not to ride ahead but did anyway, and sustained serious facial injuries as well as other major gravel rash. You can imagine the implications if there are more people cycling on this hill. The Serpentine is not riding casually around Narrabeen Lagoon, it's a serious road, and what is being proposed is going to encourage families and children into dangerous situations and collisions that will result in serious injuries which the council will be at fault over!

Considering this occurred prior to the area's current population and density peak, a proposal to increase cyclists to The Serpentine is alarming due to the imminent danger.

The proposal does not provide a solution to the gradient and blind corners at The Serpentine and would only appear to be creating a Dangerous Death Zone with Cyclists, walkers and young families all being put in danger by the Council.

Nor does it take into account cars reversing out of driveways, as there are very few residents with room to make a turning circle on their property.

Nor does it create a safe connection point at both ends of The Serpentine for Cyclists ( the Southern end, for North bound Cyclists is very dangerous, if Cyclists are waiting in the middle of the Road to cross as cars come around that blind corner it would appear to be a Death Zone created by council )

Increased numbers of walkers would at the Northern end, looking to gain access to your safe zone would have to walk through a Danger Zone without foot paths on un even ground where someone could trip and fall into a cars path, next to a main Road to gain access to your safe Zone.

An alternative solution which would address the safety issues is a suspended cycleway around 'The Bilgola Bends' on the Easton side. A similar path has been created around Narrabeen Lagoon.

If you could please you see the attached file, there could also be an option to create a safe riding/walking path from Etival St Palm Beach, all the way to Neptune Rd Newport and even further without imposing on current traffic and appealing more to cyclists and thus taking traffic off the roads. The benefits go on and on.

Start of Cycle/Walk Path at the Northern End of the Newport Beach Carpark.

Runs up the Eastern side of Barrenjoey Rd round to the Southern Serpentine entrance/exit where a safe Traffic Control System possibly traffic lights. Similar to the Surry Hills Cycle Path.

Suspended Path begins and runs along the Eastern side of the Bends until Kamikaze corner where another Traffic Control device will be needed.

Path needs to cross over to the Western side of Barrenjoey and follow the Golf Course round all the way into Avalon.

Path then needs to cross back over at Corner of Barrenjoey and Avalon Parade, where the Path connects with the Yellow Brick Rd down the back of Avalon Beach all the way past the high school, through to North Avalon.

Here again it crosses over to the track behind the Tennis courts which runs all the way up to Etival St Palm Beach.

This would provide a safe cycleway for commuters etc from Avalon to Newport. Ideally connecting into Monavale and the B-Line.

More people want to be able to Cycle and walk safely in our community for both health and environmental reasons and I applaud the Council in responding to this, how ever this proposal needs some tweaking if it is not to put peoples lives at risk!

I look forward to your reply.

### **Your Say Submission**

We are the owners of The Serpentine.

We have major concerns in relation to this proposal.

The shared zone proposed is unworkable, unsafe and unrealistic as to the function of The Serpentine as it currently exists as a thoroughfare which has been in use for decades. It also breaches the requirements of the Guidelines for creation of shared zones. Many properties including ours require the reversing in or out of the driveway by our vehicles which is contrary to the guidelines of shared zones and poses a safety risk to pedestrians.

The entrance to numbers 22, 24 and 26 The Serpentine all share the same driveway which is placed dangerously close to the proposed chicane.

Has any consideration even been given to where these 3 properties will place their many bins for garbage collection? Have the consultants that prepared the proposal walked the street on bin night to see the practicality of their proposal? Garbage collection will be adversely effected.

The Sepentine is a necessary thoroughfare and is the only quick access to Avalon should obstruction occur on the bends. It acts as an essential alternative route for emergency services. Response times will be adversely affected.

The introduction of a 10kph speed limit, 10 one way chicanes, limited parking spaces will create serious inconvenience to residents and visitors to residents including tradesmen. Chicanes have been placed in unsafe locations, too close to blind corners and blocking access to some properties.

Reducing the speed limit to 10kph means it would take residents five times as long to travel the length of The Serpentine, turning a 5 minute journey into a 25 minute journey which is ridiculous.

The road width on the northbound uphill section from the beach to the blind corner at the top is only just wide enough now for 2 cars to pass, yet it is being proposed to add a cycleway and to retain parking spaces. How can that work safely?

Similarly the road between the beach access and and the southbound entrance to Barrenjoey Rd is only currently wide enough for 2 cars to safely pass. How is it then possible to include a cycleway with a blind corner in the middle of it?

As residents we do not understand what is driving this proposal and why there has been no proper consultation. The lack of communication and consultation with the community has been totally unsatisfactory.

The trial should not proceed until sufficient time is given for the community to properly consider the issues and impacts on residents.

### Your Say Submission

\*I am a long term pedestrian and motorist in The Serpentine. I wish to make some comments from the perspective of a pedestrian.

\* My observations are that the pedestrians using this precinct do so for fitness/recreation/socialisation/beach access/coast viewing. They are a mix of Serpentine residents, immediate locals, locals from further afield (Newport, Bilgola Plateau, Avalon) and out of area visitors. They come in a range of fitness levels.

\*in reality, The Serpentine is already a shared zone used by many motorists, a regular contingent of walkers as above from pre-dawn to dusk and some cyclists

\*while most people are very well-behaved, some motorists speed to excess and some cyclists speed down the hills and fail to warn of their approach. Some walkers wander all over the road

\*While I applaud NBC's efforts to keep all users safe, the latest proposal is quite unworkable. 10kph is a preposterous speed to attempt to enforce throughout this local street, which is a resident access zone and a through zone for trades and services, beach goers and visitors, and an alternative route for emergency vehicles if The Bends are blocked. I tried out the 10kph limit and it is completely unsustainable over the distance. It is absurd to couple this with a sharing arrangement as defined among vehicle drivers, cyclists, both in designated and undesignated lanes, and pedestrians

\*when examined in what detail the published plans permit, the plan would likely achieve the exact opposite of the stated aim of improving safety. It puts motorists, pedestrians and cyclists on a collision course Proposed new infrastructure includes:

1. designated parking on both sides of the street (why was this changed from the announced one side of road only, as per the public meeting at Avalon SLC on October 30, 2020?)
2. chicanes (in reality one way only) bordered by round planter boxes
3. designated cycle lanes plus expectation of road use similarly on opposite side by cyclists on return trip - see artist's impression on header of this website

This infrastructure takes over current informal spaces used by pedestrians to remain separate from motorists and on-road cyclists, with the result that pedestrians will in many places have no choice but to walk on the road

\*I have no desire whatsoever as a pedestrian to share a road with motorists at any speed. At 10kph, a very frustrated motorist will be stuck behind an equally frustrated walker or group of walkers trying to pick his/her/their way through all the obstacles, while keeping a watchful eye out for cyclists in theory wobbling along at the same 10kph (why would any cyclist even bother?)

\* I believe most current walkers are not unhappy with the current arrangement. They walk in the area because it is a beautiful, unspoiled coastal route and are not impressed by intrusive overdevelopment/over management of such public spaces.

\*the only exception to this is the problem of the few selfish, speeding motorists who use the street as a rat run in apparently increasing numbers and drive at dangerous speeds with complete disregard for speed limit signs. They accelerate aggressively between the speed humps, often in large, 'tradie' style vehicles' and especially in the am and pm peak hours.

\* it is of particular concern that a speed hump has just been removed to accommodate work on a new building site. The speed hounds are already making the most of this

\* it should be noted that among pedestrian users there are school age children accessing the bus stop at Kamikaze Corner via the steps



\* Phil Devon asked me at the meeting at Bilgola on Friday what I would consider to be a safe speed. I have given this much thought, and the more I think about it, the harder I find it to answer. In truth, accidents and injuries can occur at any speed. Everything depends on user behaviour. I would much prefer to see the existing relaxed arrangement continue with the 40kph zone remaining in place and pedestrians using the area carefully as they do now - but with some policing of speeding drivers. Why should the entire community be inconvenienced in an attempt to manage a small contingent of non-compliant drivers who continue to offend with impunity?

\* I do not believe the available width in The Serpentine, at least from the southern intersection with Barrenjoey Road heading north right up as far as the hard right hand bend below the Kamikaze Corner roundabout (which might be called Death Wish Bend) is sufficiently wide to accommodate two lanes of traffic, including vehicles of all sizes, plus two bike lanes, one official uphill, one presumed, back downhill. On one side there is a steep embankment, on the other a very narrow strip/drop off, especially entering The Serpentine and on the steep uphill from Bilgola Ave north. The margin for error is just so narrow. This is also where some of the worst speeding occurs. And in all that there is quite simply nowhere for pedestrians to proceed. The artwork shows cyclists heading both north and south round Death Wish Bend in the only places pedestrians can currently walk even vaguely off road

\*Death Wish Bend (see above) intersects exactly with pedestrian access to/from Bilgola Plateau/Avalon and the bus stop and leads (heading south) almost immediately to the 200-odd pedestrian steps leading to north Bilgola Beach - so, a higher-need pedestrian area. The current unobtrusive NBC 'Slow Down' sign tied to the stair hand rail is mostly ignored by north bound motorists. It is too little, too late. Many pedestrians who are unable/unwilling to use the stairs need to continue on down the road with cars and bikes approaching from the rear

\* This entire southern section is winding, with blind corners, obscured sight lines and two local road intersections. The possibility of injury is high, given that rogue motorists ignore speed restrictions completely. These include impatient, relatively inexperienced P-plate drivers. The possibility of injury to cyclists by such drivers entering the shared zone off Barrenjoey Road at speed is awful to contemplate.

\* I would like to know on the basis of what statistical information this plan has been formulated: what accurate surveys have been conducted to ascertain the target user groups?At last Friday's community meeting at Bilgola SLC, when queried by attendees on this point re cyclists, there was a vague suggestion from NBC reps that the aim was to provide a recreational cycling route for 'Mums and Dads with teenaged kids.' It seems the under-teens have now been left at home after two years' worth of vague suggestions in various discussions that the target cyclist groups were 'families'. This imprecision does not inspire confidence in the process.

\* I would like to see serious consideration given to calling in some good old-fashioned policing of speeding drivers in The Serpentine. It works up at Ingleside on the long, straight stretch of the 50kph Walter Road, where a strong regular police presence - with radar, marked and unmarked cars, and offenders regularly stopped and booked - is now so well known that no regular user of that road would risk speeding down the hill on the way home. I believe this would be a very simple and effective deterrent which would benefit all law-abiding users of The Serpentine. Simple signs at the north and south entrances off Barrenjoey Road announcing the likelihood of police presence in The Serpentine precinct might also be of benefit. As in 'SLOW DOWN - POLICE PATROLLED PRECINCT'. We may not be able to have speed cameras, but could we please have some policing.

### **Your Say Submission**

The 10KPH speed limit is not sustainable or practical, either in the uphill sections and definitely not in the downhill sections. All Council Staff should try driving this street at a max 10KPH and see how they cope. Driving at 10KPH or less is not possible on this hilly goat track. I have tried it on several trips and it is impossible to maintain. In addition, it takes well over 10 minutes to travel the length of The Serpentine. It is not acceptable that locals and The Serpentine residents should take in excess of 10 minutes to travel the 1.6KM stretch of Road.

Your Transport Plan writers say that the project will "improve access to public places"....How can this development improve access when you are restricting access by the installation of 6 chicanes



(you call them 2-way-give way chicanes--they are definitely only one vehicle at a time but they are in two directions-bravo) (very confusing use of jargon in your report as most people including your Phillip Devan thinks they are two way simultaneously). This extra waiting time when two vehicles meet at any one of the 6 chicanes with and associated existing speed humps will further delay and gridlock traffic . Your proposed construction will restrict and further hinder access by having to negotiate these many traffic calming devices and it will not improve anything.

Furthermore, by eliminating car parking spaces it again restricts access to the Beach for many. This is totally contradictory to your wording in your own Traffic Management Plan where you claim you want to increase access.

How can these restrictions provide good access to the Beach for hundreds of nippers that train on the beach every weekend...and yes....they will be arriving in their parent's cars.....NOT WALKING!!!! and THEY WILL ALL BE ARRIVING AT APPROXIMATELY THE SAME TIME EACH WEEKEND.

Furthermore, you are relocating "Road Space" to hinder the majority of Road users and favouring a few cyclists and walkers. Again this is contrary to your Transport Management Plan. Bilgola Beach is predominately a motorised transport access Beach because of the hilly area surrounding the Beach.....It is... and always will be... a car access Beach and your project will not change this except gridlock The Serpentine and Barrenjoey Roads....especially at the turn-in areas on the south and north entry points to The Serpentine.

You also make no comment about any change or continuance of the right hand turn into the northern end of The Serpentine from Barrenjoey Rd. Surely a right hand turning lane will need to be constructed on Barrenjoey Rd . This is to allow, at least resident entry into The Serpentine for north travelling residents. You can't really expect the residents living in the northern part of The Serpentine to turn right from Barrenjoey Rd at the southern entry and negotiate the 6 chicanes and endure the 10KPH trip to their house. If no extra turning lane is built at this junction then a "no right hand turn sign" must be placed on Barrenjoey Rd at the northern entry of The Serpentine....Similarly, you can't expect residents living in the northern end of The Serpentine to drive into a valon and do a u-turn somewhere in Avalon and gain access to The Serpentine travelling south along Barrenjoey Rd.....Either way it will be a bottleneck at both north and south entry points into The Serpentine from Barrenjoey Rd.

The roundabout at the intersection of Barrenjoey Rd and Plateau Rd is a continual bottleneck . So why not have another 2 bottlenecks at the entrance into The Serpentine at the northern and southern ends as well.....Great Traffic Management Plan.

Furthermore, locals are not going to utilise the walk you are creating from Newport to Avalon. Why should locals walk this stretch as they see it every day of the week. Majority of people go walking "on the beach" NOT on the "shared roads with cars". Perhaps a few out-of-towners will walk this stretch.

Walkers are non spenders as they bring their own water, nuts, roots and berries in their backpacks and spend next to nothing in the local shops and add nothing to the community except leave their waste. Again, you are building something for the MINORITY and not the MAJORITY of users who would benefit from leaving The Serpentine as it has been for so many years.

Does a shared space of motorised vehicles, pedestrians and a 10KPH speed limit reduce risk, (as per your suggestion).....???? ABSOLUTELY NOT... even at less than 10KPH.

It just becomes an aggravation for motorists who travel at less than 10KPH....It increases frustration and boredom and in fact it INCREASES RISK.

Does the shared space "instil a sense of community ownership" (as per your report)....NO

But it does upset locals and people living in The Serpentine and surrounding Streets that it takes some 10 minutes to get out of the affected Roads and Beach parking lot and onto the main Road.... and..... you have only travelled a maximum of 1.6KM.

To designate The Serpentine as a Shared Road is totally inappropriate and not wanted by the community at large or the residents of The Serpentine and Allen Ave..

THAT IS A DEFINITE NO....NO....NO FROM ME to this regressive development.

### Your Say Submission

I have lived in Bilgola, now in Avalon, and visit Bilgola Beach typically on Friday mornings and Sundays for nippers. I also cycle recreationally to Bayview and McCarrs Creek Road. I also use the rock pool for swimming, and visit the beach and cafe socially.

I principally take issue with the 10kph speed limit, which is absurdly unrealistic and impractical, for these reasons:

- It greatly increases the travel time to the beach, which we will always drive as we have young kids and are time poor, like many other local residents.
- Increasing the time and friction in traveling to the beach will make it more difficult as a destination for local residents, and we would like to continue coming here
- Cyclists and even many runners will easily exceed these speeds, and limiting them to such a slow speed would take much of the recreation out of the ride. As such it would be unenforceable for cars which are likely the target of these calming measures
- I would expect that the vast majority of walkers/cyclists would be at the weekends, and so having measures that are present 24/7 would be an unnecessary encumbrance on local motorists during the week, which is the majority of the time

Additionally, I feel that the proposal that this will encourage walking and cycling is unrealistic and will not prevail, for the following reasons:

- For cyclists, it's a steep hill either way, and simply unattractive for all, whether they be amateur sporting (much slower and more tiring than the bends), or leisurely recreational (too steep and difficult to climb the hills).
- To get to the Serpentine from Avalon, I would have to cycle out of Avalon up Barrenjoey Road, traveling slowly uphill around a blind corner on a narrow section; this is always the most dangerous section for me. From Newport, I have to cycle up hill again on a busy road, and then across a blind corner. Both are very high risk, and making the Serpentine a 10kph will have a negligible impact on the overall risk of the journey, or appeal to cyclists, and hence a negligible impact on appeal or utilisation.
- The 10kph limit will likely be unenforced and hence ignored, and therefore not trusted by walkers, meaning many that the council wishes to encourage to use the route will stay away regardless of the measures
- As a local recreational cyclist, I would not use this route \*because\* of the speed limits, and also the hills. I would continue to risk using The Bends as a way of getting to my preferred recreational route as quickly and easily as possible

I am supportive of the development of local cycling and walking routes, and hence I would like to ask the following questions:

- Have any cycling clubs, or local leisure (ie. slower!) cyclists been consulted, and have any affirmed that they would use the route with the measures in place?
- Similarly, have any walking groups been consulted and confirmed that the measures are sufficient and they would use it.

I would also make the following suggestions:

- The provision of calming measures (speed bumps, pedestrian refuges, reserved boundaries, defined parking) to make pedestrians feel safer is good in principle, and I support this
- It should not greatly increase the travel time of vehicles from present \*when pedestrian traffic is low\*. eg. increase the speed limit

- If there are temporary measures such as timed or walker-activated warning lights as used in school zones for peak periods, this might be a suitable and more practical compromise.

If council is keen on encouraging cycling, I would encourage safety measures on The Bends such as partial cycle lanes where practical, combined with more frequent sweeping of debris to encourage sports cyclists to use road boundaries, automated warnings that there are cyclists ahead, or traffic safety cameras on bad spots.

Cyclists won't use the Serpentine regardless of these measures, and I look forward to practical measures that will encourage cycling.

### Your Say Submission

Asolute insanity to give equal sharing rights to cars/light trucks/cycles/pedestrians/and pedestrians carrying beach toys/umbrellas etc on this narrow winding goat-track road with a max car speed of 10KPH 24/7. The Serpentine is not a suitable road for this multi use sharing between pedestrians, cars, cycles etc.

Furthermore, both entries into The Serpentine provide a steep decline into the valley turnoff to the Beach. How are you supposed to keep your vehicle at a ridiculous maximum speed of 10KPH for the entire length of the road to the Beach turnoff. Ride the brakes of course.....not really a good traffic management solution.

Every weekend and summer holidays traffic will slow to a walking pace of 3-4KPH (due to pedestrians and cars competing for the same road space). Cars will be banked up to both intersections-- on the south side of The Serpentine and Barrenjoey Rd going down to the Beach and the north entry (left turn into The Serpentine from Barrenjoey Rd) going down to the Beach. This traffic congestion will reverse in the afternoon when people leave the Beach.

The southern entry into The Serpentine will overflow the designated right hand turning lane on Barrenjoey Rd and then stop traffic on Barrenjoey Rd going north. (this right turn bay only holds 2-3 cars). This gridlock will occur because the down hill run to the beach on The Serpentine will not allow more cars to turn right into The Serpentine due to slow moving traffic down the hill to the Beach.

How do you get an Ambulance or a Fire Engine or other emergency vehicle into and out of The Serpentine on the weekend ????..... YOU DON'T !!! The prospective house on fire will just burn to the ground and the Ambo will be delayed in reaching an injured beach patron.

This is a selfish proposal by the wealthy, powerful and bullying residents of The Serpentine , BILGOLA AVE and ALLEN AVE RESIDENTS, and of course Northern Beaches Council and has nothing to do with the Newport to Avalon Pedestrian and Cycle Link or a Transport Management Plan. It is a Transport Management Disaster Plan.

By reducing parking in The Serpentine (which will be a by-product of this development) and making one lane chicanes with flower boxes will further restrict and slow traffic . Your proposal for 6 one lane chicanes (in a relatively short street) and additional existing speed humps makes The Serpentine a navigation nightmare. However it will achieve peace and quiet for residents in The Serpentine as the beach goers will visit other beaches in the area as the logistics of getting in and out of The Serpentine and Bilgola Beach will be too difficult.

So less people, less cars, less noise will be achieved by the residents of The Serpentine and surrounding Streets and they will then enjoy their peace and quiet and claim virtual exclusive use of this Road and Bilgola Beach.....

CONGRATULATIONS ..... residents of The Serpentine and Bilgola Beach you have achieved exclusive use of this beautiful public area and Road which is intended for all Peninsula residents and visitors . What a traffic management nightmare you have created.

Bilgola Beach is not easily accessible on foot unless you live in The Serpentine and making access more difficult to the beach by 6 one lane chicanes and reduced parking will just create more traffic jams and increase the risk of injury to pedestrian traffic during peak periods.



The fact that less cars will get a parking spot due to the reduction of spots it will not stop visitors from driving into The Serpentine to check out the availability, do multiple 3 point turns and then drive out again. This will still cause more traffic gridlock and danger to pedestrians.

Furthermore, reducing parking on a "beach access Road" that is predominantly a car only access Beach is just a bad traffic management policy, especially since there is not that much parking available at Bilgola Beach in the first place.

This redevelopment will however in the future achieve less visiting cars, less people, less through traffic, and less resident driveways being obstructed and of course increase the value of resident's properties as they have achieved virtual exclusive use of The Serpentine and surrounding Streets. The gridlock of this road during peak beach going hours will not go away and the traffic congestion will be far worse than what it is now.

Well planned you selfish people of The Serpentine and Bilgola Beach and all at the expense and inconvenience of other rate payers in the shire.

You get a beautified street at great cost to all Shire rate payers when other streets in the Shire have potholes, delaminations of asphalt, no kerb and guttering and makeshift repairs .

In the end less people will use Bilgola Beach because of the traffic nightmare of getting in and out and Northern beaches Council will bask in the fact that their traffic management Plan has worked.....but only because hardly anyone now uses Bilgola Beach.....Success.

### **Your Say Submissions**

As rate-paying permanent residents of The Serpentine, Bilgola Beach, (for more than 20 years), we wish to register our objection to the proposal contained in Item 4.41 "Street as Shared Spaces – Activate Bilgola" Report to Northern Beaches Council Local Traffic Committee Meeting -06 October 2020.

We find many elements of the proposal inadequately thought out, and clearly suffers from a lack of onsite real-time observation/research and direct resident consultation, and the impact of its implementation not of equal or material benefit to all users of the road, particularly in respect to the permanent residents living there.

- The proposal appears to be heavily weighted for the benefits of tourists, and transients with much less consideration given to the daily impact for the local permanent residents and ratepayers.
- The proposal appears to have been developed from "aerial surveys" and street plans with little reference to actual on-site research, thereby effectively failing to address daily safety issues.
- Parking allowance does not take into consideration the constant building and landscaping activity that occurs in the street requiring numerous trades people to park, often with large utes, trucks, and tabletops....
  - o Often taking up the majority of the naturally available parking spaces in the street
  - o The size of their vehicles already reduce the road usability down to one lane on many sections of The Serpentine, (without now deliberately narrowing the road even further)
  - o Some proposed parking allocations actually inhibit the ability for local residents to safely reverse out of their drive ways, by restricting visibility to oncoming traffic. (i.e. outside No. 70 The Serpentine). Also placement of parking spaces outside No. 61/63A The Serpentine restricts visibility for cars traveling north to any oncoming traffic effectively creating a "blind corner". Near misses occur often, as cars converge on each other as they come across the speed hump that is positioned there. This proposal does not rectify this issue at all.
- Reduction of Speed to 10kph and "Traffic calming measures"
  - o ludicrously slow and frustrating for local residents who utilise the road many times a day.
  - o There is no detail on how this reduction in speed limit will be enforced (and stamping the roadway at both entrances of the street does nothing to enforce irresponsible driving behaviour)

- o The notion of “implementing traffic calming measures..... to ensure safety of the travelling public...”, indicates a lack of detailed onsite observation from the proposal planners. The proposal does not detail how to prevent vehicles from speeding up, (and causing undue safety risks), in between the “traffic calming measures”, as happens currently with the existing speed humps that are dotted along The Serpentine
- o Currently cyclists use the Nth to Sth downhill direction of The Serpentine as a popular cruising track, often exceeding current 40km speed limit in sections of The Serpentine. The current proposal does not adequately detail how they will effectively be limited to 10kph (or how they will be prohibited from overtaking those vehicles that are travelling 10kph).
- o The proposal design also doesn't seem to adequately accommodate the need for regular service vehicles such as garbage collection trucks, and emergency service vehicles, and how they would safely interact with the normal daily flow of traffic.
- Notwithstanding the above, The current proposal fails to “.....Ensure the safety of the public.....”, by not addressing the very real and ongoing safety issue that has been present for the entire 20+ years we have lived in the street, that being the provision of adequate visual aids, (e.g. Traffic mirrors), to allow travellers to view what may be approaching them from the opposite direction, on the blind corners in the street.
- o The current proposal only offers to “stamp the road”.... How does this provide more protection than the current double-centre lines that most thru-travelers ignore, at great speed?
- o How do these measures stop tourists from constantly and happily walking up the hill around the blind corner in the middle of the road, with their dogs on long leashes, as vehicles (be it motor or bicycle), come barreling down on them around the blind corners (as is currently a regular occurrence)?

We are seeking to pause to any further implementation of this proposal until there has been a more thorough process of direct community consultation/discussion and a mutual agreement on a satisfactory path forward.

### Your Say Submission

I write this submission in response to the proposed Newport to Avalon Pedestrian and Cycle Link and in particular the Activate Bilgola: Streets as Shared Spaces Transport Management Plan ('the Plan') prepared by Arcadis Australia Pacific ('Arcadis') dated 29 September 2020. I note Arcadis was appointed to prepare this plan and another plan, Activate Manly, on 1 September 2020.

A key concept of the both plans is 'tactical urbanism' which refers to a city, organisational, and/or citizen-led approach to neighbourhood-building using short-term, low-cost, and scalable interventions to catalyse long-term change that improves the experience of pedestrians and cyclists. The definition of tactical urbanism in the Plan seems to have been cut and pasted from the website of austroad.com.au. Tactical urbanism by its very nature would appear not to include the interest of residents in the affected by the Plan. As a resident of The Serpentine I am surprised that there has been no community consultation before the plan was approved by the Traffic Committee of the Northern Beaches Council ('the Committee') on 6 October 2020. The letter I received from the Council dated 22 October 2020 inviting community feedback seems to be merely giving lip service to seeking community feedback as the Council is "hoping to commence construction in November ready for the trial to start in December" This project is funded by the NSW Government's Streets as Shared Spaces Program and Northern Beaches Council. I am being cynical but, given the haste with which the Council is trying to implement this Plan, one could form the view the Council wants to spend the grant it has received from the NSW Government before the end of the year as perhaps the grant lapses on 31 December 2020.

I note from the Committee minutes that the approval of Transport NSW required to implement the Plan.



The Technical Direction TTD 2016/001 issued in February 2016 by Transport NSW sets out the guideline for Shared Zones. Some of the criteria for Shared Zones which were not mentioned in the Plan are:

- there should be high pedestrian volumes;
- emergency services and the Police are to be consulted during the design process;
- traffic signage per the requirements of Road Rules 2008 must be provided at each entry including driveways and exit to the Shared Zone, signs must be installed on both sides of the road at each entry;
- concept and detailed design of a shared road must be developed with the participation of the local community; and
- it undesirable not to have vehicles reversing within a Shared Zone.

Arcadis have produced both their Plans at the same time. Parts of the Manly plans have been cut and pasted to the Bilgola plan with specific details relevant to the Manly plan being not deleted or amended as appropriate. I strongly suspect their Bilgola plan was done without a site visit. Had they done so they would have seen that excavation is being conducted at 39 The Serpentine in preparation for the building of a house. Locating a 'two-way give road treatment' chicane there is absurd.

There are 60 driveways on The Serpentine, 8 of which are shared by two or more houses. 29 houses have driveways are not wide enough to permit the owners of those houses to turn their cars around within their driveway meaning that the owners of those properties have no option but to either reverse their cars in or out of their property. Not desirable in a Shared Zone. The Plan would also require the installation of over 120 signs being 2 for each driveway.

The road between The Serpentine and the carpark by the beach, which must have a higher pedestrian volume than The Serpentine, is not suitable to be a Shared Zone as it has 90-degree parking. Yet a Shared Zone is being inflicted upon the residents of The Serpentine.

There are many improvements that could be made to The Serpentine to increase the safety of all road users, a few of which are detailed below, but the proposed creation of the 1.6 km 10 kmph Shared Zone is a heavy-handed solution to a non-existent problem. I am not aware of any serious accidents that have occurred on The Serpentine. Any proposal for the implementation of a Shared Zone for The Serpentine should include empirical evidence in support to the proposal.

There is no evidence the Committee has received any input from emergency services or the Police prior to seeking to have the Plan approved

I would have expected the Plan to show the actual location of the designated parking spaces along The Serpentine.

Having 5 chicanes and a 10 kmph speed limit will make travelling along The Serpentine for residents difficult during weekends and summer holidays.

South of 22 The Serpentine to Barrenjoey Road and all of the so called 'Bilgola Bends' is a designated fire prone area. It therefore for imperative that large emergency vehicles and the articulated buses that service the Northern Beaches are able to freely move along The Serpentine as an alternate route to Barrenjoey Road. The Bends have been closed in the past by traffic accidents and burst water mains. We have been fortunate that Bilgola has not been affected by fire. Recent history suggests the we should not be complacent. I would hate to think what would happen if there was a major traffic incident on The Bends requiring those injured to be evacuated in both a north and south direction with those being evacuated north then being taken to hospital via The Serpentine.

In the Plan there is much focus on cyclists and providing for them. I work from home, in my five years of living here, I have never seen a cyclist traveling north on The Serpentine. I have on many occasions witnessed cyclists travelling at great speed from the North Bilgola Lookout to the corner at number 22 and down to Allen Avenue. Locals refer to that corner a Suicide or Kamikaze Corner.

I suggest Arcadis' Bilgola Plan lacks credibility and I question the intellectual rigour the Committee has exercised in approving the Plan

In view of the above I would make the following suggestions to the Committee

**1. Enforce Existing Speed and Parking Restrictions**

I have never seen Police enforcing speed limits on any vehicles or cyclists. On Saturday and Sunday mornings cyclists speed from the North Bilgola Lookout to Allen Avenue. During the morning and evening peak times vehicles doing the so called Rat Run often speed along The Serpentine.

On weekends between Suicide Corner and Allen Avenue and just south of the North Bilgola Lookout cars are often parked with two metres of the double lines.

**2. Suicide Corner**

Clear the vegetation on the corner near number 22 and, assuming the satellite photo in the Plan is correct, install a proper pedestrian footpath on the eastern side of that corner. There would appear to be sufficient room to do so. Alternatively, make from number 22 to the path to the beach (which is between nos. 22 and 24) a Shared Zone with a 10 kmph speed limit.

**3. Road Widening**

From Suicide Corner to Allen Avenue widen the road on the western side to create a pedestrian footpath on the eastern side of the road.

Widen the road on the eastern side from the carpark to Barrenjoey Road creating a proper pedestrian footpath on that side of The Serpentine.

**4. Install More Traffic Calming Devices**

Install more traffic calming devices (ie speed bumps) from the North Bilgola Lookout to 33A and from 22 to Allen Avenue (assuming the area around that corner does not become a Shared Zone).

**Your Say Submission**

I oppose this proposal as I believe that it's illconceived, lacks detailed assessment and ultimately the involvement the residents who will be impacted the most have not been listened and involved. It seems as already decided projects when it was presented at Avalon Beach SLCS to interested ratepayers, representatives of several local Preservation Societies by NBC staff. As it seems, I am not the only person who came to this conclusion, there are many more concerned residents who share my opinion on this subject.

In addition, the new proposal says that the project will commence in Mid November with completion in December 2020. This submission closes on 8/11/2020.

I am struggling to understand how any organisation is able to review, consult and approve the design a multi-million dollar project within a timeframe of a couple of weeks as outlined. To be fair this seems unrealistically optimistic. As a concerned ratepayer, I am keen to understand the process and the milestones coming with such a significant project.

- May you pls let me know by when you finalised the review of all submissions received?
- By when will you consult the interested ratepayers?
- By when will you decide the final design?
- By when will you get the approval?

Turning the Serpentine into almost a one-way street will present a number of dangers as follows:

1. Motorists will have to wait at the chicanes for their chance to enter and go through. There will be severe traffic jams and impatient motorists may try to force their way through.

2. Residents will find it extremely difficult to enter and exit their properties and that will cause further dangerous situations.

3. There will be some designated bike lanes for uphill cyclists but on the rest of the road cyclists will mix with vehicular traffic.

In addition, I am also struggling to understand who will use the pathway in the future. From my view, living at Barrenjoey Road, I have a good understanding about the current activities around cycling on Barrenjoey Road. Today, most of the cyclists are biking enthusiasts. They need the possibility of riding fast. Clearly a shared pathway can not provide that.

Are we building this pathway for the residents for this area? I am doubting that too. Based on my knowledge most residents do oppose such as plan based on the risk and challenges the project include.

A potential group could be families with kids? Sorry, but I don't believe that this target group might not be able to use this due to the steep hills from Newport onwards.

Will it be a for the tourists who explores the Northern Beaches by bike or the occasional cyclists who wants to use a bike?

Finally, will it be for the residents of Avalon Brach, Whale Beach and Palm Beach who might use the bike to travel to and from Newport? It would be good to understand the impact of such a project before impacting the environment, spending limited funds on a pathway which is not used by the community and facing the resident's oppositions.

I believe this proposal needs a proper debate, with very senior people, willing to listened and understand the local circumstances and not expected to be raised at NBC Meetings where 3 minutes is your allotted speaking time. I would like to highlight that we are also part of the Northern Beaches community and our concerns should also be heard and considered.

May I please ask you to share my feedback with any party who is interested in other concerned ratepayers and caring resident's concerns.

Submission on Activate Bilgola: Streets as Shared Spaces; The Serpentine, Bilgola

### **Your Say Submission**

I oppose this proposal. Bilgola Beach has been our home for 40 years so we are very familiar with the location and the changing environment, including road usage, over time. It is with this understanding that I consider this proposal, in its present design, to be ill-conceived in concept and practice for this location. To our knowledge the designers have not engaged in community consultation during the design phase of the project, a process which might have facilitated a more workable proposal along with the benefit of community support.

As residents of Bilgola Beach we first received notification of this plan via written correspondence from Northern Beaches Council on 26/10/20. Closing date for submissions is 8/11/20 with works proposed to commence in mid November. There would appear to be no opportunity for Council to respond to any comments or objections raised through the submission process or to meet on site with residents familiar with the location.

In relation to the document Activate Bilgola: Streets as Shared Spaces Transport Management Plan (The Plan) prepared by Arcadis in September 2020 for Northern Beaches Council it is worth noting that 1.2 Approach, states that "...tactical urbanism is a community-led approach to neighbourhood building...". As noted above, to our knowledge, there has been no meaningful community consultation in the development of the proposed plan.

It is perhaps also worth noting a number of inconsistencies in the text of The Plan. These include: 1.1 Introduction, identifies The Serpentine as 'a scenic beachside path...'. 2.1 Overview more correctly describes The Serpentine as a residential street. Moreover, it is the only access road to Bilgola Avenue, Allen Avenue and Bilgola Surf Club, all of which will be impacted by the proposed Plan. 2.1 Overview notes the existing speed limit of The Serpentine as 40km/hr. In 3.2 Speed limits and controls the current speed limit is listed as 50km/hr. The current speed limit is 40 km/hr for the



length of The Serpentine, reduced to 25 km/hr over the existing speed calming devices. 2.1.2 27 The Serpentine to Bilgola Avenue identifies a dedicated cycleway along the eastbound side of The Serpentine. Figure 6 shows the cycleway on the western side of the road. While these errors and inconsistencies might seem trivial they suggest haste in it's development and a lack of familiarity with the location. Additionally, The Plan does not provide any data relating to current vehicle, pedestrian or cycle usage, or to incidents indicating safety concerns, to support the desire to implement these changes.

It is also worth noting that no detailed scale plans accompany the Plan so it is difficult to determine the true scale and impact of the proposed works.

The proposal to effectively turn The Serpentine into a single lane road, with chicanes in place to narrow the road, and two way passing bays, along with a 10 km speed limit raises a number of safety and access issues which are pertinent to the day to day realities of road usage in the location for residents and visitors alike.

My concerns and comments include:

1. The impact of these proposed changes on Police, Ambulance, Fire and other Emergency vehicles accessing the location, including, importantly, the Bilgola Surf Club. Have Police and others had input and provided feedback on the potential impact of the proposal?
2. The impact of often large and long construction and delivery vehicles legitimately using The Serpentine to access construction sites in the Bilgola Beach location.
3. Access for utility vehicles eg waste removal vehicles.
4. In the event of an accident or other incidents on The Bends the functional alternative route, in both directions, is currently The Serpentine. This Plan would effectively force traffic to drive over Bilgola Plateau as the only access north of Newport.
5. Those familiar with the location are only too well aware of the heavy usage of the The Serpentine during summer and other times of high beach visitation. Currently the road already becomes a bottleneck, slow and difficult at times to navigate. Visitors to Bilgola Beach park on either side of the road and will no doubt continue to do so despite the proposed demarcated parking bays. This might be inappropriate but it is the reality and the proposed changes will likely create further navigational challenges along with further compromising safety for pedestrians and cyclists.
6. It is worth noting that The Serpentine is currently a well used pedestrian route throughout the year. One wonders if the proposed changes, whereby pedestrians will share the road not only with vehicles but an increasing number of cyclists, will make it less inviting for pedestrians and increase safety concerns.
7. A 10 km/hr speed limit on a residential road providing the only access into and out of a location compromises access, and potentially safety, for residents and beach users, particularly in the event of an emergency.
8. The safety of drivers, pedestrians and cyclists is potentially compromised at all intersections impacted by this design-notably access to and from Barrenjoey Road north and south, The Surf Club Road/ The Serpentine intersection and Bilgola Avenue/ The Serpentine intersection. Cyclists riding at speed down The Serpentine towards Bilgola Avenue intersection and riding down The Serpentine to the Surf Club road already pose risks to themselves and to vehicles turning into and out of these side roads.
9. Entry and exit to properties on The Serpentine will be compromised, adding to safety issues especially in times of heavy road usage
10. What monitoring and evaluation strategies, as indicated in the Plan, will be put in place to ensure that meaningful data is collected at appropriate times and locations and responded to accordingly? I would suggest continuous monitoring when Nippers is running!

With comprehensive and meaningful community consultation, including a Covid safe site visit, it is possible that a truly innovative and appropriate plan and design could be developed which will indeed meet the stated aims of community engagement and support along with enhanced amenity for all-residents, regular beach users, the local community and visitors alike- and improved safety for vehicles, pedestrians and cyclists.

[REDACTED]

29/10/2020







# ACTIVATE MANLY: STREETS AS SHARED SPACES

## Transport Management Plan

08 OCTOBER 2020





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## NORTHERN BEACHES COUNCIL ACTIVATE MANLY: STREETS AS SHARED SPACES

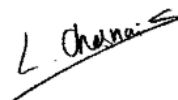
### Transport Management Plan

Final report

**Author** Wendy Hu



**Checker** Lise Chesnais



**Approver** Nicole Vukic



**Report No** 30054436\_001

**Date** 8/10/2020

**Revision Text** C

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### REVISIONS

Revision	Date	Description	Prepared by	Approved by
A	23/09/2020	Draft for client review	Lise Chesnais	Nicole Vukic
B	29/09/2020	Final	Lise Chesnais	Nicole Vukic
C	08/10/2020	Final with updated Darley Street maps	Lise Chesnais	Nicole Vukic





## CONTENTS

<b>1 INTRODUCTION.....</b>	<b>1</b>
1.1 Background .....	1
1.2 Approach .....	3
1.3 Purpose of this report.....	4
1.4 Structure of this report .....	4
<b>2 THE PROPOSAL.....</b>	<b>5</b>
2.1 Overview .....	5
2.2 Pedestrian access arrangement.....	13
2.3 Cyclist access arrangements.....	13
2.4 Vehicular access .....	13
2.5 Public transport.....	19
2.6 Taxis.....	21
2.7 Parking impact.....	21
2.8 Implementation of proposal .....	22
<b>3 MANAGEMENT MEASURES.....</b>	<b>24</b>
3.1 Urban design elements.....	24
3.2 Speed limits and control.....	26
3.3 Delineation .....	27
3.4 Traffic control signals.....	27
3.5 Construction hours .....	28
3.6 Road safety audits .....	28
3.7 Program of inspections .....	29
3.8 Monitoring and evaluation approach.....	29
<b>4 SUMMARY OF ACTIONS.....</b>	<b>31</b>

Activate Manly: Streets as shared spaces

## 1 INTRODUCTION

### 1.1 Background

The Activate Manly project is part of a package of works that seeks to improve and activate the connections around town centres and beaches in the Northern Beaches Council Local Government Area. The Activate Manly project creates a walking and cycling-friendly link from the intersection of Darley Road with Wentworth Street all the way to Kangaroo Lane to the north via Sydney Road and Belgrave Street, as shown in Figure 1.

The town centre of Manly is already a high pedestrian activity area, with significant sections fully pedestrianised. Access to the centre and its proximity to the ferry wharf attracts cyclists for functional purposes. However, the area surrounding The Corso between Darley Road and Whistler Street, as well as these two streets provides a very constrained environment with conflicting uses, limited space for businesses and no dedicated space for cycling.

The Activate Manly project seeks to:

- Test the impact on cycling levels, pedestrian amenity, and retail attraction and activity, by reducing the space dedicated to vehicle traffic and parking as well as lowering the posted speed limit
- Increase space for safe cycling
- Improve access to the Manly centre by bicycle and on foot from the north of Manly
- Activate Darley Road and The Corso by extending outdoor seating zones for food businesses
- Ensure the safety of the travelling public by reducing posted speed limits and providing dedicated protected space for cycling
- Leverage the tools and materials of tactical urbanism to roll out the project in the upcoming months.

This project has been awarded a grant through the Streets as Shared Spaces Grant Program as a medium-term pilot project to improve or activate streets as shared public spaces.

Activate Manly: Streets as shared spaces



Figure 1 Activate Manly project



Activate Manly: Streets as shared spaces

## 1.2 Approach

The Activate Manly project will adopt the tactical urbanism approach in the implementation of proposed works.

Tactical urbanism is a community-led approach to neighbourhood building using short-term, low cost and scalable interventions intended to drive long term change. These adaptations large and small can be both from top-down policy or bottom-up intervention and represents a significant opportunity to:

- **Implement projects quicker, cheaper** – Identify opportunities to repurpose spaces in an imaginative and cost-effective manner. Tactical urbanism solutions use temporary, inexpensive materials and rapid planning and design
- **Foster community and political support** – Tactical urbanism can be used as a tool for public engagement due to the location and visibility of local projects. Through demonstrating that a solution is possible 'on the ground', project teams can build community, stakeholder, and political support for a project
- **Reduces risk** – Successful interventions clearly demonstrate real, verified, community endorsement of concept, which moreover instils a sense of community 'ownership' of the project
- **Address safety needs and infrastructure gaps** – Opportunity to address the immediate safety and infrastructure needs within the Manly town centre
- **Enhance placemaking** – Tactical urbanism projects can provide the opportunity to take spaces and make them into places by quickly transforming environments to encourage people to interact
- **Improve equity and access to public spaces** – Repurposing public spaces can address social barriers by creating community facilities and amenity, that all community members can access
- **Reallocate road space** – Tactical urbanism projects have been used to reallocate road space to better serve the needs of road users. For example, road space during the COVID-19 pandemic has been reallocated to provide more space for cycling to meet physical distancing recommendations. This provides physical distancing while encouraging greater mode share to active transport for commuting to work, school and for other trips.

There are a variety of tactical urbanism solutions currently being implemented around the world. These include pop-up bicycle lanes, temporary parklets and street closures. These projects can be delivered rapidly, from a few hours to days or weeks, and can often be transitioned into permanent projects.

The tactical urbanism approach can help address the Manly town centre's current challenges including limited space for businesses and lack of dedicated space for cycling through prototyping exemplary urban change rapidly and at low cost.

This would enable changing of behaviours and attitudes to accelerate urban transformation rather than through slower gradual step changes.



Activate Manly: Streets as shared spaces

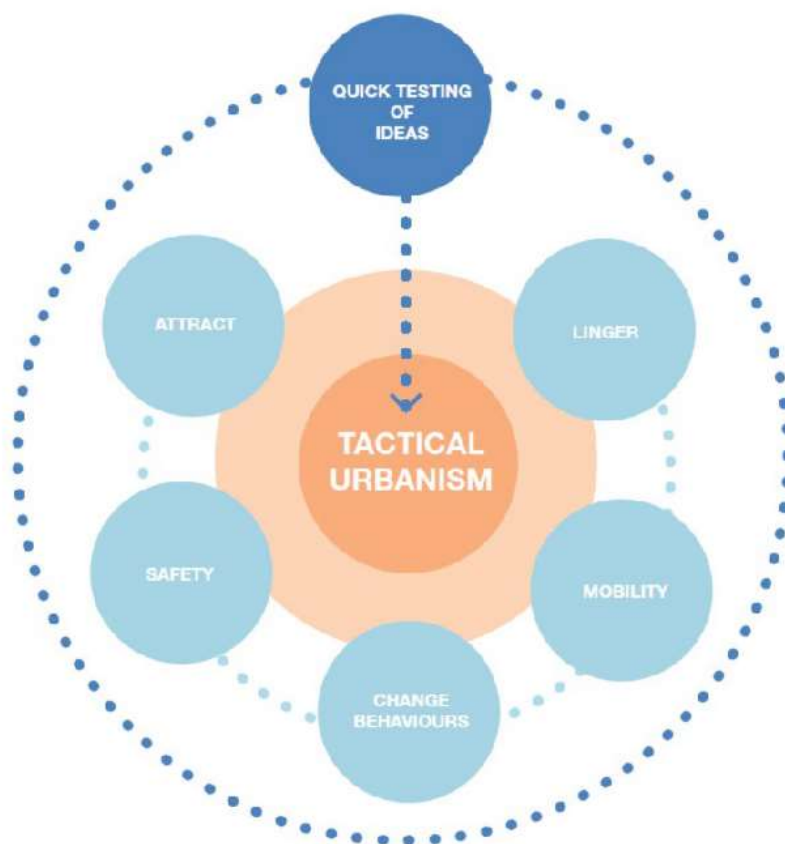


Figure 2 Tactical urbanism benefits

### 1.3 Purpose of this report

This Traffic Management Plan outlines the works and changes proposed under the Activate Manly project to facilitate a safer and more attractive environment, including management measures such as threshold treatments and traffic calming measures.

This report will be used for the Traffic Committee meeting in October 2020 to seek approval for the implementation of arrangements proposed under Activate Manly.

### 1.4 Structure of this report

The remainder of this report is structured as follows:

- **Section 2** The proposal, outlines the access arrangements and changes proposed by the project across all modes
- **Section 3** Management measures, outlines the traffic management measures proposed to enable the implementation of the project
- **Section 4** Summary of actions, provides a summary of the actions required to implement the scheme.

Activate Manly: Streets as shared spaces

## 2 THE PROPOSAL

### 2.1 Overview

The Activate Manly project area runs through the Manly town centre, through Darley Road and The Corso to Whistler Street, Sydney Road, Belgrave Street and Raglan Road, ending at the intersection with Kangaroo Lane. Within the study area, all roads are classified local roads, with the exception of Raglan Street, which is a classified Regional Road.

The project creates a walking and cycling-friendly link from the intersection of Darley Road with Wentworth Street all the way to Kangaroo Lane to the north via Sydney Road and Belgrave Street. The project would provide a safe cycling route as well as to set up 10 km/h shared zones along the route for safer and more attractive walking to and from the Manly town centre. Additionally, around half of the on-street parking on The Corso and Darley Road would be converted to outdoor dining to support local businesses in their recovery from the COVID-19 crisis.

The project area can be considered in the following seven sections:

1. Darley Road – Wentworth Street to The Corso
2. The Corso – Darley Road to Whistler Street
3. Whistler Street (south) – The Corso to the car park
4. Whistler Street (north) – Car park to Sydney Road
5. Sydney Road – Whistler Street to Belgrave Street
6. Belgrave Street – Sydney Road to Raglan Street
7. Raglan Street – Belgrave Street to Kangaroo Lane.

Figure 3 shows the extent of the road sections defined for the purpose of this project.

Activate Manly: Streets as shared spaces

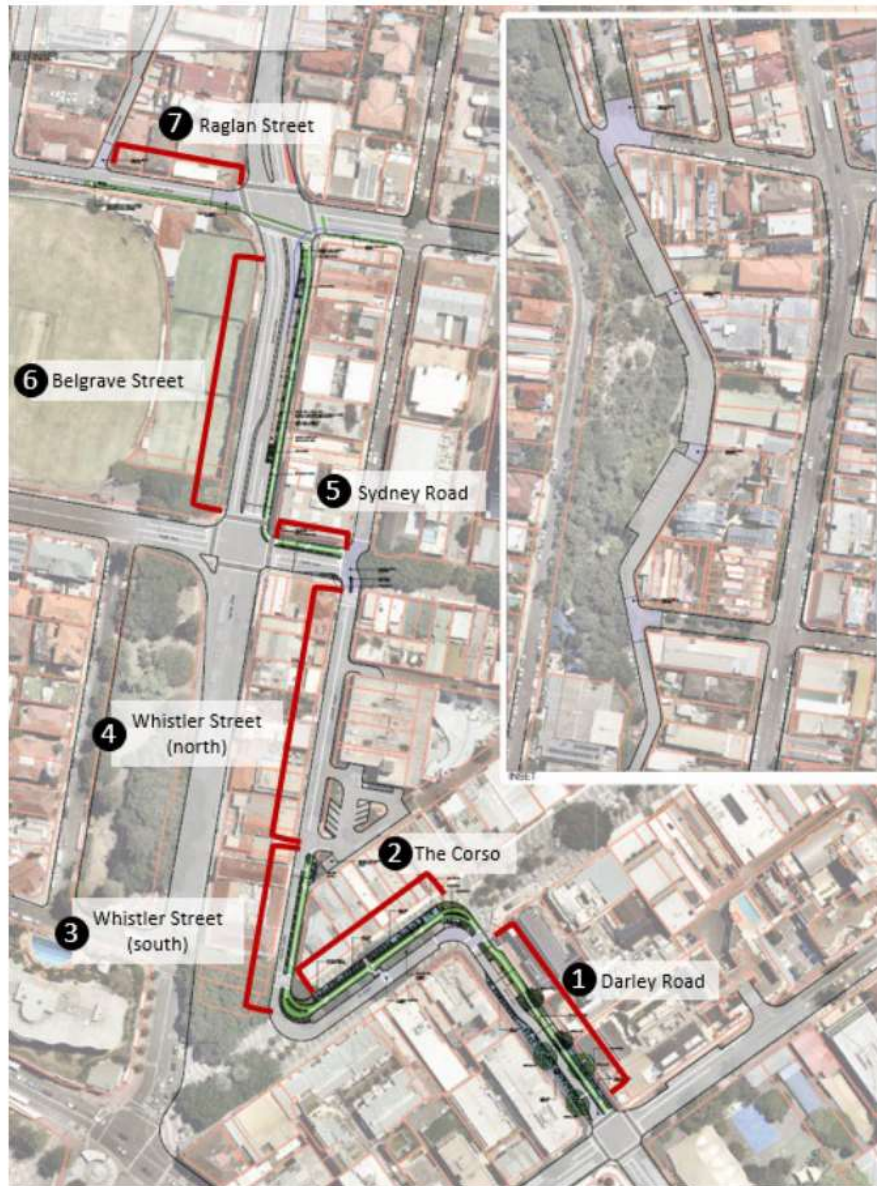


Figure 3 Road sections within the project area

Activate Manly: Streets as shared spaces

### 2.1.1 Darley Road – Wentworth Street to The Corso

Currently, most of Darley Road is dedicated to motorised vehicle access and parking, comprising of one traffic lane in each direction and kerbside parking on each side of the road, as shown by this cross-section.

The western side of this section of Darley Road has a dining strip with several restaurants and cafes with limited or no outdoor seating space. The eastern side is mostly occupied by St Matthews Anglican Church and a post box.

The proposed activation work includes closing the southbound traffic lane and kerbside parking lane to make space for:

- Outdoor seating on the western side, which will provide more space for businesses as well as for pedestrians by freeing up the existing 4.3 metres of footpath
- A bi-directional cycleway protected by a buffer between the parking lane and cycleway.

Some kerbside parallel parking on the eastern side of Darley Road would be maintained to provide space for deliveries, post box access as well as the special needs of church functions (weddings and funerals in particular).

The cycleway then connects continuously with the eastern side of The Corso. The provision of a bi-directional cycleway allows for safe access for bicycles, minimising potential conflicts with motorised vehicles.

Figure 4 shows the proposed cross-section of Darley Road, facing north.

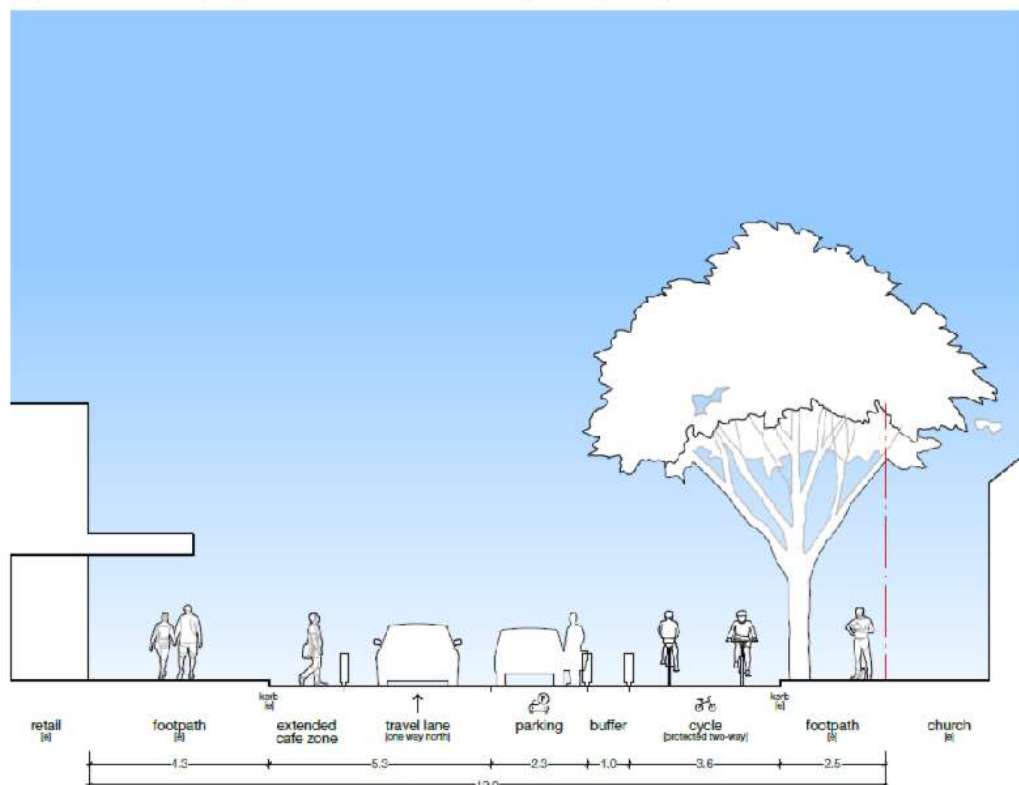


Figure 4 Proposed cross-section for Darley Road



Activate Manly: Streets as shared spaces

### 2.1.2 The Corso – Darley Road to Whistler Street

Within the heart of The Corso, the current road environment facilitates low speed travel and an attractive pedestrian destination, with planting in the median strip that provides shade for visitors to the street. However, two-way traffic and the existing provision of short stay on-street parking along each side of the road encourages the use of vehicles to travel into the area for short errands and limits the space available for pedestrian movement.

The proposed arrangement includes:

- Closing the kerbside parking lane along the north-western side of The Corso to support local businesses by making space for seating (dine-in and takeaway)
- Closing the north-eastbound travel lane to provide a protected bi-directional cycleway
- Implement a formal pedestrian crossing across The Corso
- Installation of bicycle parking adjacent to the new outdoor seating.

This proposed layout provides continuity for the traffic coming from Darley Road and for the cycleway between Darley Road and Whistler Street.

Figure 5 shows the proposed cross-section for The Corso, facing north-east.

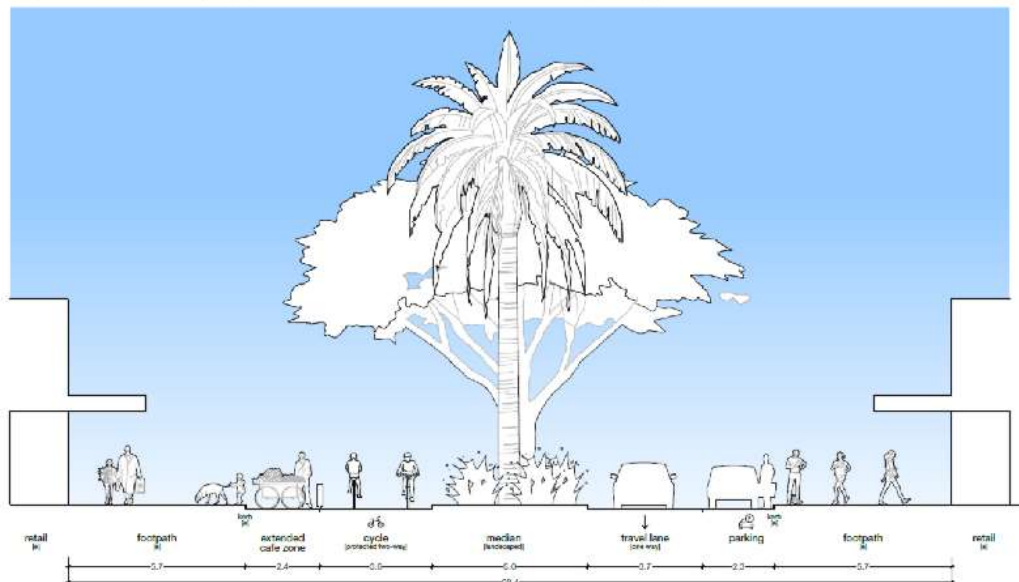


Figure 5 Proposed cross-section for The Corso

By keeping one kerbside parking lane, kiss and ride and deliveries to the area will still be accommodated. Delivery riders will safely access the restaurants and cafes on the north-western side of The Corso using the proposed bi-directional cycleway. Figure 6 shows an artist's impression of The Corso after the implementation of the cycleway on the eastbound lane. No changes are proposed to existing configuration on the southern side of The Corso, which will continue to serve westbound traffic and provide short-term on-street parking spaces.



Activate Manly: Streets as shared spaces

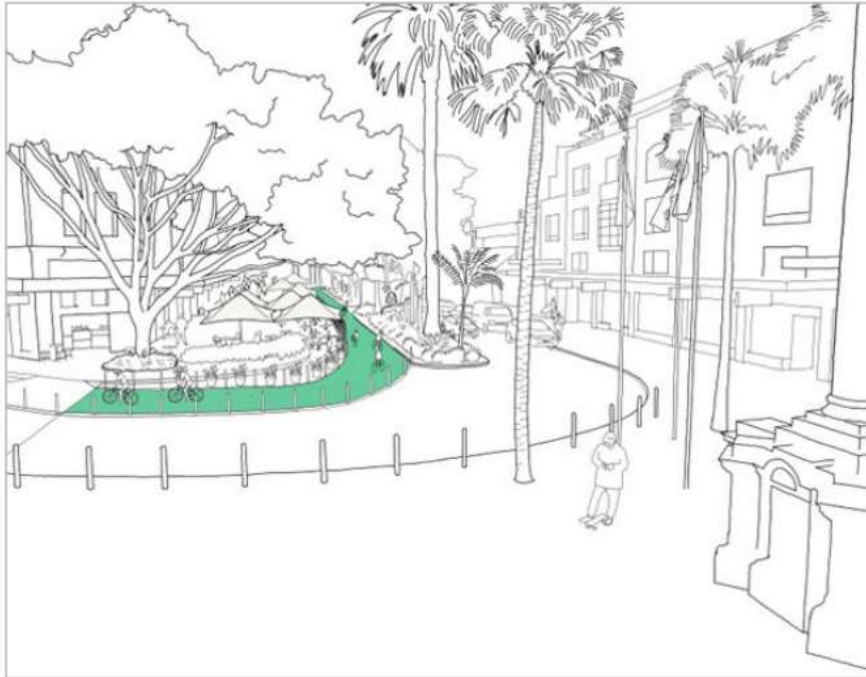


Figure 6 Proposed connection between the Corso and Whistler Street

### 2.1.3 Whistler Street (south) – The Corso to the car park

The Corso connects to Whistler Street which is one lane in each direction until the intersection with Sydney Road, after which it converts to a one-way northbound street with kerbside parking.

The proposed arrangement includes:

- Closing the north-eastbound travel lane to provide a protected bi-directional cycleway
- Conversion of two parking spaces on the eastern side of Whistler Street south of Market Lane to a new café parklet
- Relocation of the motorcycle parking from The Corso to the outdoor car park on Whistler Street.

From The Corso to the Whistler Street car park (313 spaces) entrance, it is proposed to convert the southbound traffic lane to a protected bi-directional cycleway and to only keep the northbound traffic lane, in continuity with the proposed layout for The Corso. The proposed arrangement allows for additional space for seating and pedestrians near the café on the eastern side of Whistler Street.

Constraints regarding access to the back of the police station requires the section of Whistler Street, north of the Whistler Street car park to be two-way. Traffic calming will be provided to create a lower speed environment and encourage vehicles to stay within the proposed 10 km/h posted speed limit. This will support the transition between the dedicated cycleway and the low speed shared traffic lanes safe and coherent for cyclists and drivers.

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Figure 7 shows the proposed cross-section for Whistler Street south of the car park, looking north.

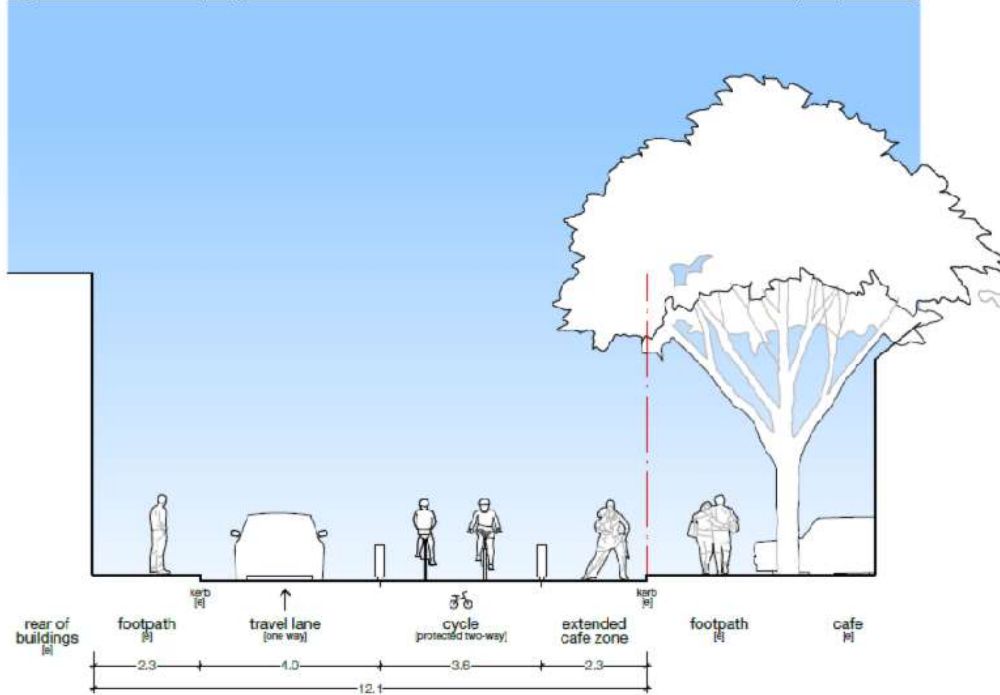


Figure 7 Proposed cross-section for Whistler Street (south)

The new proposed arrangement along Darley Road, The Corso and Whistler Street south of the car park are shown in Figure 8 and Figure 9.

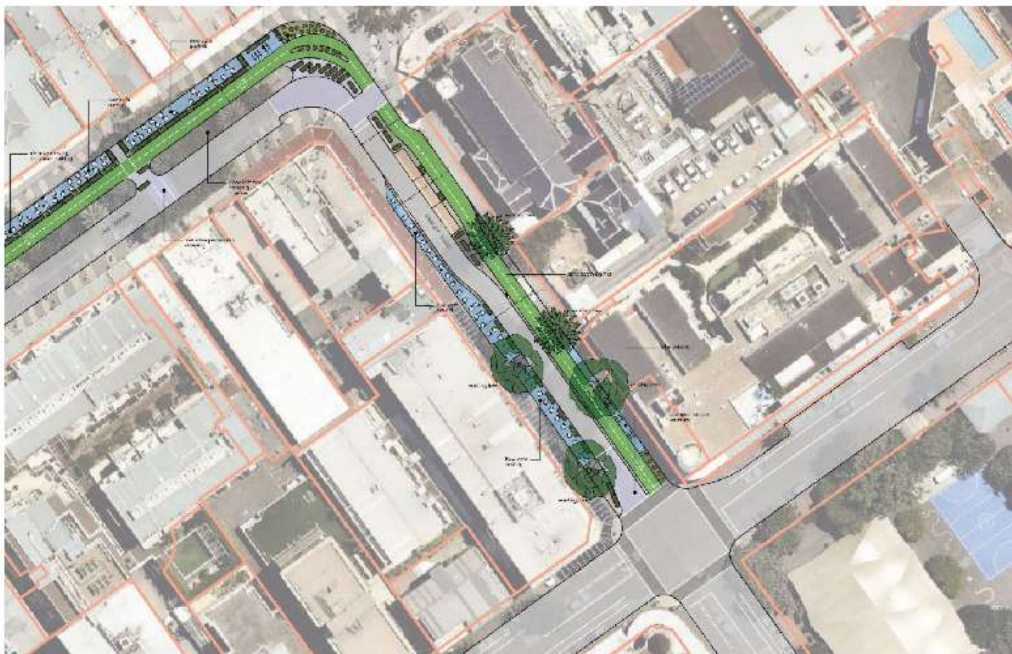


Figure 8 Darley Road and The Corso proposed configuration



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Figure 9 The Corso and Whistler Street proposed configuration

#### 2.1.4 Whistler Street (north) – Car park to Sydney Road

The current layout of Whistler street from the car park to Sydney Road will not be changed significantly by the proposed work, maintaining two-way traffic with a narrow footpath. The proposal includes changing the posted speed limit to 10 km/h and converting the road to a share zone, along with the implementation of any traffic calming that can be allowed by the limited space.

#### 2.1.5 Sydney Road – Whistler Street to Belgrave Street

Sydney Road connects Whistler Street with Belgrave Street, a major north-south movement corridor in Manly. The intersection between Sydney Road and Whistler Street will function as a gateway to communicate the transition into a low speed area, which will be communicated to drivers through stamped pavement features, landscaping and the installation of planter boxes on the road.

A new bi-directional cycleway protected by a buffer will replace one of the existing eastbound lanes on Sydney Road, with lane narrowing and landscaping on the southern side of the street to facilitate slower speeds for westbound vehicles from Whistler Street. The cycleway will connect to the shared zone on Whistler Street to the south.

#### 2.1.6 Belgrave Street – Sydney Road to Raglan Street

Belgrave Street is the major north-south movement corridor in Manly, with two lanes of traffic running in each direction. The street services numerous bus routes and connects to Raglan Street in the north.

The new protected bi-directional cycleway will continue onto Belgrave Street, where bicycle parking will be provided.

No kerbside parking is proposed to be removed. However, with the installation of the new cycleway, one southbound traffic lane on Belgrave Street will be converted to parking. Continuity for through traffic lanes on Belgrave Street north of Raglan Street and south of Sydney Road will be maintained through merge lanes.

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Figure 10 Belgrave Street and Sydney Road proposed configuration

### 2.1.7 Raglan Street – Belgrave Street to Kangaroo Lane

The new cycleway on Belgrave Street to the north will connect with the existing painted cycle lane on Raglan Street to the east. An advanced stop line will be provided for left turning cyclists travelling northbound from Belgrave Street into Raglan Street, and stamped feature pavements will be provided at the entrance to Raglan Street and Kangaroo Lane to indicate vehicles are entering a lower speed zone. Figure 11 shows the proposed configuration along Raglan Street.



Figure 11 Raglan Street proposed configuration



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## 2.2 Pedestrian access arrangement

The project proposes significant improvements to the existing pedestrian environment within the study area. Along The Corso and Darley Road, the provision of extended café zones onto the road will allow for the existing footpaths to service pedestrian movements exclusively, with the additional road space supporting the local businesses and providing visitors to the Manly town centre with areas to linger.

On Whistler Street north of the car park, the road will be converted to a 10 km/h shared zone, which will prioritise the safety of pedestrians and cyclists amongst two-way vehicle movements. The shared zone will continue until Sydney Road, at which point it will connect to the plaza and pedestrian footpaths on Whistler Street and Sydney Road.

A formal pedestrian crossing will be provided across The Corso, and the existing informal crossing will be closed. No changes are proposed to the marked pedestrian crossing at the intersection of Whistler Street and The Corso, and minor changes will be implemented to the pedestrian crossing at the intersection of The Corso and Darley Street as the southbound lane is closed.

The new proposed pedestrian access arrangements along The Corso are shown in Figure 8.

## 2.3 Cyclist access arrangements

Activate Manly proposes the provision of a safe cycling route between Darley Road to the south and Kangaroo Lane to the north.

The Darley Road cycleway is proposed along the eastern side of the street and will provide a dedicated link between Wentworth Street and the Whistler Street car park.

Along the southern section, the cycleway will connect directly to the existing cycleway on Darley Road south of Wentworth Street, as well as along Wentworth Street. An advanced stop line will be provided for cyclists at the Darley Road/ Wentworth Street signalised intersection, which will allow for safer movements at the intersection, particularly for right turning cyclists travelling west on Wentworth Street.

North of the Whistler Street car park, the cycleway will connect to a new 10 km/h shared zone, which will facilitate the safe movement of cyclists amongst pedestrian and two-way vehicle movements. The shared zone will continue until Sydney Road, with cyclists continuing onto the new protected bi-directional cycleway until the Belgrave Street/ Raglan Street intersection. At the intersection, the cycleway connects directly to the existing cycleway to Raglan Street to the east, and an advanced stop line will be provided for cyclists heading turning left onto Raglan Street to the west.

## 2.4 Vehicular access

The Active Manly project proposes to close the eastbound lane along The Corso and Darley Road to make space for a dedicated cycleway and café zones with seating to support nearby businesses. Vehicular movements north of the Wentworth Street intersection will be limited to northbound travel on Darley Road, The Corso and Whistler Street south of the Market Lane car park entrance.



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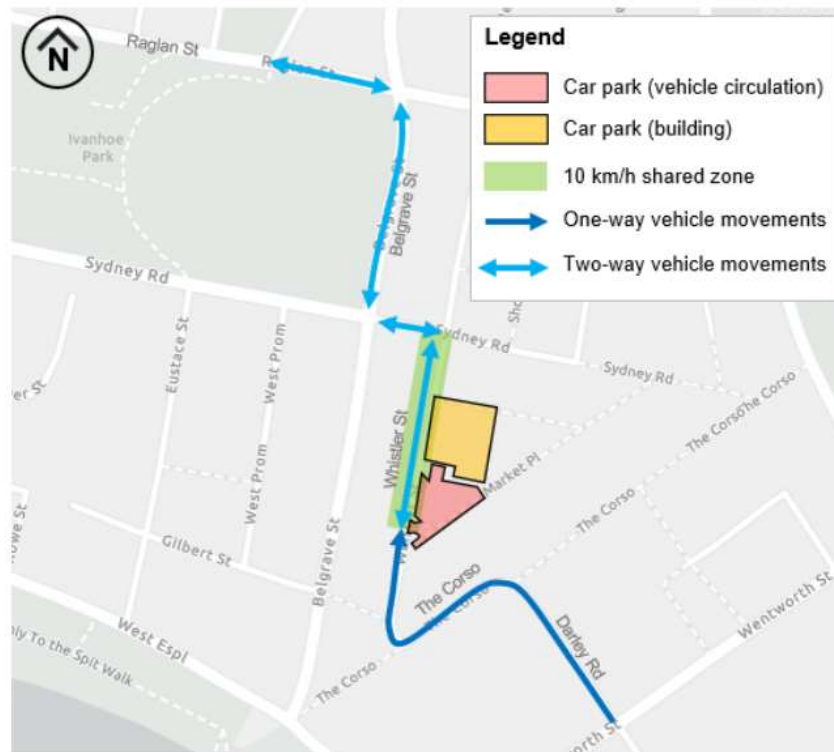


Figure 12 Vehicular movements in Manly

North of Market Lane, Whistler Street will be converted to a 10 km/h shared zone that will allow two-way vehicle movements into the car park, which will be used by visitors, employees and service and delivery vehicles.

### 2.4.1 Traffic circulation

An understanding of the existing traffic circulation around the Manly town centre was gathered through analysis of vehicle counts collected at traffic control signals. SCATS data was provided by Council for the purpose of this assessment for the following intersections:

- Sydney Road/ Belgrave Street
- Esplanade/ Belgrave Street
- Raglan Street/ Belgrave Street
- Wentworth Street/ Darley Road
- Wentworth Street/ East Esplanade.

SCATS data collected during the one-week period between Monday 10 February 2020 and Sunday 16 February 2020 was analysed. Saturday was found to be the critical day for the network, with the greatest volumes of daily traffic recorded.

The proposal to close the eastbound lane on The Corso is estimated to result in the redistribution of about 3680 vehicles over a 24-hour period on the critical day of the week. These vehicles would be redirected to main roads, passing through Belgrave Street and East Esplanade.

The following is assumed of southbound vehicles on Darley Road, approaching from The Corso:

- About 35 per cent turn left onto Wentworth Street
- About 65 per cent continue south on Darley Road or turn right onto Wentworth Street.

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75 per cent of all through and right turning traffic from the Darley Road north approach are assumed to continue travelling along East Esplanade under post-activation conditions, with 25 per cent turning into Wentworth Street to continue south on Darley Road. Figure 13 shows the distribution of vehicular traffic across the network on a typical Saturday, alongside the redistribution expected on key roads.



Note: Vehicles have been rounded to the nearest 10.

Figure 13 Daily traffic circulation around Manly town centre

A capacity assessment was undertaken of the intersections expected to be impacted by the rerouting of traffic. The peak hour volumes expected at the intersections were assessed, under the assumption that peak hour volumes account for about 9 per cent of total daily traffic.

- The typical mid-block capacity for urban roads with interrupted flow was adopted from the *Austroads Guide to Traffic Management Part 3* for the purpose of this assessment. In assessing the capacity available at an approach to an intersection, a volume to capacity ratio is considered, which reflects the ratio of demand flows to the theoretical capacity available for throughout of vehicles. A volume to capacity ratio of one indicates a mid-block section is at theoretical capacity. Esplanade/ Belgrave Street
- Wentworth Street/ East Esplanade
- Wentworth Street/ Darley Road.

Table 1 shows the volume to capacity ratio expected the following intersections as a result of the traffic redistribution from The Corso:

Activate Manly: Streets as shared spaces

- Esplanade/ Belgrave Street
- Wentworth Street/ East Esplanade
- Wentworth Street/ Darley Road.

Table 1 Capacity assessment of intersections with redistributed traffic

Intersection	Approach	Lane	Midblock capacity (pc/h)	Forecast demand (pc/h)	Volume/ capacity ratio
Belgrave Road/ Esplanade	Belgrave Road (north)	1	900	1080	0.39
		2	1000		
		3	900		
		Total approach	2800		
East Esplanade/ Wentworth Street	East Esplanade (west)	1	900	1530	0.85
		2	900		
		Total approach	1800		
Wentworth Street/ Darley Road	Wentworth Street (west)	1	900	450	0.25
		2	900		
		Total approach	1800		

Note: Vehicles have been rounded to the nearest 10.

The capacity assessment shows that traffic redistribution resulting from the closure of the eastbound traffic lane on The Corso can be accommodated adequately by the surrounding road network.

## 2.4.2 Intersection operation/ phasing arrangements

The proposed scheme will require temporary modifications to some of the existing traffic control signals (TCS) to restrict certain movements which will not be permitted at the following TCS locations:

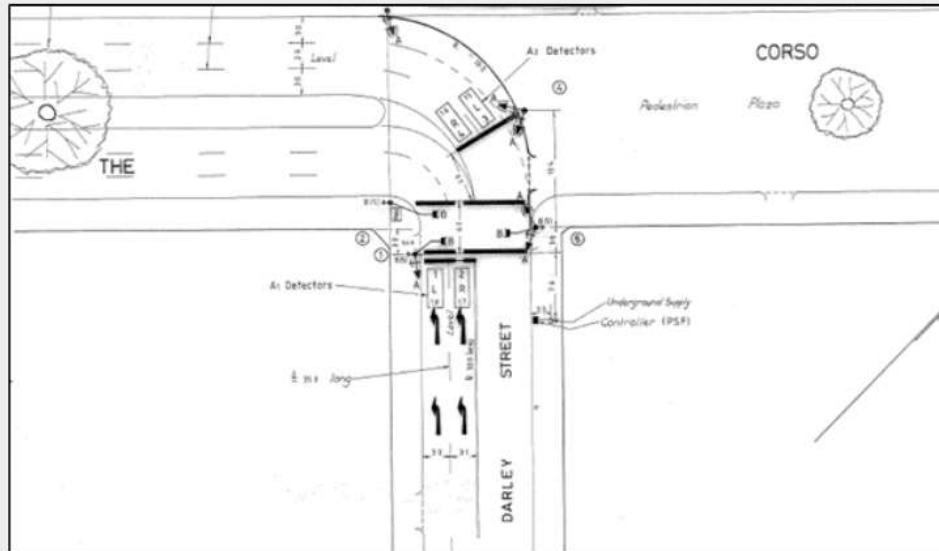
- Wentworth Street/ Darley Road intersection
- The pedestrian crossing at The Corso/ Darley Road.

Table 2 summarises the proposed modifications to these two TCS locations that are required to support the proposed scheme.

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Table 2 Proposed temporary modifications to TCS and intersection layouts

**Existing arrangement (extract from TCS) – The Corso/ Darley Street**

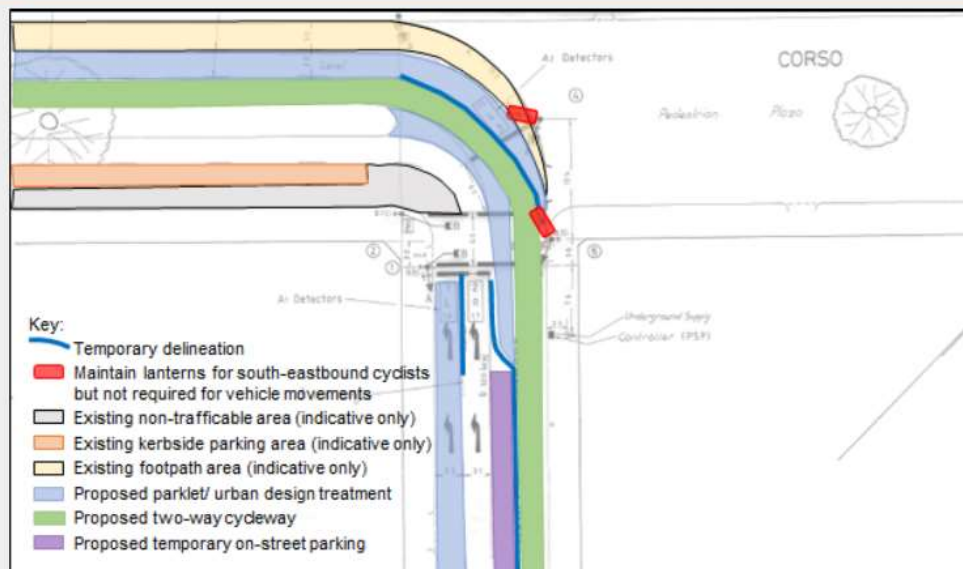


Source: Transport for NSW, 7000.279.VV.0822, date copy taken 23 October 2001

**Notes:**

The arrangement included in this version of the TCS plan has been modified to widen footpaths, provide kerbside parking on Darley Street and The Corso and provide one traffic lane in each direction on The Corso. The current layout is indicatively illustrated in the proposed modifications in the following sketch.

**Proposed modifications to TCS – The Corso/ Darley Street**



**Notes:**

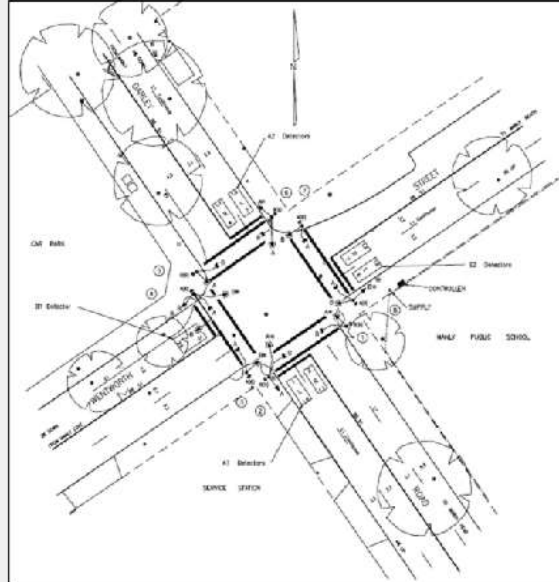
- All redundant pavement markings and delineation are to be removed
- The lanterns indicated will be maintained for south-eastbound cyclist movements only and are not required for vehicles under the proposed one-way arrangement on The Corso and Darley Street.



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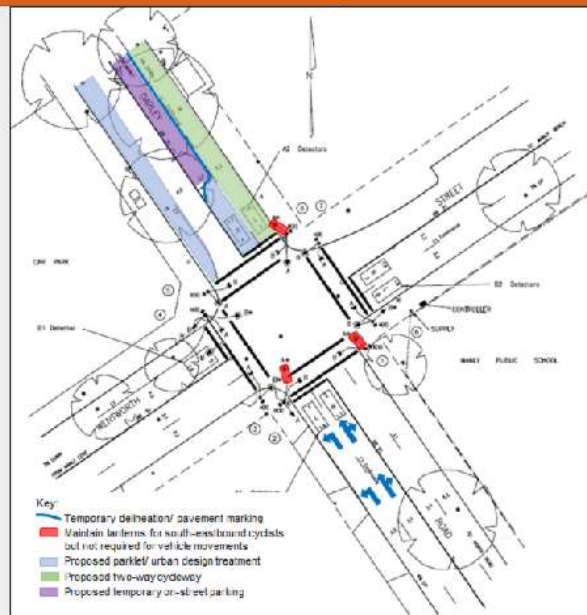
Existing arrangement (extract from TCS) – The Corso/ Darley Street

Existing arrangement (extract from TCS) – Wentworth Street/ Darley Road



Source: Transport for NSW, 7000.279.VV.0622, date copy taken 23 October 2001

Proposed modification to TCS – Wentworth Street/ Darley Road



Notes:

- All redundant pavement markings and delineation are to be removed
- The bollards indicated will be maintained for south-eastbound cyclist movements only and are not required for vehicles under the proposed one-way arrangement on Darley Road.



Activate Manly: Streets as shared spaces

### 2.4.3 Market Lane

Market Lane provides access for visitors to the Whistler Street car park, as well as for delivery vehicles that service various businesses in the town centre. The loading zone on Market Lane services numerous deliveries throughout the day, with delivery vehicles often causing congestion issues, blocking pedestrian access and causing bottleneck issues. At peak hours, delivery vehicles have been observed to stop and unload on the road, which exacerbates any existing issues.

Potential solutions for addressing the congestion caused by delivery vehicles include the provision of clear signage showing safe unloading areas. The existing off-street car parking layout outside the multi-storey Whistler Street car park is being investigated in consultation with Council to improve the loading arrangements within Market Lane.

## 2.5 Public transport

### 2.5.1 Ferry

Manly Wharf is located about 200 metres from the intersection of Whistler Street and The Corso, about a two-minute walk from the shopping strip. The Corso west of Whistler Street features wide footpaths, and the route between the wharf and shopping strip is direct, passing through one signalised intersection at Esplanade.

The project proposes changes to The Corso and Whistler Street that would reduce traffic movements and create greater pedestrian amenity along the shopping strip. While the pedestrian connection to the wharf will remain unchanged, the extension of road space allocated to active transport modes will improve the connectivity of The Corso across Whistler Street.

Figure 14 shows the location of Manly Wharf with proximity to the project area.



Figure 14 Manly public transport – ferry

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## 2.5.2 Buses

Buses in Manly run through Raglan Street and Belgrave Street, connecting to Esplanade in the south. No routes currently pass through Darley Road, The Corso or Whistler Street.

The following two active bus stops are located within the project area:

- Raglan Street before Pittwater Road
- Manly Tennis Club, Belgrave Street.

An additional bus stop is located on the southbound side of Belgrave Street, north of Sydney Road. This bus stop is currently disused, and it is proposed to replace this bus stop and adjacent bus lane and jump start with the new cycleway.

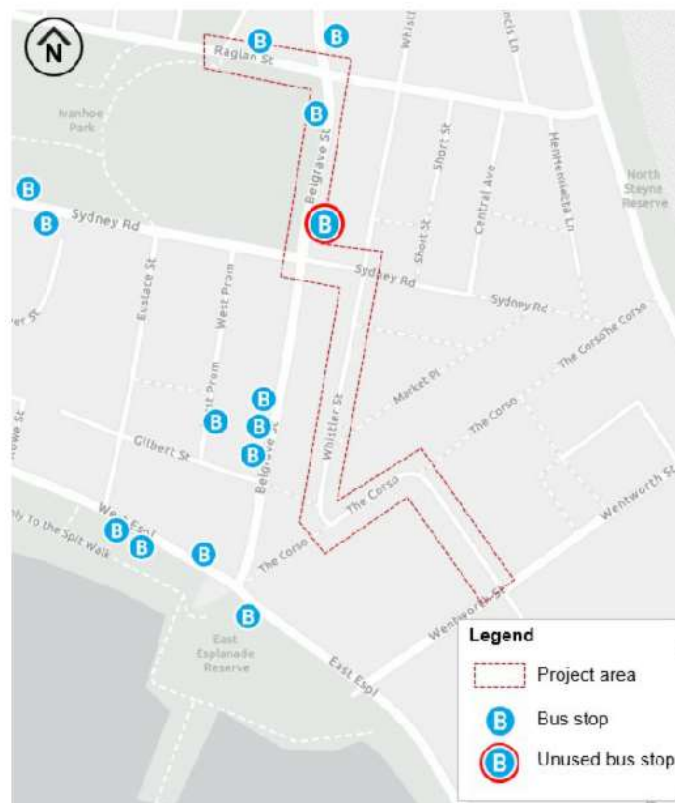


Figure 15 Manly public transport – Bus

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## 2.6 Taxis

There are currently no taxi zones directly within the project area that could expect to be impacted by any changes proposed. The nearest taxi zone is located on Belgrave Street, north of Gilbert Street on the southbound side of the road. The taxi zone is easily accessible by pedestrians crossing through the square that is located between Whistler Street and Belgrave Street. Figure 16 shows the location of the taxi zone with respect to the project area.



Figure 16 Manly taxi zones

## 2.7 Parking impact

The activation of Darley Road and The Corso requires the displacement of 21 parking spaces to make room for outdoor seating zones to support the food businesses. The project additionally proposes to reduce the remaining car parking on The Corso and Darley Road from a time limit of 30 minutes to 15 minutes to provide high turnover of vehicles. The existing motorcycle parking on the west side of The Corso is proposed to be relocated to the existing 5-minute parking bays located in the open car park on Whistler Street.

All parking spaces proposed to be displaced are short-term parking, allowing vehicles to dwell for 30 minutes or fewer. The vehicles displaced from the street parking spaces would be relocated to the Whistler Street car park, which has capacity for approximately 313 vehicles. While the car park is a paid car park, the first two hours of parking are free, allowing it to serve a similar function to visitors to The Corso who would have otherwise utilised the free street parking.

Table 3 provides an overview of the location and duration of street parking proposed to be displaced.

Activate Manly: Streets as shared spaces

Table 3 Proposed displacement of parking spaces

Road name	Location	Duration	Road space reallocation	Number of displaced parking spaces
Darley Road	Western side of the street	30-minute parking	Outdoor seating	7
	Eastern side of the street	8am to 6pm every day	Cycleway	2
The Corso	North side of the street	30-minute parking 8am to 10pm every day	Outdoor seating	8
		2-hour motorcycle parking only		4 motorcycle parking
Whistler Street	South of car park	5-minute parking	Outdoor seating	2
Whistler Street car park	Outdoor, south of car park	30-minute parking 8am to 6pm every day	4 motorcycle parking	2
<b>Total</b>				<b>21 car spaces</b>

No changes are proposed to any of the loading zones currently serving the businesses in town centre, located on the southern side of The Corso and the western side of Darley Road. The short-term 30-minute parking on the southern side of The Corso are to be retained in the existing configuration and will continue to provide eight parking spaces for visitors.

## 2.8 Implementation of proposal

The Activate Manly project adopts the tactical urbanism approach to the implementation of proposed works, with a focus on using short-term, low cost and scalable interventions intended to drive long term change. The changes proposed are a temporary arrangement and will be treated as standard temporary traffic work.

Upgrade works would be planned and staged to minimise disruption to the network and pedestrian and cyclist environment. In the implementation of the proposal, the impact of the project should be clearly communicated to road users such as vehicles, pedestrians and cyclists as well as the community and business owners.

### 2.8.1 Network optimisation

Network optimisation strategies offset traffic impacts in the network surrounding the project area. This may include changes to facilitate effective use of available network capacity, such as:

- Planning traffic management measures, including modification to SCATS to ensure traffic signals adequately manage the new distribution of vehicles and minimise delay
- Promoting alternative routes that bypass the Manly town centre and the project area
- When performing works necessary to convert Whistler Street into a 10 km/h shared zone, the works should be undertaken during off-peak hours to minimise impacts on vehicles accessing the car park and loading docks via Market Lane
- Access through work sites would be managed by traffic controllers

Activate Manly: Streets as shared spaces

### 2.8.2 Pedestrians and cyclists

As the Activate Manly project aims to provide active transport users within the town centre with improved safety and accessibility, it is important to ensure the implementation phase does not detract from the pedestrian and cyclist environment. Strategies to maintain pedestrian and cyclist amenity include:

- Minimise disruption to pedestrians and cyclists along existing routes and crossings
- Provide safe and amenable access for pedestrians for all stages of project implementation during day and night-time periods, including appropriate design of routes with suitable surfaces, lighting, and visibility
- Maintain pedestrian access to businesses during all stages of project implementation
- Manage potential conflicts between pedestrians and construction vehicles through appropriate traffic control.

### 2.8.3 Stakeholder and community engagement

It is critical to effectively and regularly inform the community and local businesses impacted by the construction work prior to commencement to manage the public's expectations. Advance notice should be provided to all road users (including bus operators) as well as property and business owners in The Corso.

This could be done by:

- Installing notice signs for all road users
- Local newspapers and pamphlet distribution
- Project information website
- Project newsletters
- Public notifications in local publications
- Websites for relevant road authorities
- Public notice boards and notices at public transport stops and stations.

Advanced notice of planned work and potential network disruptions through construction period would be provided. This may involve consultation with business owners, the preparation of information packs detailing the proposed construction activities and temporary arrangements for the following groups:

- Emergency vehicles
- Emergency evacuation plans
- Pedestrians and cyclists (including access to properties)
- Disability access
- Event management
- Waste collection and other service vehicles
- Deliveries
- Noise management.



Activate Manly: Streets as shared spaces

### 3 MANAGEMENT MEASURES

A package of management measures is proposed to support the proposed Activate Manly scheme. The work required to implement the proposed scheme includes:

- Removal of existing redundant delineation and pavement markings
- Covering or temporarily removing existing redundant signage, including parking signs
- Installation of temporary traffic barriers and delineation
- Installation of threshold treatments
- Installation of regulatory signage
- Implementation of urban design elements, such as planter boxes and pavement artwork
- Pre-opening Road Safety Audit
- Regular inspections of the elements installed as part of the scheme.

The following subsections describe the management measures proposed for the Activate Manly scheme to prioritise pedestrians and cyclists and create more high-quality spaces for people.

#### 3.1 Urban design elements

Urban design elements will be installed to add safe spaces in the public realm to provide community and commercial amenity and neighbourhood services to support the proposed scheme for Activate Manly. The following subsections describe the proposed urban design elements proposed.

Activate Manly: Streets as shared spaces

### Parklet – Temporary kerb extension

Parklets will be installed on the western side of Darley Road, replacing seven parking spots and the north-western side of the Corso. The parklets will provide additional sitting and waiting space for the half-dozen cafes and dining businesses on this side of the street. The parklet option being considered in Manly include temporary kerb extensions, which aim to provide more space for café patrons outside of the movement areas on existing footpaths.

In a tactical urbanism context, they can be quickly installed and defined with modular elements: planter boxes, pavement markings, platform, and street furniture. Alternatively, some parklets can be built offsite and then delivered to the site and maintained by the provider.

Universal access from the kerb can be provided with temporary ramps or with a modular platform built at kerb-level.

Examples of available parklets from Australian providers are shown at Figure 17 and Figure 18.



Figure 17 Movable parklet (on wheels) from People Parkers (Source: <https://www.peopleparkers.com>)



Figure 18 Modular parklet from Urban Commons (Source: <https://www.urbancommons.com.au/>)

Safety from moving traffic needs to be considered as well as accessibility from the existing footpath network. Implementation will be coordinated with dining/ café businesses on Darley Road.

Activate Manly: Streets as shared spaces

### 3.2 Speed limits and control

Under the existing configuration, the Manly town centre is classified a high pedestrian activity area with a posted speed limit of 30 km/h along Darley Road, The Corso, Whistler Street, and the southern extent of Belgrave Street. Towards the northern extent of the project area, Belgrave Street and Raglan Street have posted speed limits of 50 and 60 km/h.

Activate Manly proposes to convert Whistler Street south of Sydney Road to a shared zone with a posted speed limit of 10 km/h, as shown in Figure 19.



Figure 19 Posted and proposed speed limits in Manly

Threshold treatments and traffic calming measures will be instated to signal to vehicles upon entry into the shared zone. The following measures will also be undertaken to facilitate a low speed environment:

- Prominent features such as signs and urban design features will be used to indicate a change in the street environment and highlight the start and end of the proposed shared zone
- Installation of pavement artwork will be used to highlight the changed traffic conditions, including tactile or coloured pavement, or stencilling of artwork
- Continuous footpath treatments will be considered at the entry and exit of the Whistler Street car park
- Shared zone entry signs will be provided on both sides of the road, for both the one-way approach from The Corso and the two-way approach from Whistler Street to further enhance the changes in environment and priority.



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### 3.3 Delineation

Delineation of the proposed cycle lanes will be through a combination of:

- Lane separators between traffic lanes and the cycleway (refer to Figure 20 and the example of a temporary cycleway arrangement in Figure 21)
- Urban design elements such as planter boxes as shown in Figure 23
- Standard line marking (particularly lane separators on two-way cycleway)
- Green paint in locations of potential conflicts (driveways, intersections) as show at Figure 22, the paint used will have adequate skid resistance.



Figure 20 Lane separation treatment



Figure 21 Example of temporary cycleway delineation, City of Sydney. Source: TfNSW



Figure 22 Pitt Street pop-up cycleway, August 2020, source: Lise Chesnais



Figure 23 Planter boxes used to separate cycleway, source: NZ Ministry of Transport

### 3.4 Traffic control signals

All changes to signalised intersections require approval from Transport for NSW (TfNSW) through the development of TCS plans in accordance with TfNSW *Traffic Signal Design*. Changes to existing signalised intersections are temporary and are unlikely to include modifications to the infrastructure. Section 2.4.2 illustrates the proposed modifications to the intersection layouts superimposed on the exiting TCS plans.

Activate Manly: Streets as shared spaces

Intersection works would be planned and staged to minimise disruption to the network. The following principles are recommended for any intersection works that are required:

- Partial or full closures would not be carried out during peak periods, limiting work to weekends or nights
- Closures would be staged in consultation with TfNSW and would aim to minimise the impact on the road network
- Coordination of major closures would be programmed during periods of reduced traffic such as during school holidays
- The community and stakeholders would be informed of intersection works in advance of closures and appropriate alternative routes would be identified and advertised prior to closures
- Pedestrian crossings would be managed appropriately maintaining safe and sufficient crossing opportunities at all stages of the works.

### 3.5 Construction hours

Construction times during the implementation of the scheme are proposed to occur between 7am to 6pm from Monday to Friday, in compliance with *NSW Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009). Some construction work, particularly around intersections, may be required at night-time to minimise disruption to the road network.

As Saturday is the critical day of the week experiencing the highest traffic demand and expected visitors, it is not recommended to undertake construction work during the standard Saturday hours of work. No construction work is proposed to occur on Sundays or public holidays.

As the construction noise guidelines are not mandatory and aim to inform the selection and application of work practices to minimise noise impacts, the construction period may be informed by consultation with local businesses to minimise the impacts within the Manly town centre.

### 3.6 Road safety audits

Road safety auditing is a formalised procedure, which can be applied to all phases of a road project or to an existing road. The auditor and audit team must be independent of the designer, so that the design is viewed with 'fresh eyes'. The purpose of the audit is not to rate the design, but rather identify any road safety concerns from the perspective of road users.

The objectives of a road safety audit are to:

- Review the operational site, design and background information and form conclusions about the safety performance and crash potential for the road
- Evaluate the operational site in terms of interaction with its surrounds and nearby roads and to visualise potential impediments and conflicts for road users
- Identify and report on aspects of the design that may result in unnecessary or unreasonable hazards for all road users.

Road Safety Audits are structured around standard checklists provided in the *Austroads Part 6: Road Safety Audit* and Roads and Maritime Service's *Guide to Road Safety Audit Practices* 2011.



Activate Manly: Streets as shared spaces

For the proposal, Road Safety Audits would be undertaken at the following stages:

- **Design:** This audit stage involves the review of the design drawings, reports and supporting information and an inspection of the site, its approaches and connections. Standard issues such as sight distance, speed zones, safety barriers, alignment, delineation pedestrian facilities and signage (amongst others) are assessed with respect to safety
- **Pre-opening:** Prior to the opening of the completed work a Road Safety Audit is carried out during both day and night time periods to ensure that the work has been constructed to consider all previous Road Safety Audit findings, addresses site constraints appropriately and provides safe facilities for all road users.

### 3.7 Program of inspections

In addition to the Road Safety Audits detailed in Section 3.6, regular inspections are required to ensure that the traffic control measures and urban design elements implemented are safe for all road users, properly installed and undamaged.

It is anticipated that the scheme will be implemented for a period of 12 months. It is recommended that the arrangement is inspected monthly as a minimum.

### 3.8 Monitoring and evaluation approach

The process to deliver tactical urbanism projects generally follows a four-phase process as outlined in this section for consideration. This report covers planning and design and aims to plan for the implementation timing.



During the design and implementation phases it is essential to plan for the monitoring and evaluation of the project. The *Handbook for Tactical Urbanism in Aotearoa* (NZ Transport Agency, August 2020) recommends developing a Monitoring and Evaluation Plan and nominating a Monitoring and Evaluation Lead person, it defines monitoring and evaluation as follows:

- “Monitoring is the collection of information about a project’s activities and outputs. It is a critical piece of the Learn–Adjust–Improve feedback loop. It shows whether things are going to plan, highlights issues, and informs immediate modifications to the design.
- Evaluation involves determining whether a project is achieving what it set out to do. It uses the qualitative and quantitative data collected before and during the trial to judge success, improve effectiveness, and inform decisions.

Activate Manly: Streets as shared spaces

In the case of Activate Manly monitoring and evaluation are focused on identifying whether the project is achieving its goals, answering questions such as:

Question / Goal	Indicator	Collection method	Collection timeline
<b>Is the project making it safer to walk and ride in the area?</b>	Number of near misses involving walkers / riders Feeling of safety Number of children riding without adult supervision	Visual survey counts of near misses during peak times (weekend, AM, PM) On site survey of people walking and cycling	Before and after implementation
<b>Has the project increased the number of people walking and cycling?</b>	Number of people walking and cycling	Counts	Before construction and then one month, three months and six months after completion.
<b>Has the project increased retail /dining revenue?</b>	Revenue of dining/café businesses Revenue of retail	Survey of businesses (with identification of whether they directly benefit from a new parklet or not)	Before and after implementation
<b>How can the project be improved to better achieve its goal?</b>	Community and visitors' satisfaction and feedback	Online survey In person survey, if possible, at community events or via a local "survey" stall. Questions framed more around "how can the project be improved?" rather than "do you support or oppose the project?"	After implementation

The "after" timeframe will be identified by the project team, it can be beneficial to leave some time for the street users to adapt their behaviour to the change after construction, a three months period could be a good basis.

Lastly, analyse collected data and evaluate effectiveness and whether goals were achieved, whether adjustments should be made to the project as needed. Potentially, adjust the project and start a new round of evaluation to refine design and implementation before transitioning it to permanent.

Activate Manly: Streets as shared spaces

## 4 SUMMARY OF ACTIONS

This Traffic Management Plan highlights a wide range of actions to be implemented before, during and after construction. They are summarised in Table 4.

Table 4 Summary of actions

Theme	Before construction	During construction	After construction
<b>Community/ stakeholder engagement</b> (to be confirmed in consultation with Council)	Notice signs Advance notice provided to all road users Engagement on proposed scheme and construction times	Complaints management	Opening event Engagement stall for locals and visitors
<b>Road Safety Audit</b>	Carryout a Road Safety Audit of the design and modify arrangement to respond to audit findings		Carry out a pre-opening Road Safety Audit to confirm the installation of management measures is safe prior to opening
<b>Urban design elements</b>	Confirm type of parklet (for example, built on site or off site, modular or freestanding) Select provider and order parklets/ parklet modular elements Engage businesses on usage of parklets	Implementation of urban design elements, such as planter boxes, parklets and pavement artwork	Handover of planter maintenance and watering to relevant Council team
<b>Traffic signal modifications</b>	Temporary TCS designs for modifications to be submitted for approval by TfNSW (if required)	Implementation of TCS modifications by an accredited traffic signal controller (if required)	
<b>Monitor and evaluate</b>	Create monitoring and evaluation plan. Select monitoring and evaluation lead "Before" counts and surveys: plan and implement		"After" counts and surveys. Adjustments to arrangement following surveys (as required)
<b>Construction management</b>	Prepare Traffic Guidance Scheme to manage traffic during construction and ensure safe construction zones for the proposed work	Implement approved Traffic Guidance Scheme Provide safe and amenable access for pedestrians	
<b>Other management measures</b>		Removal of existing redundant delineation and pavement markings Covering or temporarily removing existing redundant signage, including parking signs Installation of temporary traffic barriers and delineation associated with the arrangement Installation of threshold treatments Installation of regulatory signage	





**Manly Connection**  
Northern Beaches Council

Project No: AU 0034

Revision: D

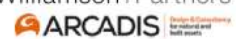
Date: 25/11/20

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Prepared By: VT

Checked By: DB

WestonWilliamson+Partners







WestonWilliamson+Partners



Prepared By: VT  
Checked By: DS  
AU 0034  
Date: 25/11/20  
Scale 1:500

Revision: D

**Belgrave Street & Raglan Street**  
Northern Beaches Council





WestonWilliamson+Partners



Revision: D  
Prepared By: VT  
Checked By: DS  
AU 0034  
Date: 25/11/20  
Scale 1:500

**Belgrave Street & Sydney Road**  
Northern Beaches Council





**Whistler Street & The Corso**  
Northern Beaches Council

Revision: D

Prepared By: VT  
Checked By: DS  
AU 0034  
Date: 25/11/20  
Scale: 1:500

WestonWilliamson+Partners







Revision: D  
 Prepared By: VT  
 Checked By: DB  
 AU 0034  
 Date: 25/11/20  
 Scale 1:500

**Darley Road**  
Northern Beaches Council



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## Community and Stakeholder Engagement Report

### Streets as Shared Spaces - Manly

Impact level: Two

Report date: 16 Nov 2020

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#### Contents

1.	Summary.....	2
1.1.	Engagement date.....	2
1.2.	Who we engaged .....	2
1.3.	How we engaged .....	3
2.	Background.....	4
3.	Engagement approach .....	4
4.	Engagement objectives .....	4
5.	Key findings .....	5
6.	Appendix 1: Verbatim community and stakeholder responses.....	9

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## 1. Summary<sup>1</sup>

This report outlines the community and stakeholder engagement conducted as part of the Streets as Shared Spaces - Manly project.

### 1.1. Engagement date

16 Oct to 22 Nov 2020.

### 1.2. Who we engaged<sup>2</sup>



Total engaged

10,248 views + Manly Business Chamber, St Matthews Church and local businesses



Total submissions

532 (contributors) + 49 written submissions directly to Council



Gender

■ Male  
■ Female  
■ Other  
■ N/A

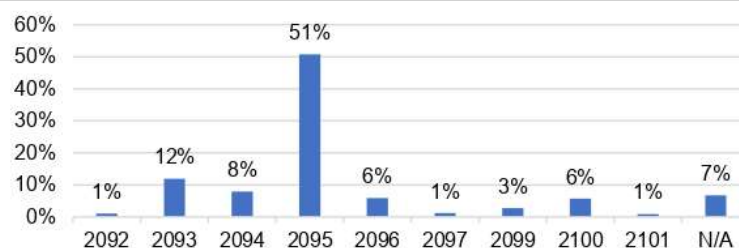


Age group(s)

■ <25 yrs  
■ 26-50 yrs  
■ 51-75 yrs  
■ 76+ yrs  
■ N/A



Postcode(s)

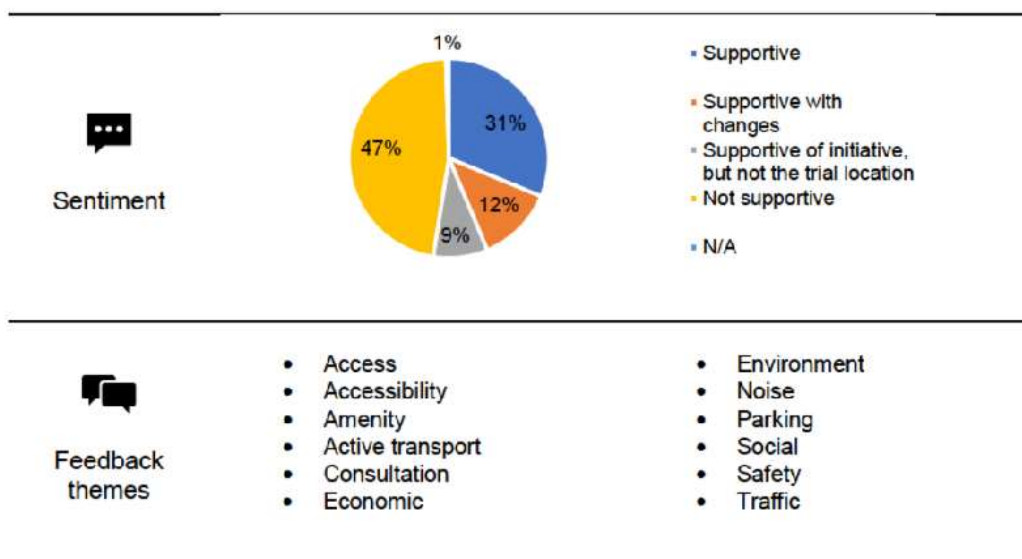


10 postcodes with most submissions reflected on graph only.






<sup>1</sup> 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.

<sup>2</sup> No demographic data was captured for respondents who contributed feedback through meetings, emails or phone calls.





### 1.3. How we engaged

 <p>Your Say</p>	Visitors: 6,847	Visits: 8,561	Av. time onsite: 1m 35s
 <p>Print media and collateral</p>	Site signs: Yes		Number: 7
 <p>Electronic Direct Mail - EDM(s)</p>	Community Engagement newsletter: 3 Council eNews: 2 Stakeholder emails:		Distribution: 20,000 Distribution: 150,000 Distribution: 2
 <p>Key stakeholder</p>	Meetings: 3		Attendance: 20
 <p>Survey and form</p>	Submission form: 1		Contributors: 532

## 2. Background

In September 2020, grant funding was received from the NSW Government, under its Streets as Shared Spaces, to trial a walking and cycling-friendly link from the intersection of Darley Road with Wentworth Street all the way to Kangaroo Lane to the north via Sydney Road and Belgrave Street for 12 months.

This new safe cycling route would support the [Move - Northern Beaches Transport Strategy 2038](#)'s aim to double active travel trips for households, commuters and school students. The project also supports various objectives outlined in the Northern Beaches [Bike Plan](#), [Walking Plan](#) and [Road Safety Plan](#).

## 3. Engagement approach

Community and stakeholder engagement for the Streets as Shared Spaces – Manly was conducted over a five week period, from **16 October to 22 November 2020**, and consisted of a series of activities (online and face to face meetings) that provided an opportunity for community and stakeholders to contribute.

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

The community engagement approach was designed to identify key concerns and issues in implementing the trial, as well as potential adjustments that could be made to the design to ensure an outcome that was inclusive, resilient and accessible.

The engagement approach gave consistent and accessible information with feedback was collected through an online submissions form on the Your Say project page, with email and written responses also accepted. Explicit support on non-support was not requested for this project.

## 4. Engagement objectives

- Objective 1: build community and stakeholder awareness of participation activities (inform)
  - We promoted the project via onsite signage, stakeholder notifications, as well as our Council eNews and Have Your Say community engagement newsletter.
- Objective 2: provide accessible information so community and stakeholders can participate in a meaningful way (inform)
  - We provided some information online via the Your Say project page<sup>3</sup> and provided some artists impressions of the design, a link to the Transport Management Plan, and indicative maps.
- Objective 3: identify community and stakeholder concerns, local knowledge and values (consult)

<sup>3</sup> <https://yoursay.northernbeaches.nsw.gov.au/streets-shared-spaces-manly>

- Feedback was collected through an online comment form on the Your Say project page, with email and written comments also accepted. Contact details for the project manager were provided should anyone have a question.
- Key internal and external stakeholders meeting were held to capture feedback and suggestions on specific issues.

## 5. Key findings<sup>4</sup>

Feedback received was assessed through a qualitative process and determined as supportive, somewhat supportive, not supportive overall or not supportive of the proposed location.

31 percent of comments received indicated support of the proposed trial. Those who provided supportive comments were very passionate in their support, especially as relates to the provision of more space for safe cycling and active travel to and within the Manly CBD.

An additional 12 percent of comments were in support of the proposed trial, but these comments also included suggestions for minor changes to the design.

47 percent of comment received were not supportive or had concerns about the trial proceeding. Concerns included emergency vehicle access, safety, increased congestion and loss of parking.

In addition, nine percent of respondents, whilst supportive of the Streets as Shared Spaces initiative, felt that the proposed location of the trial was not suitable or appropriate.

Key themes from the feedback received have been identified and summarised below, along with Council's response.

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<sup>4</sup> Note: This analysis does not include any 'late' feedback received after the advertised closing date for consultation.

Indicated Sentiment	Themes	Commentary	Council response
Support, or support with only minor changes	<ul style="list-style-type: none"> <li>Improved safety for pedestrian and cyclists</li> <li>Social wellbeing and connectivity - healthy living, increased active transport, addresses need for more public spaces</li> <li>Cycling infrastructure in Manly CBD very needed</li> <li>More space for people – lower priority for cars</li> <li>Potential benefits to business</li> <li>Positive environmental impacts (decreased traffic and pollution) and suggestions (solar, sustainable materials)</li> </ul>	<p>Those who provided support of the Streets as Shared Spaces – Manly initiative were very passionate in their support, especially as relates to the provision of more space for safe cycling and active travel to and within the Manly CBD. Responses were generally decisive and assured. Comments included "This is great!" "Fantastic initiative!" "Brilliant idea!" "Good on you for making this change" and "Really looking forward to it". Some expressed pride in their Council, others commented that this type of initiative was long awaited. "Finally a Council we can be proud of. Encouraging sustainable and environmentally friendly transport..." Some sentiment spoke about Council needing to ignore pushback from the noisy minority.</p> <p>It is important to note that those who provided support did so based on the exhibited designs. Any major changes to the design could result in those who expressed support moving to a 'not supportive' sentiment.</p> <p>Some expressed concern that priority will be given to local residents over need for safe cycling routes for everyone.</p> <p>Minor changes mentioned included finding additional parking in the area to mitigate lost parking, replacement of loading bay.</p>	<p>Through the development of Councils Move Northern Beaches Transport Strategy and the Northern Beaches Bike Plan, many submissions were received from members of the community supporting dedicated cycling infrastructure that is safe and separated from vehicle traffic.</p>



Indicated Sentiment	Themes	Commentary	Council response
Not supportive	<ul style="list-style-type: none"> <li>Loss of parking spots, loading zone impacts, deliveries, negative impact on businesses</li> <li>Traffic – increased congestion around Manly</li> <li>Safety of pedestrians with bike riders</li> <li>Noise concerns – impacts to church patrons, increase in pedestrian/bike traffic causing noise that impacts residents</li> <li>Concerns about lack of prior consultation (particularly with stakeholders such as the School and Church).</li> </ul>	<p>Other comments supported the proposal but raised the need for barriers/trees/bollards, colourful planter boxes, additional amenity to support pedestrians and cyclist and clear signage.</p> <p>This cohort was not supportive of the proposal under any circumstances or required significant change for them to be supportive.</p> <p>Many of those who objected appear to reside on the Eastern Hill and feel that traffic and congestion could become a problem, including during emergency evacuations.</p> <p>There were some examples of form letters with exact duplicates submission marked under different names being received.</p> <p>Concern that priority was/would be given to tourists over local residents.</p>	<p>The Streets as Shared Spaces project was intended to be a pilot program to test streets being used in ways that did not prioritise vehicles.</p> <p>While this would have resulted in changes to traffic and parking in the local area, Council was planning to work with Transport for NSW on signal phasing to ensure impact to traffic flow was minimal.</p> <p>To provide the project, a number of parking spaces needed to be removed with remaining parking to change to P15 to provide a higher turnover of vehicles.</p> <p>Cycling in the Manly area is one of the highest across the Northern Beaches LGA. The cycle way would have been used by many in the community as it provided a safe and dedicated cycleway free of conflict with vehicle traffic.</p>
Supportive of the Streets as Shared Spaces initiative, but not supportive	<ul style="list-style-type: none"> <li>Cycle path is not needed in this area and will not be used.</li> <li>Potential conflict between pedestrian and bike riders.</li> <li>Conflicts with access and parking.</li> <li>Scope of the study does not consider the wider impacts.</li> </ul>	<p>While supportive of shared spaces and/or cycle paths, a small portion of respondents felt this was not the appropriate location for this trial.</p>	



Indicated Sentiment of the trial location.	Themes	Commentary	Council response	



## **6. Appendix 1:**

Comments received through Your Say and written directly to Council.

<p><b>Streets as Shared Spaces - Activate Manly Submissions - received through Your Say Page December 2020</b></p>	<p>I am writing with regards to the proposed plans for "Streets as Shared Spaces - Manly". The area concerned, and specifically Section 2 of this area, affects me 24/7/365 as I live in 2 pretty well - across all hours of the day and night. I have to say, I have concerns about the plans and if I had the opportunity to vote I would vote against. I'll outline my concerns here:</p> <ol style="list-style-type: none"> <li>1. The Transport Management Plan notes the approach as "a community-led approach" and yet the first we as local residents hear about it is that it is happening whether we like it or not. How is this community-led??? And in the TMP at 2.8.3 you talk about "engagement"... I know technically informing is counted as engagement, but that pretty feeble and not something engagement professionals are proud of. Do we really have a non-engaging Council? Further, the plans talk about local businesses, but what of the local residents who live in this zone and are thus directly impacted?</li> <li>2. The "Parklets": I believe that these are misrepresented in the artists impressions and the general overview description of the plan. Before reading the TMP I had the impression that the extra seating was intended for the local cafes and restaurants such that they would be responsible for them, so keeping them clean when in use, and putting them away at night, basically as they do with their existing seating but just having access to more street space on which to spread out with dining. However, reading about the Parklets I don't think this is the case. If I am correct, this 'extra seating' will sit in the roadway (albeit protected) along designated zones regardless of whether there is a cafe/restaurant there, and not the responsibility of a business. If this is the case, then who is responsible for keeping these clean and where are they meant to put their rubbish, because let's face it people eating at the benches by the beach are great at tidying up after themselves... it will be a feast for the seagulls, attractive to rats and cockroaches that are already around. Furthermore, the semi-permanent nature of them makes them harder to share - tables and chairs can be moved around, you can grab an extra chair for someone in your party if you need etc, but with the parklets one small group can dominate the full extent of that parklets seating, this is what I have observed of the Parklets in Sunny Hills. And, perhaps my greatest concern, they will be out overnight, to attract the revellers from The Vanhoose, NBH, Steyne and Boatshed with their loud voices, cigarettes (the smoke comes up to us) and total disregard for local residents. There is a guy who bucks out the front of the Optician, from 10pm through to about 4am at times - and yes this is speaking from experience - will this be happening around the seating areas? I really ask you to reconsider the idea of having these seating areas available 24/7, and/or placing signs to remind people that this is also a residential area.</li> <li>3. Impact on traffic: Yup I'm sure you've heard this a lot. Traffic is already dire around here and now you're taking away a key thoroughfare. The stats in the TMP are nice but don't really reflect what locals know happens here - an average of 3080 vehicles over 24hrs kinda hides the peak times given that for several of these 24 hours there is minimal traffic! Summer weekends are worse than other times and the junction at the wharf can't cope as it is, let alone with the extra traffic from closing Whistler to Wentworth. Taking away vehicle access from Whistler to Wentworth will impact a wider area than that surveyed - you'll find cars on Sydney Road will turn off at Farlight and weave down to the Wharf, where they traffic is horrendous anyway. Pedestrians streaming off ferries will mess the traffic up at weekends.</li> <li>4. Impact of loss of parking: Since hearing of these plans I have paid particular attention to the parking movements that I can see from my balcony and along Darley Road to Wentworth. These really are not patrolled. The loading zone outside the Three Beams is more mis-used than appropriately used - the other day a car parked in the zone in the middle of the day meant that a lorry unloading for Liquorland had to double park... that's not going to be possible with your new plans. Many cars overstay their time, lowering the turnover of cars and availability of parking - people park to take their dog for a walk, to go to a cafe or restaurant, and some park to legitimately use the local businesses like the pharmacy, banks, and quick in-outs. If you're reducing parking availability you need to police this. The plans say that parking is available in Whistler Street car park but have you tried to park there at a busy time? It is going to be mayhem, it is such a poorly designed car park it will jam up very quickly and lead to a lot of frustration. Have you actually surveyed the cars that park here to see why they park here??</li> <li>5. 10km/h is a joke.</li> <li>6. You want to make the streets safer for walkers: walkers aren't getting any extra street space, just slower cars and more bikes. From my experience of bikes, cyclists are some of the worst space-sharers with little or no concern for cars or pedestrians. At least cars have to stop when faced with a pedestrian paying no attention whatsoever to the roads... will cyclists do the same? Pedestrians are their own worst enemies in Manly CBD and especially here, they just launch themselves into the roadways without looking up from their phones. With slower traffic I believe they will be more likely to cross the roadway anywhere they feel like, and now they run the gauntlet with cars and bikes. I would really love to see some greater responsibility put on pedestrians, and better lighting at the Corso/Whistler Street junction to increase safety. Plus pedestrians will still stream down from the wharf to the beach front on the easiest side of the street to access - and this is a horrible experience if you are trying to go the other way.</li> <li>7. What cyclists are you looking to attract with this plan? Where will they be coming from, and going to? do any bike lanes feed into this section?? And will the legal requirement to wear a helmet be enforced on the cycleway? - I feel sorry for the Rangers and Police trying to do this, yet through not enforcing on a Shared Streets initiative are you saying it's ok to disregard rules and not be safe?</li> <li>8. Please consider allowing emergency vehicles to travel Whistler to Wentworth on the bicycle lane.</li> </ol> <p>That's my lot I think. Thank you for listening, and please think twice before embarking on this. You are welcome to observe the road and footpath movements from my balcony, to see what I mean!</p> <p>Hi</p>	<p>This is a great idea. This will make it easier for bike riders to transit into and around Manly.</p> <p>Whilst it will remove some car lanes, the overall impact on the Manly Village is extremely positive as we encourage more people to bike ride into Manly, which will have a very positive environmental impact.</p> <p>What happened to consultation with the community and rigorous assessment of the traffic in Manly by a local company? Policy development is based on this - appears very remis of Council. Green space is what I am looking for. My mental health is based on having green space i.e. trees, grass (look at the research) etc not a bike track that the ever growing tourist population must navigate around on cement and the road. I have already been hit by a bike on the footpath. PS. I cannot afford a bike, especially during COVID and rely on public transport to get to Manly for outings. I think this is a high hazard for the older population and for drivers. If you think people will drive at 10 km/hers an hour you are kidding. Very poor policy assessment Northern Beaches Council.</p> <p>Fantastic initiative. Great to see Northern Beaches Council prioritising pedestrians and active commuting. Can't wait to ride on the new bike lanes and hoping these changes become permanent.</p> <p>This may be the change that allows me to go car free once and for all!</p> <p>Great article below from The Verge.</p> <p><a href="https://www.google.com/amp/www.theverge.com/platform/amp/2020/05/14/21258412/bike-lanes-open-streets-bike-sales-bicyclist-pedestrian">https://www.google.com/amp/www.theverge.com/platform/amp/2020/05/14/21258412/bike-lanes-open-streets-bike-sales-bicyclist-pedestrian</a></p>
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<p>Following are a few comments on specific aspects of the proposal.</p> <p><b>Re BARRERS</b> Along Darley Road the artist impression shows a series of poles separating the dedicated cycleway from the vehicular traffic lane.</p> <p>The poles do not provide adequate protection for cyclists, as they are too widely spaced and there is no physical barrier at ground level.</p> <p>A raised barrier between bicycle path and road is safer for cyclists. A series of poles with wide gaps in between or a raised barrier that is too low does not provide a sufficiently safe barrier.</p> <p>As an alternative, raised planter boxes that are closely spaced could provide a sufficiently safe and stable barrier for temporary (trial) or more permanent use.</p> <p><b>WHISTLER STREET - SHARED BICYCLE ZONE</b> Whistler Street south of Sydney Road</p> <p><b>Issue:</b> Potential conflict between cyclists and vehicles in this section of Whistler Street, due to the two way road and a car park entry and exit.</p> <p>I am concerned that this will compromise the safety of cyclists in spite of a proposed 10km/hr speed limit.</p> <p><b>Alternatives?</b> Is there any alternative, including an off-road route, to avoid the car park entry and exit?</p> <p><b>For example:</b></p> <ol style="list-style-type: none"> <li>1. Shared use of a footpath for cyclists and pedestrians along Whistler Street.</li> <li>2. A cycle route via the plaza to the east of library and then along Sydney Road?</li> </ol> <p><b>BELGRAVE STREET – SOUTHBOUND TRAFFIC</b></p> <p><b>Issue</b> Likely traffic congestion due to loss of southbound lane for traffic in Belgrave Street. This has potential to delay southbound travel for buses, taxis and cars and disrupt the timing of transport to connect with the Manly Ferry service.</p>	<p>We have a concern with the proposed pedestrian crossing on East Esplanade/Ashburner Street. A number of years ago there was a roundabout there but it was later removed due to it being considered dangerous - traffic coming down Osborne Road did not have much time to slow down to give way to traffic coming out of Ashburner Street. Now there is a 30kph limit this may make a difference but we still believe that drivers unfamiliar with this road may not be able to slow down enough to stop. Also bikes and motor cycles may also find it difficult to stop in time especially at night.</p> <p>Has consideration been given to have increased bike access through The Corso - this can at times be very heavily congested with pedestrians at weekends and Jazz/Food festivals etc. Whose responsibility is it if a pedestrian is hit by a bike (medical costs etc as bike riders are not required to have insurance. The new electric bikes that are much heavier than a regular bike and can go faster could result in some quite serious injuries. This is not just a concern for The Corso but for other areas where there are shared zones.</p> <p>As a resident of the Eastern Hill for the past 15 years, I am opposed to the proposed changes. My opposition is driven by a number of concerns.</p> <ol style="list-style-type: none"> <li>1. Safety - the road closures will restrict a key access route to the Eastern Hill and North Head for emergency services. Similarly, local residents seeking to exit the Eastern Hill to attend hospital etc will also have less routes. Traffic congestion along East Esplanade and North Steyne is noticeable year round and particularly bad at peak times, weekends and especially throughout summer.</li> <li>2. Adverse effect on local businesses. We often drive through Manly via the Corso when leaving Manly / returning to Manly and stop to shop at local businesses in the centre of Manly. The proposed changes will close part of this route and remove many parking spaces, adversely affecting trade for local businesses. Over the last 15 years, I have seen many local businesses close (butcher, greengrocer etc). This change will likely cause issues for others such as the bakery. Local chemists etc as their passing trade diminishes. Manly is losing its village character as these businesses are squeezed out and replaced with larger chain stores. The changes will also affect restaurants as locals will be less able to collect takeaway from Darley Rd and the Corso, due to the lack of parking. Locals will have to rely on food delivery services, which take a significant amount of the profit from the businesses.</li> <li>3. Congestion and impact on Eastern Hill residents. The roads are already congested at peak times, particularly at peak time on weekends and through summer. Those residents such as us who work full time and have young children at school and daycare have to drive to do multiple drop offs / pick ups. On weekends, we are taking children to sports competitions, swimming lessons, birthday parties etc across the Northern Beaches. Using public transport is simply not an option in this situation. The proposed changes will have an adverse effect on traffic congestion in Manly, particularly along East Esplanade and up the Eastern Hill. The phrasing of the lights at the wharf already causes bad congestion at peak times and this will get worse as the traffic is forced along less routes. There are already dedicated and / or shared pedestrian and bike paths along East Esplanade and Manly Beach - it is not clear why an additional dedicated bike lane is required as well. Little if any consideration has been given to local residents on the Eastern Hill in making these changes.</li> </ol> <p>In the balance between the convenience of direct access for locals versus the safety of cyclists coming down Darley Rd into Manly town centre, I hope that safety won't be compromised. That does require a separate bike lane on Darley Rd I believe.</p> <p>I would support this program if the following is ensured:</p> <ol style="list-style-type: none"> <li>1. The finished project looks the same as the concept drawings and illustrative map</li> <li>2. More dedicated loading zones are provided in Wertheim St (Saw, Tern - 1pm)</li> <li>3. Traffic study concludes that the new road &amp; cycles ways do not slow traffic times by more than 20%</li> </ol> <p>Please do not proceed with the trial</p> <p>Trial should not be undertaken during COVID as food and road traffic in Manly is a lot less than normal.</p> <p>Proposal means reduced access to the Eastern Hill - can only drive up there via the beachfront or the harbour front. Traffic banks back 2 blocks or more on West Esplanade and often crawls along the beachfront. Traffic already backs as far back as Raglan St from Sydney Rd with 2 lanes, so reducing to one lane heading south will make it worse. I have a friend on the Eastern Hill who is old, can't walk very far and no longer has a car, who I often give a lift to.</p> <p>Parking is already at a premium and this significantly reduces parking.</p> <p>There are already bike lanes on the beachfront, Raglan Street and Pine Street which will get bike riders out of Manly in a northerly direction. Bicycle lanes on the harbour front and Lauderdale Ave enable cycling to the west from the wharf.</p> <p>Having bike riders in close proximity to pedestrians in COVID times makes feeling 1.5m away difficult.</p> <p>The Corso and central Manly is a pedestrian zone not a cycling zone. As an old person there is always the worry of being knocked over by a cyclist.</p>
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<p>As I've already said, I'm totally in favour of this project. There may be some details to resolve but it's a trial. The changes can be reviewed and adapted to suit the way the spaces are used. It will need time to settle in.</p> <p>Please be brave and push ahead with this. Remember that the idea of the Streets as Shared Spaces is definitely not to accommodate all the cars that want to drive through Manly. By making driving and parking a little less convenient and walking and cycling more pleasant I'm sure that both residents and visitors will be nudged from their cars and the feared traffic problems won't materialise.</p> <p>Below are some comments I made to the Eastern Hill lobby on Candy's Facebook page:</p> <p>"It's a trial and it's great that the council can give it a go. As everyone says, the status quo is not good and traffic and parking are chaotic. Changes are needed. So what to do? You can't make things easier for drivers because (a) there isn't space to widen roads and make more car parks unless we want to pave over Manly and (b) easier driving will just induce more traffic, that always happens. So instead let's try reallocating some road space and creating room to walk, cycle and eat outdoors. Let's imagine a better Manly and create the best streets we can. The traffic will adapt and I'm pretty sure Manly will be much nicer for it! Remember it's a trial."</p> <p>"The details may not be right yet, hence consultation has started before the trial so businesses and residents can make comments. The proposed streetscape interventions are commonly used in what is called 'tactical urbanism' - they can be implemented quickly, installed fairly cheaply, then moved and adjusted over the course of the trial.</p> <p>Cars are not being blocked from the streets affected (one section is one-way but it looks like getting off the Eastern Hill will be unaffected) But the idea of the Streets as Shared Spaces is definitely not to accommodate all the cars that want to drive through Manly. By making driving and parking a little less convenient and walking and cycling more pleasant it is hoped that both residents and visitors will be nudged from their cars and the feared traffic problems won't materialise. Habits and behaviours take a while to adjust - hence the 12 months. I'm looking forward to seeing how it pans out"</p> <p>One of the stupidest ideas ever to come out of council</p> <p>Move all that traffic flow to west esplanade and the steyne for some bikes. How many bikes use that area as compared to cars. Are you people serious. Not many. Not everyone rides a bike, tourists don't ride from home in Fairlight or manly vale or anywhere for that matter to cruise around manly. How about you focus on the needs of the locals when you pay the rates than the pleasure of the tourist that blow in and blow out.</p> <p>You will cause Traffic chaos from eastern hill, you need to open up flow not reduce it. Kangaroo lane, why don't spend our dollars opening that back up which was closed by Jean Hay to push through that stupid car park idea.</p> <p>Today opposes your idea and I live here and pay your rates.</p> <p>Do not join for the local people.</p> <p>Fix the roads, collect the rubbish, fix the flooding in Malvern Ave when it rains, maintain public space in a decent state, upkeep and turf the beach grass areas.</p> <p>Keep it simple</p> <p>Keep it simple</p> <p>Keep it simple</p>	<p>We are property owners and taxpayers living on Eastern Hill in Manly and have serious concerns about the proposal to restrict vehicle traffic flow in Darley Rd and Whistler st.</p> <p>Can Council please share the traffic studies that track vehicle movements up and down Eastern Hill during peak week day and weekend times and then demonstrate what the impact will be to traffic movements to Belgrave St, East Esplanade and The Steyne?</p> <p>While it would be lovely to turn the Darley and Whistler roads into full time pedestrian thoroughfares the reality is, several thousand people live and work on Eastern Hill and need vehicle access at a fair speed.</p> <p>What is the justification to spend the council funds making changes to roads? Surely it's not been justified based on improved road use for cyclists who contribute very little financially to Council coffers. Perhaps it was justified on additional outdoor seating and the opportunity for Council to increase outdoor seating revenue?</p> <p>Has reducing the speed limit to 30kmh improved the rate of pedestrian injury and if so can the Traffic Committee share the statistics (time, place and cause) of pedestrian motor vehicle accidents. Push bikes travel down Darley and Osborne roads faster than motor vehicles, how many accidents have occurred due to cyclist speed?</p> <p>This proposal needs more community consultation and the sharing of Council data that justifies the proposed changes would be a good start.</p>	<p>Hello, I think it's a brilliant idea. I welcome it.</p> <p>Closing off access to Darley road from Whistler St will</p> <ol style="list-style-type: none"> <li>1. cause long tailbacks at the Sydney Rd traffic lights as more cars will be forced to turn right + the same at the Manly Wharf lights. This will lead to delays to buses as well as cars coming into Manly.</li> <li>2. additional traffic pollution due to these tailbacks and the longer distances required to get back to the open part of Darley road.</li> <li>3. additional traffic along the Ocean beach road and Esplanade as well as Raglan St and Wentworth St (both of which have primary schools on them). Osborne Rd and Addison Rd are also likely to see more traffic from cars accessing Eastern Hill, St Paul's school and North Head.</li> <li>4. a negative impact on local shops as parking and access will be reduced.</li> </ol> <p>The proposal to paint the bike path green and put up barriers is visually ugly and will ruin the look of the Corso for locals and visitors.</p> <p>I suspect making this part of Darley Rd as bike path will also 'encourage' more cyclists to cycle on the pedestrian part of the Corso. Pedestrians already have to contend with enough 'shared pavements'. More cycle paths should be added. Why is it so limited. I think much more need to be done for both cycling commuters and on road and off road cycling. Hope this is just the beginning</p> <p>While this may be good for Manly, there is virtually no attention paid to the road hazards which have developed around Fairlight as trades and buses race down Sydney Road and Lauderdale Avenue and other side roads. Any change is Manly traffic restrictions must take into consideration the impact on the surrounding neighbourhoods, which they don't. Speed limits should be reduced and traffic should be calmed on the main roads Fairlight and cars will run discouraged. The reduction of speed limits in Manly is an example of unintended consequence. While trades and buses and others are forced to slow to a crawl in Manly, the speed limit suddenly jumps from 30 to 50 kmh on Commonwealth Parade/Lauderdale Ave where there is a clear unobstructed race track on one of the nicest coastal roads in Sydney. Please stop ignoring the impacts on Manly's surrounding suburbs and take measures to slow traffic, increase safety, improve the environment and enforce road rules before someone is seriously injured or worse. Changes in Manly should take into account the impact on all residents in the area, not just the tourists and businesses in Manly.</p> <p>I am concerned turning Darley Rd and Whistler St into a one-way street will overload the beachfront and esplanade with traffic particularly in peak summer periods. I have several family members who live on the Eastern Hill and I think this will increase travel time without being able to drive through the Corso and head east. Furthermore, local businesses that I have talked to are perplexed as to whether this will be beneficial to them and I know many are disappointed by a lack of community consultation on the project. On the flip side I see benefit to the added bike lanes as my family are regular bike users. But to be honest, the beachfront services our bike travel adequately enough, and we walk around Manly after commuting and finding a bike rack to store bikes.</p> <p>Hi, I think it is a good idea, but you need to consider the safety of the pedestrians. The cyclists wizz past you at high speed and often only just miss you. They do not ring their bells and are dangerous. I have been hit with a bike three times in the last year. When I contacted the Council (as I had just been rammed in the back by a cyclist which caused significant medical injuries, they advised me that it was not their problem and to tell the Police who would apply points to the persons driving licence!!) I would like to feel safe when walking around, and think that there should be rules and policing to ensure pedestrian safety. Cycle lanes should only be for cyclists and not for pedestrians, so that we remain safe.</p> <p>Traffic in manly is bad at the moment, closing streets will only make it worse!</p> <p>We should be looking at widening roads to increase traffic flow</p>
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<p>Thank you for listening to our community and seeking to provide more space for safe walking and cycling on the Northern Beaches. However, with regard to the above proposal, I just wanted to share some concerns for the logistical impact this project would have on the immediate business and community environment in the Manly Corso.</p> <ol style="list-style-type: none"> <li>1) Highly limited or no access to the Corso for disabled and elderly people,</li> <li>2) Highly limited or no access for the street side Soup Kitchen van (run by the St Matthews Church on Monday afternoons),</li> <li>3) Highly limited or no access for funerals and weddings,</li> <li>4) Highly limited or no access to the St Matthews site for vehicles,</li> <li>5) Major safety issues for cars exiting the church car park,</li> <li>6) Highly limited or no access for local business supply vehicles, including 7 retail shops in the soon to be completed Darley Smith Building on The Corso, for which there is no rear access for loading and unloading,</li> <li>7) Highly limited or no access for the Anglicare bin trucks to pick up clothing from the Anglicare bins,</li> <li>8) Blocking of the Fire Hydrant access</li> <li>9) The loss of over 20 car parking spaces in the centre of the Manly CBD, that hundreds of residents access each day</li> <li>10) The immense traffic congestion that will eventuate as a result of the road and lane closures, particularly on weekends and through the summer months when people flock to Manly.</li> </ol> <p>Please consider the issues mentioned above prior to proceeding with any works.</p> <p>This plan will create enormous bottle necks for us who live in Manly and need to travel by car to drop kids at bus stops, go about our work etc... More fuel and emissions as sit traffic-jammed in our cars.</p> <p>I totally object to the plan and its misguided benefits.</p> <p>I suspect the report has been 'back-solved' to suit the desire of a few.</p> <p>Bring on council elections so we can cast a vote against the councillors that are debating their views on those that are working to pay our exorbitant council rates which is wasted on this nonsense.</p> <p>Please explain what research has been done to determine the level of cycles using existing village cycle paths such as the one in Victoria Parade? I walk every day and rarely see a cyclist using the current paths other than the one that runs on the ocean side of SouthNorth Steyne. I'm sure the number is minuscule compared to the number of motor vehicles that use the same roads including those of rate-paying residents such as myself who have to use them to access their homes. Why are you planning to seriously inconvenience so many of your ratepaying motorists to benefit such a small number of cyclists, many of whom are not Northern Beaches residents? I support providing more off-street parking for cars, but not at the expense of further inconvenience to motorists. We already have to tolerate the ridiculous reduction of the speed limit to 30 kph, and now this proposal ensuring further inconvenience. Please advise what research has been done and what are the actual numbers of current cyclists using the dedicated paths versus actual traffic volumes on the same routes? And I'd also be really interested to know specifically how many pedestrians have been injured by motor vehicles such that the reduced speed limit is justified?</p> <p>I'm a resident on Addison Road and while the changes might make getting out of Manly slower on occasion I'd be happy if the changes went even further and the whole Corso was entirely a shared community space with only bikes &amp; pedestrians.</p> <p>Good on you for making this change and making more public space. My main suggestion would be to make sure there is plenty of parking for bikes as this can be an issue at the moment.</p>	<p>Hello, this change is a highly inappropriate proposal for Manly.</p> <p>Manly CBD and Eastern Hill form part of a peninsula, accessible via low speed, two lane streets. An emergency, like recent burst pipes/gas leaks on Darley road, force the traffic to be funnelled via the Esplanade only, and create an enormous gridlock. We know this much from experience.</p> <p>Making Darley road one way will create a permanent grid lock and will create an inappropriate level of risk in an emergency. How will fire trucks get through to the North Head bush fire zone, if it's a hot day and there is a lot of traffic arriving into Manly?</p> <p>What kind of twice-a-day gridlock will become a permanent feature in Manly during the school pick up times?</p> <p>You're proposing to shut off the road which provides access to 4 schools (Manly Village, Royal Far West, Headland Montessori and St Pauls). This road also services two hospices (Bear Cottage and the proposed Youth Hospice).</p> <p>Critically, this is an access to Manly for the Fairlight Fire Brigade.</p> <p>Traffic arriving into Manly from Balgowlah, Manly Vale, and the city is also likely to flow via Darley road. I live on Addison Rd, but I choose Darley road access whenever I need to pick up my child from school on the way back, top in Manly to pick up groceries or medication.</p> <p>This proposal, which creates no advantage for pedestrians (rather, puts them in danger from flying bikes), and very small advantage for cyclists, will make lives of thousands of Eastern Hill residents, hundreds of local school families, and hundreds of thousands of tourists a lot worse. The businesses along the stretch of Darley road in question will suffer, too. We will lose many excellent short term parking spaces.</p> <p>I am strongly against the proposal, and very concerned about emergency access to the beach and many peninsula public spaces.</p>
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<p>Please see my comments below:</p>	<p>1. Your overall Manly Traffic Management Plan needs to address traffic movement across the CBD to Eastern Hill. Whilst I do not live on Eastern Hill, whilst there are events like the Manly Food &amp; Wine or the Jazz Festival there is much congestion for traffic going to Eastern Hill which will be made much worse by the proposal.</p> <p>2. The painted bicycle paths in the images are ugly &amp; do not add anything to the general quality of the urban design.</p> <p>3. As understood, it is illegal for anyone over the age of 16yrs to cycle on the pavement. As a regular pedestrian in Manly, I am annoyed that I now have to be aware of both other pedestrians but also cyclists. Sometimes those cyclist are on E Bikes, which are heavy &amp; fast, and travel too quickly along the pavement. Quite regularly exiting Coles to Wentworth St, people narrowly avoid being knocked over by an E bike zooming down the pavement. Will the proposal include measures to stop cyclist generally cycling around on the pavements - quite often when there are available existing bike lanes?</p>
<p>4. The proposal leads to a reduction in on-street parking which are useful for short-term shop &amp; go visits (the chemists or the bank).</p>	<p>5. The traffic heading south on Condamine St at the junction with Sydney Rd is currently confusing because some motorists don't understand that the left lane is for buses only. Add to that a dedicated bike lane will only exacerbate the confusion.</p>
<p>6. Potential for a plethora of motorists trying to head south to Eastern Hill along Whistler St having to make a U turn or a loop when they can't get through to the Corso.</p>	<p>7. The reduction in on street parking will make it harder for less able and disabled people to access the area. Even with the limited mobility parking available in Whistler Street, this will have a negative impact.</p>
<p>Support, great idea, better in every way, safety, economy, environment</p>	<p>Thank you thank you! This is WONDERFUL I cycle everywhere, don't own a car, and was hit by a car 2 weeks ago while cycling due to no protected bike lanes. I've been nervous to ride since then, so am so happy this is happening in Manly. It's going to have so many positive flow-on effects. I can't wait! My only comment would be to extend this to cover more areas.</p>
<p>Really looking forward to this. Sydney needs more town centres to become cleaner, greener and safer.</p>	<p>Many thanks from a cyclist and resident</p>
<p>I think the changes to Whistler St, The Corso &amp; Darley Road to create the bike paths will be a DISASTER! Why impose reduced access for cars and delivery trucks 7 days a week, when we don't have a problem? If anything, closing the road on Sat &amp; Sun between 10am-5pm could be considered, but don't construct new bike paths! I live on Wentworth St and have NOT seen a single bike on the bike path since you created it. As well, Council required and paved the road (did a gorgeous job), and then dug it up again and then repaved the road within 2 weeks - what a waste of money (and you have left grooves in the road so it will not damaged quicker! BAD, BAD, BAD planning, scheduling and delivery. How much money did Council waste?</p>	<p>While in theory this sounds nice I worry about noise levels. First of all I live on the Eastern Hill and I am concerned about reducing the emergency access roadways into our area, especially during peak and crowded times. Even now it can be very difficult to get in and out of our neighbourhood at times. Also given the recent fires at North Head I highlights that we are in a fire risk area and we need emergency vehicles to be able to get into and through the Eastern Hill. Also I do a lot of walking, and I worry about shared paths. Bicycles travel very quickly and I am not so sure that these new pathways will be pedestrian friendly, especially for older people who may not be so agile or require supports. Improving the paths in the Eastern Hill would be a more important first step in making Manly more pedestrian friendly. The issues about rubbish collection on the affected streets is of concern, and also I am surprised that businesses are not supportive. If this action is to help local businesses it is important to consult with these businesses. While I think this idea may have merit and is coming with good intentions, I am not convinced it has been well thought out. Thank You.</p>
<p>Great initiative. Manly is perfectly suited to improved cycling infrastructure with its high density, high levels of tourism and high amenity. Car movements and parking should be a lower priority in core areas of high amenity and as far as practicable, moved to peripheral areas.</p>	<p>Would love to see the trial commence!</p>
<p>I would not like to have to have to share shopping streets with cyclists as I have enough trouble dodging bikes &amp; women with prams who give themselves priority on pavements. I have no problem with bicycles but these need totally separate lanes from pedestrians &amp; traffic.</p>	<p>Dear Northern Beaches Council Friends,</p> <p>I am sure that in trialing this change there is the best intentions for all concerned.</p> <p>As someone who has worked in Manly for 8 years until recently - I have to say that it looks to me that there will be great confusion between pedestrians and cyclists .. and great concern for parents with little children, and older people - or those less mobile who have to spend their time on the look out already in so many ways. Will it help business - I honestly do not think so - on the contrary I believe it will be detrimental. We have in the Corso an icon for the world...Manly I think this plan although it looks lovely in drawings will end up being a nightmare for all ...including the council- I simply can't imagine what it is going to do for the Christmas crowds who will be arriving by ferry and walking to the beach- I think it is a spoiler</p> <p>With best wishes and thanks for all you do</p>
<p>I am really concerned about the proposed shared space cycle way impact upon foot and car traffic in and out of St Matthews Anglican Church on the corner of the Corso and Darley Road.</p>	<p>As I understand it reserved car parking required for weddings, funerals and other important church events will be lost and will significantly increase congestion along Darley Road.</p> <p>Foot traffic to and from the church, not just on Sundays, will also be impacted. There are commonly large gatherings of people congregating in and around the church during weddings and funerals and other events/services offered by St. Matthews. The proposed cycle way will result in safety hazards and possible injuries not just for pedestrians entering and leaving the church grounds but cyclists also as they move along the proposed shared space adjacent to the church facilities. As an avid cyclist myself who often cycles along Darley Road, I cannot see the benefit of what is being proposed.</p>
<p>I am really disappointed to see these changes have been proposed and you are planning on trialing them. As a resident of Manly's eastern hill for more than twenty years we have not been consulted nor is there a need for such a ridiculous change. We are ratepayers yet it seems all Manly's catering is to the tourists. We need to use the roads to get to and from places when walking and bikes are not enough. There are already many great walking and bike paths in Manly. Every time the corso is closed to traffic for the food and wine festival or the jazz festival we see the effects of these road closures on Eastern Hill (it can add 30 mins to get from Shelly beach out of Manly by car). We need our cars especially with families and the council needs to recognise that. There is no need to block the traffic in one direction and try to funnel the same number of cars up one street only. The repercussions will be great. Surely there are projects you can work on that are needed instead of creating problems. Stop wasting money on road closure and speed reductions that are totally pointless (do we need 30 kmh zones outside of school zones? Do you travel 30 km per hour to get home at 10pm at night?) and spend the money on measures that benefit the Manly community instead of trying to attract more tourists into Manly at the ratepayers expense.</p>	<p>I have a disabled son who loves riding his bike, and this will extend the available safe places for us to ride together. Residents on the eastern hill have limited access and your proposal closes one of three options, ie 33% of our access is being removed. Cyclists will have to ride on shared road to reach that proposed. Have you considered you are encouraging bikes to cycle to Manly putting more bikes on the shared roads with cars. More accidents. Access to the eastern hill is very limited as is, whilst Darley Rd is not the main access it is helpful to relieve traffic and use by locals when visitors descend on our great town. This is stupid idea which should be placed in the bin. Fortunately, unlike visitors, we have a vote which I will exercise against councillors if this progresses.</p>
<p>Really supportive of the plan, reclaiming some of the road spaces back from the cars. I expect that the area outside the whistler st car park so that you can easily turn around. The ext of the disabled parking area needs to be further away from the multi-storey entrance.</p>	<p>Having no cycling on the corso is limiting, and pedestrians/cyclists can co-exist here. Where the corso pedestrians cross Darley there needs to be very clear demarcation, as tourists often wander onto the road here despite cars on the road, this is an added danger to cyclists...</p>



<p>I live on Darley Rd. Do the people who made this decision live in Manly? I don't think so. Trucks race up and down Darley Rd to get to North Head. Although this is supposed to happen within a time frame, it doesn't. They are here up until 3am. What you propose will be chaos for traffic. I'm also pretty sure there will be many more traffic accidents because of the grade of the road - as bicycles collide with cars because of the narrow road and the speed which the bicycles travel down - most out of control. Impatient drivers will try to force their way through as traffic banks up.</p> <p>When there's an event on in Manly, it can take up to an hour to get from Marshall St to Belgrave St. There is no way out of this area. It will also be impossible for local traffic to get through the bottleneck you will create at all times.</p> <p>Parking for residents is impossible already. With spots sold to businesses and motorcycles taking up many car spots, there is often no parking for residents anywhere near our residence. It's very difficult to get groceries in, with a car park spot 2 streets away. Some nights there is no parking available.</p> <p>Once summer comes (and with people flocking to Manly after Covid restrictive life), there will be many people looking to park, and you propose reducing spaces available. I'm very disappointed that this decision is being forced upon us without consultation. It's sad that decisions about Manly are taken by people who live outside the area and seem to have no concept of the lack of infrastructure in this area to support such a scheme.</p> <p>Where are The Cross residents without dedicated meant to park in this new scheme? Parking spaces are already limited. Could we be allowed access the Whistler Street car park?</p> <p>NO No No!</p> <p>This is a shit idea</p> <p>It will effectively isolate the Corso and surrounds.</p> <p>Bike riders don't want to use this.</p> <p>Did some councillor get a junket to Amsterdam for this?</p> <p>Please do not proceed with this stupid money wasting idea.</p> <p>I strongly disagree with this proposal. I feel that this will increase traffic congestion on the other already busy roads in Manly. Elderly people need car access to the centre of the corso. I am surprised at the lack of community consultation on this significant development. Pls speak to the community and gather comprehensive feedback.</p> <p>what a fantastic idea!</p>	<p>To Whom It May Concern,</p> <p>I have grave concerns about the plans for the walking and cycling-friendly link from the intersection of Darley Road with Wentworth Street all the way to Kangaroo Lane to the north via Sydney Road and Belgrave Street.</p> <p>Firstly, I am disappointed and confused as to why the local residents and general public weren't consulted prior to this decision being made. I have been a resident of Manly for 15 years and given this project will have a significant impact on the locals as they go about their business I cannot understand why we were not consulted.</p> <p>I love walking around Manly as it is, ?enjoying the joyful, relaxed atmosphere while listening to live music and browsing the markets. I cannot think of anything worse than sharing the Corso with cyclists. It is the one place in Manly where you can escape traffic other than foot traffic.</p> <p>In my mind it is also completely unnecessary. I have a bike and I happily ride it along the beach front where there is space for people to enjoy exercise without having a bike in their face. For the small area that Manly is it is perfectly fine to use the main roads when needed. I do not feel there is a need for a shared cycleway.</p> <p>I am also aware of the massive inconvenience the project will have on local businesses. The shops along the Corso and St Mark's Church rely on Darley Street to go about their business. A cycleway will make everything more congested than it already is.</p> <p>When I look at the plans I am most upset by the change that will occur to the atmosphere on the Corso and the congestion to the local area. Manly is special because it has a relaxed feel. Having cyclists on the Corso will have an irreversible negative impact. In this busy world where it is hard to find peaceful moments, the Corso is one place that fosters that relaxed, artistic feel. Please don't change that by going ahead with this project.</p> <p>Thank you for your consideration.</p>	<p>I am not in support of this plan. According to the maps The Corso &amp; Darley Road will be one way traffic. Therefore anybody wanting to access Eastern Hill will have to go along The Shayne (beach front) or use East &amp; West Esplanades. The trial is proposed for the beginning of summer at the busiest time for Manly for both pedestrians &amp; traffic. The alternative routes will be gridlocked &amp; there appears to be no consideration for the residents of Eastern Hill. Whistler Street will also be gridlocked as traffic turning right out of Sydney Road will not realise that they cannot go any further than the carpark (no matter how good the signage is). So there will be those trying to access the car park, those exiting the car park &amp; those trying to turn around. Please reconsider &amp; come up with a more viable option.</p> <p>I strongly disagree with this proposal. I attend St Matthews Anglican Church - which has many elderly people in its congregation. Limiting access to the church will severely impact these people. Bikes can easily use the road as it is now. Please do not further reduce the amenity of the area by limiting access. I'm sorry to push back on this, but I just think it is a terrible idea. Is it possible to seek more community input before making a final decision?</p> <p>What a fantastic idea. I will ride my bike around town now without being afraid. I love riding down the beach path and now I'll be safe riding around the roads too. Thanks for putting this in!</p> <p>What a fantastic idea. Once people see how great this is, all other councils will be doing the same.</p> <p>Great idea. It'll be so much safer for everyone and encourage bike and scooter use. Just what we need in Manly. The people protesting all live outside Manly and have to drive here. This is for locals not for them.</p> <p>Ignore the haters, do it! I look amazing and will encourage more people to use bikes and scooters, particularly kids. We need a push to get out of our cars.</p> <p>This is possibly the most ludicrous plan imaginable. Traffic in and around Manly is difficult. Short term parking is being further reduced. There are currently no outdoor seating establishments on the Corso probably because of the Council fee structure. Eastern Hill residents - I am not one - will be greatly inconvenienced in the normal course to say nothing of the dislocation during special events.</p> <p>This should not be introduced.</p> <p>I would like to add my support to this proposal.</p> <p>Manly is a great place to cycle and the addition of dedicated cycling areas would greatly add to Manly's appeal to visitors and residents.</p>	<p>I wish to strongly object to the planned cyclewalk way. The adage that if it ain't broke don't fix it comes to mind. As someone with a disability who finds it difficult to walk or cycle the new traffic flow situation is going to make my life even more difficult. It's challenging enough driving down to Manly from Eastern Hill trying to find parking. The limited disability parking of Whistler Street is frequently full to capacity. The idea of doing laps around manly in the hope of finding a spot will become even more challenging. I'm also aware of the concerns raised by local shops and institutions in relation to loading zone availability, accessibility and lack of consultation.</p> <p>The introduction of 30 km signs has certainly made it safer in recent months. I'm not aware of any major pedestrian or cycling incidents or injuries that would warrant these new restrictions. Again I strongly object to what you're planning and see no reason for it nor any logic.</p> <p>I am a member of the church on the corso, St Matthews's, and am concerned for the site access that will be restricted by this proposed plan. Not only that, but I also use this road routinely by both car and bicycle and believe it is adequate as is. There are alternate bicycle paths already in place on neighbouring streets. With the usual business of the corso, particularly in summer, I believe that people will also use the bike path as the footpaths become crowded - meaning bikes will encounter traffic and need to dismount anyway (making the bike path redundant).</p> <p>I wish that the council would reconsider this plan and not leave the planning to members from out of area as they do not understand the current environment of the area in question.</p> <p>Think this is a great idea. certainly worth a trial run. Changes the texture of the spaces re active cycling and with the planter boxes as these areas can be a bit concrete-shit now.</p>
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I think the whole idea is absolutely fantastic! Please don't be put off by a few "nimby" comments- I do know that some organisations are trying to stop it but they really don't understand what you are trying to do

Keep up the good work and ignore the nimbies!

Hi, and the traffic congestion in our area is already terrible, especially on weekends and holidays.

While I would like to oppose this proposed development, I live at [redacted] and the traffic congestion in our area is already terrible, especially on weekends and holidays.

While I would like to encourage walking and cycling, there are already cycleways on the beachfront and harbourside which can be used for this purpose without cutting off half of the road access around Darley Rd.

Thank you for the opportunity to comment and I trust that you will take people's comments into consideration when you make your decision. I do wonder to what extent the community was consulted in coming up with the proposal? I think anyone who lives, works or plays in Manly wouldnt welcome a proposal that increases traffic congestion. Given the timelines for starting the trial, I am concerned that our comments won't be taken into account. I notice that you are calling this phase 'engagement' rather than consultation.

I think this plan is ridiculous. It was not brought through properly. I am a cyclist and would never use this plan (we have a perfectly good path looking over many beach to use). The car traffic along the Sleyne and esplanade will be out of control. I live on Eastern Hill and with the residents as well as those going to North Head Little Manly of Shelley the traffic will be colossal. Let's suppose you Manly residence please!!!

What a terrible idea. I am not sure who thought it up but clearly there has been no responsible consultation with the people who actually use this road or have shops in the precinct. It will also be extremely difficult for pedestrians. When the ferry comes in the pavements are pretty crowded anyway. To put bike lanes in is quite frankly ridiculous and will be detrimental to all the local businesses concerned. It is also a terrible waste of money.

I am a parishoner at St Matthews Church on the Corso. Although I support the Council's overall plans for increasing the dining areas in the middle of Manly, I have a concern with the plans as illustrated on the website which appears to withdraw complete access to the Church- no access for worshippers, weddings, enquiring the colours of the extra amount of traffic that this plan will be for on to Wentworth Street particularly on weekends. When the ferry is already congested.

Disappointing. My other concern is in regard to the extra amount of traffic that this plan will be for on to Wentworth Street particularly on weekends. When the ferry is already congested.

Thanks for shedding some light on a proposal that on closer viewing seems flawed and interestingly getting pushed through with haste. What more bikes and walkways seem attractive - at what cost. Pedestrian underpass or overpasses are a great idea as well. What about cars that don't need to be here! out of towners - car park spaces? sit at around Blagdonian Street. Spd(2) with new flypods just pushed even along harbour at these locations into and out of Manly.

Best idea ever! I really cycle down Darley Road and the shared road going into the centre of Manly will make me feel much safer. My husband was nearly knocked off his bike on Saturday cycling along the road outside Coles. The loss of a few car spaces along the road when the Windsor Street car park is so central should be a great inconvenience to car drivers.

I would like to formally oppose this streets shared spaces plan. I am a parent of children at MTPS and this will make our lives significantly more difficult- especially when we need to drive to school in the rain. There are already very few roads to access the peninsula and this design will make it even harder with even more traffic. Most days we bike ride to school and the bike paths are sufficient.

I recently opposed the plan to build a main artery road into Manly off, in theory improving bike paths and pedestrian access is a great idea but there has to be a better way. I drive every day to drop my daughter at school, our circumstances mean I can't ride or walk. Traffic daily is a struggle, especially in the rain and on weekends. Let alone a busy summers day with foot traffic and ferry loads coming off the wharf. Many who don't follow the green signals and slow down the traffic around east esplanade even more... is a nightmare scenario and the consequence is that it won't help local businesses. It will drive away shop sales where!

As a mainly young parent this plan does not appeal to me due to huge increases in local traffic.

You've surprised me to see businesses who have survived Covid and rely on tourists to keep them afloat are now trying to take away the tourists. What a shame. I don't see how this plan will help them. I don't see how it will help the businesses who have survived Covid and rely on tourists to keep them afloat are now trying to take away the tourists. What a shame. I don't see how this plan will help them.

Why doesn't the council consider the fact that the bus lanes on Darley are closed 6p-7p? The buses are on Darley 6p-7p?

The mental health of businesses here is on the line here, and you seem to care more for traffic of cyclists??? Pedestrians cope fine give small business the opportunity to survive!!!!

As a resident of Eastern Hill (Wood Street), I'd like to oppose to this proposal as it will worsen traffic options for me to get home.

Hi, whilst I can see the good intentions of the plan I do not support it. We live on a peninsula so traffic flow is already an issue.

Unfortunately the plan fails to eliminate interactions between pedestrians, cyclists and vehicles and compromises the flow of each mode of transport. No mode of transport gains any significant benefits and every mode is compromised further by either seeking alternative routes, stoppages at traffic lights and pedestrian crossings, and additional interactions with each mode of transport. This solution creates more problems than it is attempting to solve. The result will be chaos, congestion and increased likelihood of accidents between all modes of transport.

I live on Cliff Street and hot summer days ensure that there is bumper to bumper traffic coming down Cliff Street from Shelley Beach and down Darley Road, from North Head - as a local, it's impossible to get out at these times already. With the reduced 30km/hr traffic and the amount of cars able to get through the lights at a time, this will become a nightmare. You simply cannot close off any more roads to traffic, it's insane. More important than inconveniencing local traffic, if emergency vehicles need to get through - lives could be lost! Stems going up and down Cliff St and Darley Road is a nightmare already!

This is a badly thought decision. We already have traffic problems in that area, why give more to the residents, specially for the ones living in eastern hill? I think you can spend much better the money of tax payers.

No bike lanes on the Corso.

As someone who doesn't drive and walks everywhere with my life one I have to say that I love all these new plans. We live on eastern hill and walking my 5 year old to kindergarten every morning this year we have witnessed so many near misses especially with cars not giving way at pedestrian crossings and driving too fast, not to mention the amount of times I have witnessed children wanting to run across roads they have no safe way of crossing (ie a pedestrian intersection). I know there are plenty of people opposed to this and am aware school parent council members are asking comments to comment their opposition but as a resident of eastern hill I think these changes will make it a safer place for our children around their school.

Whilst I can see the good intentions of the plan I do not support it.

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I do not support the plan going ahead as proposed.

As a resident on the Eastern Hill I can categorically say NO to this plan. We have enough trouble now coming and going from here especially in holiday periods. I also have grandchildren at Manly Village School and this will create havoc at pickup and drop off times. Put the bike path on the coast strip, through the CED, North to mention emergency services rather than this. Whenever there is an ambulance or fire, it's a disaster.

<p>As both a parent of 2 Manly Village School students and an employee and congregation member of St Matthews Anglican Church, I strongly oppose this scheme for the following reasons:</p> <ul style="list-style-type: none"> <li>- Traffic will now be concentrated along West and East Esplanade, causing delays as well as safety concerns if there is an emergency on Eastern Hill. The junction at Darley Road and Wentworth Street is going to be very busy and dangerous with people trying to drop their children at school.</li> <li>- As a front of house employee at the church, I have seen first hand the number of physically disabled and elderly people who drop off outside the church for Soup Kitchen, AA and NA Meetings, Senior Lunches, Church services and other support meetings. With the opening of the Darley Smith building there will be an increase in these, along with conferences, parties, weddings and other social events. By removing loading bays this will limit access to the church for these people.</li> <li>- Carparks in Manly have frequently been full in summer for many years. The model looks at cars coming into Manly, but does not over-allocate address cars driving around Manly looking to park? There is no mention of the potential impact of blocking the primary route between the two Council car parks.</li> <li>- Highly limited or no access for the Anglican bin trucks to pick up clothing from the Anglican bins. These bins are the most "lucrative" in Greater Sydney. The standard of donation is very much appreciated by Anglicans, and they require emptying 5 times a week. If they are not emptied regularly they overflow and cause sightly and safety issues.</li> <li>- The church staff carpark is in a dangerous position which will impact cyclists. It's already difficult to exit the carpark and turn left, staff will not be able to do this and so there is a huge risk of accident by turning right.</li> <li>- There will be little or no access to any of the small businesses that rent the church properties. This has been a difficult year for all businesses and this will make it harder for them.</li> </ul> <p>In general it seems like this plan has been made using irrelevant or out of date studies with no consultation with the school or church or the local community.</p>	<p>I appreciate you are trying to bring more business to Manly but I firmly believe this proposal will bring more problems than solutions.</p> <p>To start with, I've discussed this with many friends living in the Eastern Suburbs, South Sydney and Western Sydney and the reason why they never come to Manly is not because there's a lack of things to do or a shortage of hospitality venues. The main reason, and all of them agree, is the lack of parking space and how difficult it is to get here.</p> <p>Making Darley Road a shared space will only make it worse and Manly will look to the outsiders as a place impossible to get to. Families or older people don't like to commute for hours in order to get here, especially in COVID times.</p> <p>Secondly, there are many commercial venues on Darley Road that have had to close over the years, and that's not because they don't have outdoor seating facilities. It's because the demand is not there. Increasing the seating capacity won't help with this.</p> <p>Moreover, this proposal will make the life of the residents in the area much more harder. It will create traffic for school drop-off and pick up. You might appreciate that many Manly Village School kids go to activities after school and their parents have to pick them up by car in order to get on time to sports, dance, drama, tutors, etc. It is currently really hard to get to the school and with this shared zone that will only get worse. What if there's a medical emergency, a bush fire or another catastrophe in the Eastern Hill? The traffic through West Esplanade and South Sydney will be packed and emergency vehicles won't have a viable alternative.</p> <p>Last but not least, all the elderly or disabled population will be in disadvantage as they are not able to ride their bikes or walk to Manly CBD. We have to take care of them specially. Also, you should keep in mind that many Manly residents live on a hill and not all of them are able to ride up the hill, so how are they supposed to go grocery shopping locally if driving is not encouraged? They will have to go to the Mall, leaving local stores to die.</p> <p>If you want to create outdoor dining facilities, you've got great spaces in the Corso and Sydney Road. I'd be better to re-evaluate which businesses are set up in these key locations, check that the rent costs are viable and encourage dining out at the Corso instead of in a very transitised road.</p>	<p>I appreciate you are trying to bring more business to Manly but I firmly believe this proposal will bring more problems than solutions.</p> <p>To start with, I've discussed this with many friends living in the Eastern Suburbs, South Sydney and Western Sydney and the reason why they never come to Manly is not because there's a lack of things to do or a shortage of hospitality venues. 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They will have to go to the Mall, leaving local stores to die.</p> <p>If you want to create outdoor dining facilities, you've got great spaces in the Corso and Sydney Road. I'd be better to re-evaluate which businesses are set up in these key locations, check that the rent costs are viable and encourage dining out at the Corso instead of in a very transitised road.</p> <p>Against, I will cause too much traffic.</p> <p>For cycle paths but not closing down road flow.</p> <p>I think this is ridiculous. This is a major road that is already congested. Reducing access for vehicles is going to place further stress on other roads in Manly. There is ample space for pedestrians to walk safely in the current footpaths. I would be prudent to observe how visitors and locals alike fail to use the shared path on the beachfront safely. I have seen many alterations between cyclists and pedestrians who both believe they are entitled to use the path and not respecting the other's access. It's disappointing to see that yet again Manly council are making decisions on behalf of the residents without fully consulting the people who live in Manly and pay a high price to enjoy it as it is. Additionally as a mum with a disabled child, parking on the street with access to local services is a must. Presumably this plan will reduce the parking at the bottom of Darley Road.</p> <p>Disappointing.</p> <p>This would be a nightmare for Manly. This is a key road and key parking for local residents and local businesses. I would strongly oppose this.</p> <p>My children go to Manly Village Primary school and I believe this change as wonderful as it may seem will create huge problems with traffic flow and safety around the school. School drop off and pick up at MVPS is bad enough as it is, wet days it is even worse....</p> <p>Please think about the impacts of the traffic flow in that area when making these decisions. Parking to get your child at school pick up is very hard and if we are having to negotiate traffic along the beach front as well to get out of the car, it will be a nightmare for everyone.</p> <p>Manly shared streetscape and pathways - I don't quite agree with this as cyclists still ride on footpath where they are not permitted and there is a dedicated lane for cyclists on the road. I can only guess they don't feel comfortable using the road, so then they have no consideration for pedestrians feeling uncomfortable with a bike speeding by on the footpath.</p> <p>Sidewalks being rented out to business is also getting out of hand. The sidewalk is for pedestrians, you keep making these smaller and smaller. The Three Beams Cafe is a classic example, they have overtaken the sidewalk some days, you have trouble even walking past. People mill around there so you end up crossing the road to bypass it and then cross back. It is not reasonable in such a high traffic area to make the sidewalks smaller for another purpose other than walking.</p> <p>It is going to create so much MORE congestion. The school traffic is already ridiculous as it is. My kids go to Manly Village so I experience this first hand! Then add delivery trucks, Uber, etc etc.</p> <p>This is the worst decision for Manly.</p> <p>What we do need, is a set of lights that goes green at the same time at the Darley Rd and Wentworth St intersection. Just like the one in Chatswood.</p>
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While I agree that cycling is good for everyone's health etc. I do not think that allowing cyclists on Manly Corso is a good idea. Not all cyclists behave in the nice organised way depicted in your artists impression. Given that in the summer months, as many as 800 people come of the ferries every 20 minutes and head straight for the Corso. You have also provided many play areas for children and it is one of the safest places for pre-schoolers. Allowing cyclists (who are after all part of the traffic) to swing around on bikes weaving through the crowd seem downright dangerous to me. There are enough cyclists driving along the beach front and ignoring no cycling signs, without having to contend with them in what is the last bastion of safety for walkers in the whole of Manly-the Corso. Sorry, I'm badly opposed to the idea-and so are plenty of rate-paying seniors-please think again.

**Additional bike friendly and walking friendly paths and spaces around the Northern Beaches would be a fantastic evolution of the area and support an active and outdoor loving Northern Beaches community.**

I believe that converting the section of Raglan St between Raglan St and Sydney Rd into a single traffic lane is ill considered. During peak times this is a very busy section of road with numerous buses and cars getting people to work via ferry and Sydney Rd. A back up of traffic to the Raglan St traffic lights and beyond will be inevitable. Has consideration been given to the fact that southbound buses have a kerbside stop at Raglan St and will have to fight their way across the lights directly into the single lane causing further chaos. I note that the proposed parking lane is adjacent to the proposed single traffic lane. Have you considered that cars normally reverse into a parking space, this process can take minutes depending on the skill of the driver, this process would have to be conducted from the single traffic lane, a beautiful scenario for 60 or 70 bus passengers waiting for some idiot to park. Have you considered the safety of a traffic lane in on the driver side of the parked vehicle and that I metre must be allowed by passing traffic for the driver and passengers to enter or egress the vehicle, does all traffic stop during this process. Have you considered the single issue of motor vehicle passengers disembarking directly onto the single traffic lane. Have you considered that there is a medical centre on the southern side of the junction of Raglan St and Belgrave, with short term parking in front of the centre, this allows elderly, wheelchair bound, or infirm patients to disembark in safety to attend. Have you considered the safety of the drivers and passengers including the patients attending the medical centre having to cross the cycle path which will encourage the few that use it to speed. There is a perfectly good rarely used cycle lane on Raglan St leading to the beach side cycle lane that gives access to all parts of Manly.

**This proposal may please a few but will inconvenience many.**

I really don't understand the purpose of the cycleway. I guess from highway down Whistler st- to the corner of Darley rd / Wentworth st. How many bikes currently use the road to travel that far? I'd suggest very few. More could be done to make Manly cycle friendly but this isn't it. There's already a bike path along the entire beachfront and down Wentworth st. Who's going to monitor the speed of bikes along the path? Who's going to monitor the current Pedestrian Crossing outside the Town Hall? Whilst a bike rider myself, I daily see riders without helmets ignoring the road rules. Nothing is done to enforce the road rules. How many cyclists have been booked for riding in the Corso in 2020?

Council would be better off having the area car free and pedestrian friendly - without bikes.

Great initiative to encourage bikes mean less roads, less traffic and more happy residents.

From Queensferry St to Beach cyclists ignore the signage and ride their bikes wherever they choose without intervention from the authorities.

From Queensferry St to Shelly Beach bikes have been abandoned and are often rotting and an eyesore.

How does the council intend to control further cycle ways given that it does nothing at all to control the situation at present.

Basically I think that this is a wonderful improvement and whilst I can see some problems, I'm sure that they can be fixed. I am not sure where all the garbage and delivery trucks that use the lower end of Darley Road will park. I would rather have it all than start to make changes to parts.

I am a bike rider myself and feel the Corso should not be changed at all.

Outside eating yes, a family meeting place with young kids able to walk free is how it should stay.

It would become a dangerous area for those who wish to enjoy the reserved beach front location.

Beach roads are not a good idea, but not the centre, where outside eating areas and family gatherings compete for limited space.

With a great wall, I will eventually support it of this.

No bikes on the Corso. Keep it as is.

I have already made a comment however these photos are really disturbing. Please, bikes are a big enough hazard now, having a bike trail through the Western end of the Corso is utter madness, a mixture of bikes and pedestrians particularly small children are an accident waiting to happen. Please either close it all together and reconfigure the rail and leave it as a signalled road with a crossing and lights, or have a cycle lane that is separated from the road and the pedestrians and the cars and I moved over to the left for any reason I would have taken him out with the potential a serious accident. It is about time if there is a bike track running parallel to a road the it should be considered for bikes to travel in the direction of the designated road and the pedestrians with a 40km/h limit the water front, 30km/h will only be a few use collectors.

I think it's all ok but of course people on bikes will venture inside the open lanes. Safety hazard. But worth a try as Corso is a dead loss at the moment. Not to mention Freshwater with NO Supermarket!

Thoroughly support better bike access and using laneway lane and the artwork. I think it needs to be a shared zone as I had another near miss with a bike while walking there last night.

For people who are less mobile - this is missing the fact that lights change too slowly for pedestrians and there is not sufficient resting or seating spots from the nearby residential areas when travelling to Manly.

If you are going to restrict traffic - then you need to provide people or are less mobile or when it is wet - alternatives for collecting scripts, doing a quick run into manly. This is activating space without considering that if you're not well or elderly it is already a really long walk. You're making it harder - why not activate spaces that are already congested and not the only route by car.

Good Afternoon,

Could the council please look at doing a traffic study to see the influence the trail has on Raglan St west of Belgrave St/Rittwater Rd.

I believe there is potential for traffic to us this as a Rat Run to avoid trail area.

An excellent idea - fully supported in every way. Thank you

I believe there is potential for traffic to us this as a Rat Run to avoid trail area.

one to avoid trail area generally as seen as On road, does not allow it to become too overcrowded with those that block walking access - hence /> (https://www.safesidetrails.net.au/walking-on-rail-areas-and-conflict/)



<p>Thank you for the opportunity to comment on the plans.</p> <p>The plan for a bike lane and severely reduced parking in Darley Rd Manly will adversely affect the community on a number of levels.</p> <p>Firstly the businesses on the southern side of Darley Rd will have reduced foot traffic and drop in custom, a number of those businesses have suffered from this over the years with out the redirection of people with this plan. As it is there are a third of the shops already vacant and this will exacerbate this. A number of the shops on that side of the street are NOT in agreement with the planned changes at all.</p> <p>Secondly the excessively reduced parking that is planned will disadvantage both the shop tenants but also the visitors to Manly and the locals who need to park for 10 minutes just to pick up essentials from Coles and keep going, not wishing to get caught in the traffic jam entering the council car park.</p> <p>Thirdly the shops in disabled parking spaces to be an oversight, not just for those who attend one of the 4 the church services on a Sunday, but who come to the extensive community support groups that run 8 days a week on the church property.</p> <p>Fourthly the proposed changes will not only affect residents of Eastern Hill, ICMS both staff and students of which there are many, and St Pauls Boys School both staff and students, and tourists from all over Sydney, our State and Country who seek to visit the world renowned North Head Heritage site and push bike, and attend functions such as weddings at the former military site. Ambulance access will be dangerously difficult for North Head, for medical emergencies etc.</p> <p>Fifthly the plan from a person who takes a push bike perspective is a dangerous route. Members of the Manly community who regularly ride push bike have told me that this proposal is dangerous and consequently would be reluctant to use it. It is interesting to note that the bike lane in Wentworth Street is hardly used at all.</p> <p>Sixthly I am not sure how or where any delivery trucks for the business on Darley St will be able to deliver essentials, or how the council rubbish and recycling trucks will be able to come and collect the rubbish and recycling with the loading zone being reduced. Let alone the charity truck for the Anglican clothing bins - how they will have access to be able to do this essential task?</p> <p>Over all I feel that this proposal should not go ahead, as it appears to require more time and thoughtful planning, that it is dangerous and would disadvantage the community.</p> <p>I am sure that the council can come up with a new and better strategic plan in consultation with the community, feasible traffic studies ( that probably need to be done during Summer and not Covid 19 ), that would be of greater benefit to the Manly community and area and be far safer for all.</p> <p>I look forward to the new plans in the future.</p> <p>Lower the vehicle speed to 10km/h along the entire length of the new shared street space. That is, 10km/h speed limit from the intersection of Darley &amp; Wentworth streets through to the intersection of Whistler &amp; Sydney streets.</p> <p>Increase the frequency and timing for pedestrians to cross from/to Manly Wharf at the intersection of the Wharf precinct with the area in front of the old Town Hall.</p> <p>See attached extract from the Shared Spaces plan with my comments overlaid on two maps.</p> <p>This is a bad idea. The Corso has been a safe area for pedestrians for many years. The residents and visitors have taken it for granted.</p> <p>It's hard to believe the Council would propose to take away or reduce that precious facility.</p> <p>Young Mum's with toddlers, young kids visiting with parents, older Australians and people with disability would all have their peace and enjoyment disturbed and for why?</p> <p>All cyclists have to do is continue down Darley Road 100metres and turn left on Wentworth for 200m where there are cycle tracks and they are at the beach. This is a CRAZY suggestion!</p> <p>Are you guys crazy? You have spent at least 5 years ensuring residents do not ride their bikes down the Corso and now you are increasing the risk of accidents - to visitors, locals, shop owners and suppliers.</p> <p>A few questions</p> <p>Who has the right of way when walking into a shop - speeding bike or pensioner?</p> <p>Who will then additional delivery vans park on Darley? There is simply no room without the loading zones.</p> <p>Please publish your Risk Management Plan - I think you will need it day!</p> <p>I support any initiatives to make areas like roads more people friendly, increase physical activity, take cars off roads or limit their access and give local hospitality businesses room to move tables and seating outside to enable them to recover patronage during our new COVID normal life styles.</p> <p>Please provide comments on how emergency services will access the Eastern Hill area of Manly with the added congestion this improvement will create. In January of 2020 on a typical Saturday morning, it took 18 minutes for emergency services to respond to a heart attack victim at Ashburner and the Eastern Hill area. The man died while my wife and other community residents performed CPR. NBC Lifeguards only 2 blocks away at the South Steyne Lifeguard station did not respond. Can provisions be made to allow for Lifeguards to respond or can emergency services be located closer to the Eastern Hill?</p> <p>This project should be actively encouraged and supported despite the naysayers.</p> <p>Cities around the world have proven this to be very effective and better for business, citizens and the broader community.</p> <p>International research shows business turnover increases by 30% as street parking is replaced by bike lanes and better pedestrian facilities. It creates a lot more footfall and cycle traffic than predominantly driver-only cars - which block parking spaces for 30 minutes or more when many more people could use the space as pedestrians, cyclists or diners.</p> <p>The negative reaction is typical when something is new and unknown. It needs to be stressed it is a 12-month trial and will be assessed based on real experiences not subjective opinions.</p> <p>More should be done to show locals how this works overseas - many cities have been doing it for years - since COVID - many more have accelerated programs in this area.</p> <p>These changes need to become permanent on a wide spread basis - Manly is ideally suited to being much more pedestrian, cyclist and scooter friendly. There are four local council carparks and beach parking which more than support the reduced number of cars if people start walking and cycling more.</p> <p>Hi,</p> <p>It's promising to see active transport (namely bike riding), being given a more serious look-in by the government. Prioritising making communities more liveable for their human inhabitants by ensuring that pedestrians and cyclists are put first instead of last should be on every governments mind. I use cycling as my main form of transport and am regularly abused by motorists and feel as though my transport mode has slipped through the cracks in government planning. Encouraging cycling as a form an alternative form of transport to drive a car is proven to decrease traffic congestion, air pollution, noise pollution, greenhouse gas emissions and a copious amount of health benefits.</p> <p>To do this, it is essential to invest in cycling and walking infrastructures. I'm excited to see attention and money directed at this task by my local government and look forward to cycling on the new bike paths without fearing for my life.</p> <p>Some important considerations when building bike paths that I've first hand noted when cycling in Sydney:</p> <ul style="list-style-type: none"> <li>- don't put them next to parked cars where doors can open by drivers at any time on a unsuspecting cyclist</li> <li>- don't allow pedestrians on them, it causes cyclists great difficulty dodging them and is dangerous for both parties</li> <li>- be mindful of how wide the bike path is. Cyclists need to feel comfortable overtaking slower cyclists</li> <li>- be attentive to linking up existing bike paths to create a more comprehensive route. No point creating patches of small disconnected bike lanes that unexpectedly end in the middle of traffic</li> <li>- be mindful of gutters (they are slanted to cycle on), driveways and road quality (potholes) when building them. Houses may need to be supplied with mirrors to be put on driveways that cross cycle lane.</li> <li>- be mindful of steepness of slope when designing bike lanes, no one wants to climb 10 hills when there is a more direct route that only has 2!</li> </ul> <p>Happy to discuss more about this if need be!</p> <p>Thanks,</p>	
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<p>This is an amazing initiative to invite people to use their bikes or walk more often rather than using their cars. I believe it would make that area of Manly a lot more inviting to tourists who come to visit Manly by ferry or bus through the open space. It would also be a great opportunity for bike hiving businesses, outdoor dining spaces and even live music in the streets. I love the idea and cannot wait to see it.</p> <p>Highly inappropriate and a devaluation of the pedestrian plaza. The loss of thoroughfare for cars is intolerable. Why would the pedestrian strip need widening when half the shops are still for lease? Crazy idea. We don't need The Federal money wasted at this time.</p> <p>I'm concerned about traffic congestion for Eastern Hill residents.</p>	<p>I believe these changes will negatively impact to many people in Manly who come to multiple groups that are run at St Matthew's church. The worst thing about the proposals is that the people who will be affected most will be those people who aren't as physically able and it will serve to isolate those members of our community even more. It will also have a detrimental effect on people during the darkest times of their lives when attending funerals due to access to the church being severely limited. I really strongly oppose these plans.</p> <p>Hi, I think Northern Beaches Council, OR is that Manly Council, should have a hard look at this proposal which restricts vehicles entering only one way into the CBD. Why stop at the restrictions, might as well STOP ALL vehicles from entering. Unbelievable! What a joke we still have 3 separate councils!!!!</p>	<p>I strongly disagree with the plans to create a shared space on Darley Rd and to change current traffic conditions within the Manly CBD. The traffic conditions in Manly are currently challenging with new excessively low speed limits, shared spaces and pedestrians ambulating across streets with no consideration for local traffic. These changes have only made driving around Manly more dangerous as priority is given to pedestrians. The Manly CBD is a unique area and attractive to visitors and tourists. It is also however an area that people actually live and work. These changes only make it more difficult for locals living within Manly and its surrounds to move around their own suburb. While it is important to encourage visitors to Manly and to create a safe environment for pedestrians it is of equal importance to consider the MAN users of this area - the locals. I think changes to Darley Rd traffic will make movement from the Eastern Hill out of Manly more difficult.</p> <p>As an enthusiastic bike rider (along with my wife) I'm a keen supporter of cycleways.</p> <p>However, I believe that the proposed cycleway / walkway through the Corso will disadvantage many people - especially those visitors and members of the local community who visit the St Matthews Anglican Church.</p> <p>Surely it is possible to have a one way traffic flow and pedestrian pathway as well.</p> <p>Absolutely ridiculous — thanks for consulting the community's groups, schools, churches and organisations — oh wait, you didn't.</p> <p>As there is a big up take of electric bikes which some riders tend to speed. There some electric bikes nearly as big as a motor bike. Therefore I hope there will be a speed limit which will be enforced and abandoned bikes removed within reasonable time unlike the abandoned bikes at the wharf.</p> <p>There should be more street seating and cafes on the Corso to really open it up and make it more internationally appealing.</p> <p>As a rate payer and long term resident on Manly's Eastern Hill I am extremely disappointed with your non-consultation of residents living here. We are very concerned about the traffic flow getting into and out of Manly with a lane taken away. When ever there are roads shut off for events the build up of traffic is horrific. Massive delays during peak periods. I realise your agenda is get people onto bikes and get cars out of Manly but the reality for most of us on the hill, there will only be two entry points now. What will the build up of traffic be like around the Manly Wharf and beach front?</p>	<p>I am not sure who the council is listening to but I don't think it is the local residents. This was done in Sydney Rd and a lot of the businesses went broke. It has now become a nothing area with no life except on the weekends when the markets are there. If this is repeated at the other end of the corso, I think this same will happen there especially the businesses that rely on locals buying their goods. Businesses are already doing it tough due to covid, this will probably finish them off. Council is happy to make money from all the new developments on the Eastern Hill increasing the population in this area but then reduces access to it creating the build up of traffic, especially during peak periods.</p> <p>There will be safety issues due to the lack of access for ambulance and fire, also the mix of pedestrians and bikes. What happens when festivals are on, crazy. If this happens I know I would take my shopping else where due to lack of parking and difficulty getting in to Manly. Is this to finally get that parking under the oval as between the removal of parking on Sydney Rd and now on Darley Rd and the Corso this will be very hard on local businesses without other parking. The final stupidity which shows the council has no idea is that this will be built in New Dec during one of the busiest months for local businesses, demand them when they least need it.</p> <p>I am NOT a fan of having a cycling path down the corso. I would be dangerous and hard to cross - especially for the elderly and young kids. I would divide the corso and adversely affect the community feel of the shops, church and community spaces. I should be an area where people can walk in any direction without having to watch out.</p> <p>The distances to be used by bikes are only a couple of hundred metres.</p> <p>So riders should walk their bikes through the Corso not ride them. Alternatively they should choose another route to travel around the Corso.</p> <p>I agree to limiting / eliminating access to the Corso to vehicles passing through. I suggest they should use the main beach or harbour roads.</p>	<p>I suspect the Corso be made purely a pedestrian / restaurant plaza. All cars, bikes, scooters, skateboards etc should be banned from this link between the wharf and the beach which attracts huge numbers of pedestrians off and on each ferry.</p> <p>West Harold Street from the Pedestrian Council must be happy. I like the idea but don't like the bikes since there will be an increase in the number of cyclists colliding with pedestrians who will not be paying attention walking all over the place.</p> <p>My family and I unequivocally disagree with council plans for the closure of the Corso to normal car traffic. We reside on the Eastern Hill, and have over the last 5 years noticed increased traffic conditions around Manly CBD. This change in conditions may seem nice and quaint for those who live in the CBD, but for those of us who live in the surrounding areas, it is a nightmare.</p> <p>DON'T GO AHEAD WITH THIS DISASTROUS PLAN!</p>	<p>The Eastern Hill is a nightmare to leave from or return to when the beach is closed for events. The parking is also a nightmare in Manly this is not a good idea.</p> <p>As a local resident, I have to say I am becoming increasingly annoyed with this idea. It is so difficult trying to walk around the East Esplanade, Wernworth Avenue, Darley Road and The Corso area now because the footpath is in such a deplorable condition that almost every day I see people stumble over uneven pavements. The footpaths are so crowded in the summer months it is often hard to walk, especially if the ferry has just arrived and you are going in the opposite direction to the crowd. Why not delay this trial, fix the footpaths, spend some money on beautifying the area with colourful planter boxes and maybe next year trial the cycleway. The local residents much appreciate an upgraded Corso rather than a cycleway.</p> <p>Great idea. Great to have the bike lanes separated from pedestrians. Can you PLEASE not use that pastel coloured surface stuff that is used to mark out red bus lanes around Sydney. It erodes very quickly, then all the rubber just flows out into stormwater and into our beautiful waterways. It would be great if this could also be phased out in lots of places (it is used as 'soft pay). Kids can deal with some nature. Use bark or sand please.</p>	<p>I am enormously supportive of these projects.</p>	<p>Manly has the potential to lead NSW in the development of high quality active public spaces. These projects can be a showcase to NSW and wider Australia about what is achievable in a reasonably dense urban centre. These projects could show how people do have the option of moving from car to bike, or walking by foot.</p>	<p>Experience of the last 60 years shows that we cannot solve urban congestion by building more roads. If we provide the right environment for walking and cycling, people will walk and cycle. The advent of personal mobility devices, such as e-scooters, is also likely to increase demand. It is a great idea to allow for separate bicycle paths. It is a shame though that they are not joined to make one safe ride all around Manly. If this is successful there should be a shared path that joins all the shared paths allowing access to all key areas, e.g. North Harbour Reserve, Andrew 'boy' Cheriton Pool, Manly Beach and Manly CBD.</p>	<p>I'm in favour of the overall proposal. The more we can have people walking our central shopping precincts, the more life and commercial enterprise I can imagine taking place. I will make it a quieter, more people focused space where it is nicer to pause, check out shops, have a coffee etc.</p> <p>A couple of questions - will the main walking areas be shared zone (with bikes) or foot traffic only? There seem to be an increasing number of cycles on footpaths which should be less necessary with improved dedicated cycle paths. I'm thinking mainly of the corso but also Darley Road and surrounding streets.</p>	<p>The section on Whistler where the cycle path ends. As a cyclist I can see this looks as if it requires a merge into the northbound traffic flow. Are there any traffic measures in place to help motor vehicle drivers take notice that cyclists will be joining here and to drive appropriately? I see there will be pavement art - has this been shown to help in such situations?</p>	<p>Traffic management - what projected changes to traffic flows are expected? Can we expect to see more traffic on alternative routes? Are there any planned measures to pull cars to parking zones before they enter this area at all?</p>
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- Prioritising pedestrians and bikes over cars is a positive, sustainable effort and a timely move during this global health crisis when the sales of bikes and e-bikes have increased. Another impact of COVID has seen more residents staying closer to home because of flexible work arrangements - many more will be working from home. This means more people will be walking and cycling, so it's important to make sure the infrastructure is in place to support this.

- I fully support the Northern Beaches Improving the Usability of the Whistler Street Corridor project. This has my full support. It provides a safe way for the kids and adults of Manly to cycle and will lessen the use of cars. I am a resident of Eastern Hill and have no concerns about the one way system as I will be ditching the car for my bike when this happens. Well done Council, a really great idea.

- I am totally opposed to the proposed cycle path way. I have a number of reasons.

- First, the cycle path provides no meaningful riding route. It is only about 1 km long. Unlike the cycle path that runs along the beach front and which provides an excellent travel/transport route as well as a great exercise area, the proposed pathway does neither of these things. Not only is it very short, but it is also extremely disruptive to other road users, it provides only a secondary link to the beach front and will not be conducive to exercise.

- Second, as long time resident of Manly, my observations are that only a very small percentage of Manly residents cycle. While the beach front route is popular, I would be surprised if it accounts for 5% of the people using the beachfront. When you add in motorists, Council will be catering for only a very small percentage of Northern Beach residents, while disrupting the vast majority.

- Third, the roads coming from the Eastern Hill are already clogged with traffic. With only 3 routes coming through Manly, taking away one of these routes will significantly increase the traffic gridlock.

- Fourth, the cycle path will remove a number of keen parking spaces. The current 30-minutes parking along Darley Road and Wentworth Street, provide convenient access to the shops and businesses along these streets as well as the Corso. You may argue that there is ample parking in the Council parking spots. Your data should refute this argument especially on weekends when the Council parking garages are often full.

- Fifth, I note that there are fire hydrants strategically placed along the proposed cycle path. What plans have been made for fire engines and other emergency vehicles to reach the relevant areas?

- I vehemently disagree with the proposed changes in Manly. I disagreed strongly with the Corso being changed into a Mall. Sydney Road was closed last and this has made a mish mash of Manly. I have lived in this area for over 80 years and I have never seen so many empty shops, shops closing, and so many good shops opening and then forced to close. If you now go ahead with what you are proposing the people who live to the East of the Corso are once again badly disadvantaged and for what. I do not agree with the Council allowing stalls on the Corso or in Sydney Road when there are a number of shops that have been closed for years. The Council sometime has to start thinking of the residents of Manly and not the tourists. The tourists will always come to Manly, they always have and always will, by the boatload, by the busload and by the carload. To be closing streets for more outdoor eating is, seriously, ridiculous. Manly is a place we live - not a smorgasbord. Manly was once a thriving and busy business and shopping centre. No longer can it be called a shopping centre and the lack of access is going to make it even harder for the shopkeepers. I do hope the Council seriously considers the needs of the residents against those of the tourist this time around.

- This looks great, and I support it. The more connections like this we have, the more likely I am to take a bike ride to different places on the Beaches.

- I wish to strongly object to the proposal for a shared walking and cycling link in Manly. As a long time member of St Matthews Church Manly, I believe that such a proposal will seriously impact on the access into the church property particularly from Darley Road. Currently, a disability ramp is located at the side entrance will prevent disabled people from accessing without being terrorised by cyclists. Also, the proposal will prevent a soup kitchen van from operating on Monday afternoons. This provides an essential service to disadvantaged in Manly and beyond. Parish staff will have difficulty entering into the carpark ramp from Darley Road. Having a reduced area for the proposed cycle path will increase the already congested conditions which exist in Manly currently. In addition, truck drivers will have difficulty accessing Anglicare clothing bins located beside the Anglicare community building in Darley Road which must be cleaned each week. The church has existed in Manly for 157 years and provided wonderful service to our local community. It is important to note that access to the front of the church building (for weddings and funerals) and the lack of provision for the supply of deliveries to the new refurbished shops will be prevented by the ill conceived proposal. Manly does not need a cycle track as it particularly impacts on people who are less mobile. Cyclists use the Corso without penalty these days as Council rangers turn a blind eye to such activity. It is important to note that the proposal will impact on the access into the church property particularly from Darley Road. Currently, a disability ramp is located at the side entrance will prevent disabled people from accessing without being terrorised by cyclists. Also, the proposal will prevent a soup kitchen van from operating on Monday afternoons. This provides an essential service to disadvantaged in Manly and beyond. 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<p>I have two comments</p> <p>1 As a resident of Eastern Hill Manly I am dismayed by the loss of a car routes through Manly. When the beach front is closed for festivals there will remain only one road east esplanade to drive to the eastern side of Manly. Activities, residences and businesses are projected to increase at the former hospital site and North Head sanctuary. I presume whistler street has been left as a vehicle exit for emergency evacuation from Eastern Hill. However fire engines for example-as in the recent event-will only have one road to reach North Head.</p> <p>2 The route for the cycle path, if we are aiming to provide pleasant safe cycling and the end point of this strip of cycleway is Kangaroo Lane (a shady delightful ride). A better way could be to take cycles across the front of the Town Hall (traffic lights) and along Gilbert Street turn right along park side of West Promenade to the junction with Sydney Road. There is plenty of road space and little traffic movement here (only bus lay-by space required). Crossing directly at Sydney Road (traffic lights synced with those at junction with Belgrave street to minimise driving disruption) route through Nanhoes Park between the Oval and limits courts, or around the Oval edge, to exit opposite Kangaroo Lane. This would be a much safer pleasanter route, then riding up Whistler Street, which has two way motor traffic as far as the car park entry, and then along the edge of Belgrave Street towards oncoming traffic, on an exposed busy road.</p> <p>Whilst I endorse the idea of improving cycle access in Manly this proposal seems to be ignoring the inconvenience and removal of access for shops, and churches along the proposed route. It makes no sense to block vehicular access to St Matthews church for the weekly funerals and weddings that they provide weekly to our community. The existing parking spaces outside the church allow for the tradition of a hearse or a wedding car to be accessible for these special occasions. It is also my understanding that the new shops adjacent to the church have been leased on the understanding that delivery vehicles can access them via access from Darley Road, given there is no near access. Also the access to and from the St Matthews road car park will be impeded and the safety of cyclists will be compromised by the large Norfolk Island tree that blocks vision. I also find it most unusual that the stakeholders impacted by this proposal were not consulted prior to the option for public comment. Clearly this proposal does not even pass the 'pub test'.</p>	<p>I am a member of St Matthews Church on the Corso and also a long-time resident and user of the Manly precinct (living in Balgownie and then Fairlight for 35 years) and have just been made aware of the cycle track additions that you are planning for Darley Road, The Corso and Whistler Street.</p> <p>I oppose this project on many grounds:</p> <ul style="list-style-type: none"> <li>- The cycle tracks you are proposing are not for commuters but rather for exercise/leisure cyclists, and the cycle tracks and cyclists who use them would greatly and negatively impact the pedestrian and automobile flow currently in place.</li> <li>- The limited number of parking spaces would be even further reduced with your project - negatively impacting the customers of retailers and restaurants who urgently need their business.</li> <li>- There are already many cycle paths in the area for leisure cyclists along the beach front, on Raglan Street, on Commonwealth Parade and Lauderdale Avenue, along Kenneth Avenue, on Wentworth Street, etc, as well as probably many more streets that I have not listed, which all provide access and pleasurable rides in and around the Manly area.</li> <li>- For St Matthews, it is my view that proceeding with the project in its present form will have a significantly adverse impact on both the operation of St Matthews and surrounding businesses, including 7 retail shops in the soon to be completed Darley Smith Building on The Corso, for which there is no rear access for loading and unloading.</li> </ul> <p>If this project proceeds it will have a major negative impact on the ministry of St Matthews, which has hundreds of people accessing the site every day. It will also have a major negative impact on the immediate business and community environment in the Manly Corso in the following ways:</p> <ul style="list-style-type: none"> <li>- Eighty limited or no access to the Corso for disabled and elderly people.</li> <li>- Eighty limited or no access for our street side Soup Kitchen van on Monday afternoons.</li> <li>- Eighty limited or no access to the St Matthews site for vehicles.</li> <li>- Eighty limited or no access for cars exiting the church car park.</li> <li>- Major safety issues for cars exiting the church car park.</li> <li>- Eighty limited or no access for local business' supply vehicles, and</li> <li>- Eighty limited or no access for the Anglican bus trucks to pick up clothing from the Anglican bins.</li> </ul> <p>I therefore urge you not to continue with this project. Thank-you.</p> <p>This proposal is based on a flawed NBC 'Road Safety Plan' and the continued use by NBC using the plan puts pedestrians, bike riders, and road users at risk. The proposed bike plan is dangerous and should be abandoned.</p> <p>Have the staff ever considered the risk of allowing an unmonitored bike path colliding with high pedestrian areas? It is flawed and this plan should be abandoned ASAP.</p> <p>If you go ahead with this plan I will have no other choice but to contact the Insurance Council of Australia to allow insurance companies to prepare to take legal action against the NBC when safety and accident incidents occur. This will add a financial burden on the already council with financial resources being drained. This stupid plan has grave financial consequences for the NBC.</p> <p>There are too many trucks eg. armaguard, rubbish, deliveries, etc that need to stop in the one way road section for an extended period of time. With no ability for other vehicles to overtake, this will result in too many gridlock situations and traffic will bank up in many of the surrounding streets, causing major delays for too many people.</p> <p>20 car spaces gone alone in the middle of our village! Come summer I can't even get a space in the Wentworth St carpark to go to my Pilates class. What about the village feel for popping into a shop for dinner options or drink or the chemist on the way home. I can see myself popping into another shopping strip so Manly business will miss out. Think of the 0,000 residents, mostly elderly living on Eastern Hill. For one at the age of 60 will not contemplate pushing a bike at the way up Darley Road anytime let alone in the summer heat. In winter, Manly is nearly deserted so all this change for nothing. I wish to God we never amalgamated! Please think of residents not tourists, we have enough already. On my daily trips out of Manly heading west, East Esplanade pedestrians at the Wharf on the lights everytime, Sydney Rd from the Corso have pedestrians crossing both sides so cars turning right and left are delayed so west bound cars barely get through. What Manly really needs is 1. a pedestrian overpass at Manly Wharf and 2. pedestrian lights at the Town Hall and Corso crossing as it appears this will become the main thoroughfare to the beach from the wharf. Very disappointing indeed to see I going ahead and then asking for consultation with the public.</p> <p>How completely ridiculous, in the centre of Manly with all the pedestrian traffic to plan a two way cycle path that actually doesn't go anywhere. It is no place for groups of cyclists, in the midst of a busy urban area. In the process removing almost all the existing essential loading zones and turning Darley Road into a one way narrow traffic bottleneck!! Just imagine when the garbage collections are taking place, traffic will be at a standstill. And how will all the business get their deliveries when there are virtually no loading zones in the area of Darley Rd and the Corso?</p> <p>Planning done mad without any consultation with those effected. Back to the drawing board NBC. This project must be stopped. Don't even think about a trial. Its completely unacceptable.</p>
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<p>Hi</p> <p>I am writing to express my disappointment at how Council has handled this project, especially noting the limited window for community consultation and the lack of any consultation with St Matthews Manly which is one of the biggest community stakeholders.</p> <p>Can Council provide any evidence of the due diligence it has done to estimate how this roadway will impact businesses and important community services? I would like a written response please.</p> <p>Council didn't even have the courtesy to inform St Matthews of the changes which will have dire consequences for access to the church and for community services which rely on the church facilities.</p> <p>This entire project appears to have been rushed with little if any thought given to how it will impact the community.</p> <p>I wish to add my objection to this project going forward as it currently stands due to the unreasonable impact it will have on St Matthews, community services such as Anglicare and the St Matthews soup kitchen and the utter lack of consultation from Council. Also Council has also failed to take into account how this will worsen parking in Manly where spaces are already at a premium.</p> <p>Council appears to be supporting businesses but is also taking away their ability to load and unload deliveries. What good is an outdoor eating area on the road if they can't get food deliveries in?</p> <p>As St Matthews has already pointed out this project failed to even take into account basic safety requirements such as access for emergency vehicles and that the cycleway would cut access for fire trucks to hydrants on the Corso. In this regard it appears Council is happy to create a potentially dangerous situation.</p> <p>Furthermore the lack of care in even bothering to investigate how this project would impact the community is saddening. Why did Council not even talk to those who would be impacted?</p> <p>Your stated aim was to create safer spaces with improved access but the lack of planning in this project has exposed that this simply will not deliver either of those things.</p> <p>I ask that Council do not proceed with this project as currently planned and does some real consultation to find a solution which serves the entire community not just the cycle lobby.</p> <p>Given the trial is due to begin before you review community feedback it appears that Council is determined to push ahead regardless.</p>	<p>Hi Northern Beaches Council,</p> <p>I would like to applaud the council for the proposed changes to the Central Manly thoroughfare as part of the "Manly Streets as Shared Spaces" initiative. I am a local Manly resident who both drives and cycles as part of my everyday life, and I think that the changes are positive for many reasons.</p> <p>First of all, I am a resident of Darley Road. I drive a car (single car household). I have 2 small children. I cycle with the children mainly for local trips (taking them to pre-school)</p> <p>The positives that I identify with:</p> <ol style="list-style-type: none"> <li>1. I deliberately avoid central manly on the bike as there is no safe way for me to cross the Corso on a bike. There are no segregated paths. I would use this route as an alternative to the beach path to get across Manly from Ithmus to Smith St area.</li> <li>2. I cycle using an Electric bike, and find that it is a very efficient, fast, convenient method to get around the local area for local trips. Its by far, better than driving, and the more that we can encourage to use this form of transport the better. I understand that some people cannot use bicycles because of physical limitations, but they would benefit by less cars on the road if more people got on their bikes. Electric bikes negate the hilly nature of the area by making it almost effortless to even go up the hill to Fairlight. I have taken 2 kids on the back of my electric bike up that hill. I speak from experience here.</li> <li>3. Opinion: Prioritising people on some other streets apart from the Corso might encourage more local shopping, local style businesses. The stretch of Darley Road between Corso and Wentworth has struggled with local style businesses (butchers etc), making the streetscape more attractive might help this improve. Is a shame that the facade of Coles on Darley, and the old house next to the Church are not commerce friendly. Could this be planned better?</li> </ol> <p>I have seen comments by community groups and magazines criticising the initiative. I just want to voice my opinion of support for the council. Some of the language used in the council submissions might sound a bit wanky to some ("placemaking" for example), but I think the intentions by the council are sound and should be encouraged.</p> <p>Having been a Manly resident for all of my life, apart from the last two years, I have to say I feel the residents are not considered. Roadworks done in the middle of the night and now driving home spaces taken. It will take a lot longer to drive home, get your shopping etc.</p> <p>There are cycle tracks on the beachfront that go all the way to Manly Vale.</p> <p>Why do we need more?</p> <p>I am on a walking frame and sick of kids on bikes and skateboards banging into me.</p> <p>As a member of St Matt's church I share Bruce Clarke's strong concerns, which he has expressed to you. re the adverse effects of the proposed bike plan on the functioning of the church.</p> <p>I also wonder about the safety of pedestrians. cyclists &amp; drivers as cyclists travel to enter &amp; to exit the proposed cycleway.</p> <p>As an elderly pedestrian I do not feel safe around bicycles...Whether ridden by adults or children...bike etiquette is often lacking...will there be speed limits for cyclists too?</p> <p>I hope that you will reconsider the route of this proposal...the members of the church &amp; the many members of the public who use the various church facilities each day will be negatively impacted as already outlined by Bruce Clarke. Thank you....</p> <p>I am amazed that NBC cannot fix our roads and yet they want to spend a large amount of money on this short bike way. Stop back and make your first road safety plan by fixing all the roads to make them safe to drive on. Please ditch this cycleway ASAP!</p> <p>This proposal to accommodate people to ride their bikes through the center of Manly seems that it would cause huge problems for the property owners of shops the patrons and visitors attending St. Matthews Church and would be quite dangerous for the masses of visitors who visit Manly by ferry and walk up the Corso to the main beaches. Seems a very bad idea and needs to be stopped as the benefits to both cyclists and pedestrians would be dangerous.</p> <p>The plans for shared spaces in Manly look awesome</p> <p>Hi, I'm a cyclist and a manly local. I live the intention for shared spaces and the pictures look great. But honestly, making this part of manly less open for vehicles is going to create absolute chaos, especially in the summer. It seems you're also reducing parking spots and loading docks. Please do not do this. Manly will become a car park, which ultimately makes it more dangerous for our cyclists as frustrated drivers take risks. SP</p> <p>Great</p> <p>I am appalled at the proposal to allow cyclists to ride through the Corso and other crowded areas of Manly. Already, far too many cyclists are doing this already; making it legal will make an already dangerous situation much, much worse. There is absolutely no guarantee that cyclists, who are generally both irresponsible and reckless users of roads and selfish and dangerous users of footpaths, will comply. You need only look at the promenade along Manly Beach: there we see cyclists constantly moving down pedestrians, despite the fact that they have their own cycleway to use. Giving them their own lane through the Corso will create something little short of carnage. I am young and agile enough to leap out of the way – although I should not have to – but I fear for the elderly, the handicapped and the children who are entitled to wander along the Corso without the risk of being mown down by selfish cyclists. The centre of Manly is no place for cyclists. Keep them out on the perimeter and let them dismount and walk in the centre of our beautiful suburb. If you insist upon proceeding with this reckless and dangerous proposal you must consider installing traffic lights on those cycle lanes to allow pedestrians to cross in safety and implement harsh penalties for those who refuse to comply. I can guarantee that it would make you a fortune in fines because cyclists already run red lights and change through pedestrians on crossings all over Manly (the traffic lights/pedestrian crossing from the Corso to Manly Wharf are a very good example; cyclists are so seldom stop at the red lights there that one is quite surprised when the occasional one does the right and legal thing). You must also re-train your Rangers who seem to have no idea that cycles are not allowed in the Corso. I cannot count the number of times I have seen them drinking free coffee and ignoring them instead of doing their job. As a pedestrian I have been narrowly missed by cyclists on many occasions; as a motorist I have also narrowly missed selfish, lawless cyclists.</p> <p>this is absolutely ridiculous it is already dangerous enough crossing along ocean beach front and being nearly hit so many times as you walk from the street past cars directly onto a cycle pathway. Do you really think having a cycle area designated for cyclists will help NO it won't you have children, elderly walking across these pathways not seeing or hearing the fast and noiseless bikes. You can't even stop cyclists peddling along footpaths often so close to us older persons it's frightening.</p>
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<p>I oppose the proposed Manly Cycleway along Darley Road and Whistler Street in the "Manly Streets as Shared Spaces Project".</p> <p>Dear Madams and Sirs,</p> <p>6th Nov 2020</p> <p>I am writing to object to the proposed cycle path, loss of two-way road access and loss of parking spaces &amp; loading zones along Darley Road. As a local cyclist, driver and pedestrian who also attends St Matthews Church in Manly, I have noticed to see the proposed cycleway would severely affect the safety and access of people and cars in central Manly and also adversely affect St Matthews Ministry to Manly and further afield. Believe a one-way street on Darley Road would most unwise, unhelpful and endanger cyclists &amp; pedestrians and stress out drivers. The loss of the loading areas and parking would also be very unhelpful. Especially being so close to Manly Village school also, where parents need access to drop off and pick up their children every weekday in the morning.</p> <p>The traffic in central Manly is very busy and this proposed plan would cause further extra stress and difficulties for drivers in Manly. As a cyclist I am not in favour of the cycle lanes as they are in Central Manly.</p> <p>I have assisted as Mayor at many Weddings and Funerals at St Matthews over the last 3 years and witnessed how the access to St Matthews and loading zones are crucial for these important services to be held for the community. At such emotional and stressful events in people's lives, easy access to St Matthews is very important.</p> <p>Also being able to drive either way on Darley Road itself the parking areas and loading zones are crucial for disabled people to be able to be dropped near the church on Darley Road to attend services, a vital weekly event for these people. Darley Road is also where the St Matthews Church disabled access ramp is in place and so a logical access point for disabled people and the elderly.</p> <p>Additionally, I have coordinated the St Matthews Christmas Hamper project over 10 years, which supplies vital Christmas Hampers to the Salvation Army. Community Northern Beaches and various St Matthews contacts every Christmas. Access to St Matthews through the gates (both on Darley Road and on the Corso) for drivers is essential for the delivery of these hampers. The loss of the loading zones and parking on Darley Road would make it difficult for the Salvation Army to deliver their hampers along the side of the church (the donation bins are so popular they need to be emptied several times a week!) these bins help encourage recycling in Manly and support a very worthwhile organisation. This would not be possible without Darley Road access and parking for the Anglican truck.</p> <p>For all the above reasons I oppose this proposed Manly Cycleway along Darley Road and Whistler St in the "Manly Streets as Shared Spaces Project". Please don't carry out this project in this present format.</p> <p>Kindest Regards,</p>	<p>This all looks a lot nicer than the present situation.</p> <p>I think that pedestrian safety should be the highest priority. Cycle ways in the Corso and high pedestrian areas should still ensure pedestrian priority. At presents too many cyclists are moving too quickly through pedestrians, even in areas where cycling is prohibited.</p> <p>Since the proposals will increase motor transport along East Esplanade could a bridge across the road to the ferry wharf be considered? Perhaps starting from Belgrave St. Near Council chambers to avoid conflict with residential development facing the Harbour.</p>	<p>Rumble strips, or cobble paving may help where cyclists and motor vehicles need to slow down.</p> <p>I FULLY AGREE WITH THE LETTER BELOW FROM THE RECTOR AND WARDENS OF ST MATTHEWS ANGLICAN CHURCH, THE CORSO/DARLEY RD, MANLY 2085</p> <p>Please stop the trial, consult the Church, and reconsider!</p> <p>FROM J Stephenson (email: jim.stephenson@bigpond.com)</p> <p>1 FROM ST MATTHEW'S CHURCH, THE CORSO/DARLEY RD, MANLY 2085</p> <p>Northern Beaches Council</p> <p>Dee Why, 2089 NSW</p> <p>To Mayor Michael Reagan, Deputy Mayor Candy Bingham, CEO Ray Brownlee and fellow Manly Ward Counsellors,</p> <p>Dear Madams and Sirs,</p> <p>RE Streets as Shared Spaces - Manly Project: St Matthews Church Manly Response</p> <p>With a heavy heart we write to you regarding the above-named project, as objecting to works, designed in good faith, that seeks to improve our Manly and Northern Beaches community is not normally what we would choose to do. However, with this proposed upgrade trial project, we as the Senior Leadership team need to in write to highlight our serious concerns with the proposed Manly Streets and Shared Spaces project.</p> <p>After reviewing the project and meeting with both Laura Kelly and Michelle Carter (Acting Manager, Transport Network) of the Council, it is our view that proceeding with the project in its present form will have a significant adverse impact on both the operation of St Matthew's church and the surrounding businesses, including 7 retail shops in the soon to be completed Darley Smith building on The Corso, for which there is no near access for loading and unloading.</p> <p>As a result, we are opposed to the project in its current form and request that it be stopped for the following reasons:</p> <p>The following issues require specific and separate consideration, and responses from Council. For an understanding of these issues, please refer to the attached diagram at the end of the letter showing the location of all the issues we are discussing below.</p> <p>Major Issue 1: Loss of Loading Zone spaces</p> <p>The plan reduces the current Loading Zone capacity on Darley Road by 85-75% by completely removing</p>
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<p>I do not believe this is the correct decision. The current dual direction is still required. If it is removed it will put force more traffic onto other surrounding streets that are already clogged by cars both moving and stationary. The shared footpath and bike lane should be kept to the beach front that is already there. People already ride their bike on Manly Corso.</p> <p>If you are all about space for dining etc, put it on the corso like you had a number of years ago before you removed it from the store owners.</p> <p>We still need roads, parking is limited enough as it is, and while I can see you are trying to encourage people to ride bikes / catch public transport down to Manly, this is not going to work for those living in the western suburbs such as Frenchs Forest, yet those living further west, in Hornsby, Rouse Hill, Windsor coming down to visit.</p> <p>You will just cause a bottle neck at the parking station allowing dual lanes down Raglan Street, without making a dedicated turn around bay.</p> <p>Please spend the money that this would use, creating a shared path way elsewhere or on other infrastructure in the areas.</p> <p>Thanks</p> <p>Yeah looks damn good more bikes less cars</p> <p>I love this idea, this would make living around our area a lot more pleasant. Me and my partner like to go around by bike and this would make us feel safer, plus the alfresco dining on the artists impressions photo looks very appealing.</p> <p>I think it is a great idea. A more vibrant Manly with greater access to walking and cycling is exactly what is needed to improve the attractiveness of the suburb for residents, visitors and businesses.</p> <p>A sensible idea that should be implemented asap and it should be permanent, to support safe connections and to encourage outdoor life.</p> <p>Streets in a location such as Manly, supporting tourism and local businesses should be primarily available for pedestrians and cyclists.</p> <p>Think in the future and please do not constrain opportunities like this to improve Manly's business and community opportunities.</p> <p>I've lived in Manly for all my life and have seen no need for additional cycling space. I regularly cycle through Manly and have never seen any major cycling congestion issues. This resource would be under-utilized, as there is clear access for cycling on the Manly beachfront. It is very unclear why so many cyclists would be travelling through Darley Road/The Corso/Whistler St, when most cyclists actually travel along the Manly promenade/beachfront OR on Eastern Esplanade as they travel to the city. In addition to this, this cycling space would be a clear hindrance to the Anglican bin access, wedding &amp; funeral access @ St Matthews, elderly &amp; disabled access @ St Matthews &amp; business access to the new retail shops opening on the corso. The proposed path would also be extremely dangerous to cars exiting from the St Matthews carpark, which hosts volunteers for Sunday services, homeless &amp; soup kitchen care, AA support and other activities.</p> <p>I strongly object to this project for the shared bikers in Manly Centre.</p> <p>I have been a resident of Manly for over 28 years and a Ratepayer living in 6 Kangaroo Street for 25 years and am very surprised to find out about this Traffic Plan from a friend rather than the constant emails and letters from Council as I have about the updated Parking scheme for Ivanhoe Park!!!</p> <p>To remove a major road that allows access for cars to the Eastern Hill, Shelly Beach and North Head is unacceptable for a shared space will only create more traffic congestion especially over the warmer months.</p> <p>I often visit friends on the Eastern Hill, dine at the Boat House or bush walk at North Head and often use my car rather than walk due to the gradient of the streets. As I live in Kangaroo Street, I mainly use the Whistler St Darley Road route as it is the most convenient and quickest for me. I will not have to navigate either along the beach or past the Wharf which often has more traffic.</p> <p>Not everyone uses bicycles.</p> <p>I am surprised the majority of Residents have been forgotten with this Traffic Plan.</p>	<p>Dear Northern Beaches Council</p> <p>RE:Streets and Shared Spaces - Manly Project</p> <p>On behalf of the Henrich Group I make the following comments:</p> <p>1) Cycle way: We support the encouragement of bicycle use via dedicated cycle ways within the Northern Beaches region. The area is well serviced for cyclists with cycle ways along the foreshores BUT we believe this cycle way as proposed serves little use and will rarely be used thereby making it an under utilization of the land you have dedicated to it.</p> <p>2) 2.4.3 Market Lane Loading Zone is integral servicing the many businesses along The Corso and Market Lane and must always remain. We support any initiative to improve the safe use of the loading zone by installing additional signage.</p> <p>I strongly disagree with this proposal.</p> <p>Taking away the short time parking will have a significant impact on older people who can only walk short distances. I also believe it will be dangerous for older residents trying to cross roads etc. as a member of St Matthews church I support the concerns that they have registered around people and car access and safety</p> <p>How come there was no consultation with St Matthews Church and it took a general notice from far left to realise what was going on. As explained by Bruce Clarke St Matthews, there are significant issues with what you are proposing at it stands for the trial. I and many of us are opposed to the plan trial as stated and serious modifications need to be changed to ensure St Matthews and its constituents like myself see a safer and more workable solution from the start of the trial</p> <p>Hello,</p> <p>I attend St Matthews Church and our Senior Minister, Bruce Clarke, has recently highlighted the proposed work of the new cycleway, and the impact on our Church. I would like to voice my support for all points raised in the letter recently sent to council from Bruce and other senior leaders from St Matthews.</p> <p>I fully support changes that will improve the area for physical activities such as safe bike riding, however the plans in their current format have too many issues to proceed as-is and I would like to register my objection to the current plans.</p> <p>Thank you for your time and consideration.</p> <p>I am a Manly resident who believes bike tracks should be encouraged closer to the beach where there is a great bike track. NOT at the expense of cars and pedestrians on the Corso and Darley Rd. There is plenty of room at present for foot traffic.</p> <p>We must never lose any car spaces in Manly...EVER Your project discriminates against the elderly who use their cars for Church at St Mats. I fail to see what is wrong with the present system.</p> <p>I disagree with the "activate manly" plan for a number of reasons.</p> <ol style="list-style-type: none"> <li>1. Loss of valuable parking spots along that strip where footpath is proposed to be widened.</li> <li>2. Widening footpath to allow for restaurants to have tables and chairs on the footpath. There are no restaurants along that strip apart from the one at the end where footpath is already widened. All others have closed and for sale. Who knows what will go into those buildings.</li> <li>3. Making a 10k per hour speed limit is crazy. It is difficult enough driving at 30k that council has imposed as I find pedestrians just walk out in front of my car to cross the road as they know they will have time as I am going so slowly! I also find on that note that cars are pulling out from side streets instead of waiting for traffic as they feel they will have enough time to enter the traffic. I can imagine a 10k speed limit will cause accidents.</li> <li>4. When I am a pedestrian in Manly, I don't have problems crossing roads or walking about so I can't understand why we need to make traffic one way in many areas.</li> <li>5. I live on Eastern Hill and it is already difficult if I drive down to Manly and drive along the Corso. To get back I have to drive out of my way to get back.</li> <li>6. I think by making traffic one way in certain areas will be very detrimental for emergency vehicles.</li> <li>7. By making footpaths wider there will be more paving for Council to look after. Looking at the paving around Manly at present Council seems to have a hard enough job looking after paving that is already down let alone looking after more new paving.</li> <li>8. I don't really feel this will be a "trial". I think once everything is in place, I can't imagine Council digging it up and putting back to how it was.</li> <li>9. Not everyone rides a bike. I personally know of 2 people who do in all of Manly. Most seniors that I know drive a car or walk to the shops. They don't ride their bike.</li> </ol>
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<p>Excellent! Absolutely what the area needs.</p> <p>Dear Sir/ Madam</p> <p>I live in Manly Vale and I cycle to work in Manly every week from Monday to Friday.</p> <p>I take the route from Manly Vale through Kennedy of shared cycle way/ pedestrian way passing Manly Boy Chaffton Swim center then connect through Pine st to the Manly Beach front shared cycle way/pedestrian.</p> <p>There is one set of pedestrian lights to cross at Pine st/ Patricks rd.</p> <p>From Manly Vale to the center of Manly it's a safe and beautiful scene way.</p> <p>90% of the this bicycle route to Manly is on shared cycle/pedestrian path.</p> <p>I am opposed to the new cycle way through Manly.</p> <p>It is not a better or safer option for my bicycle commute. I also love to check out the ocean views on my way to work. I will not be using the proposed cycle way if built.</p> <p>The new proposed cycle way will ruin already limited car transport in Manly, adversely affect business deliveries/ operations and parking spaces.</p> <p>This project is in par with the Sydney city light rail debacle.</p> <p>Hope you consider my concerns and not build this new cycle way through Manly.</p>	<p>I do not agree with this proposal for the share bike/cars in the Manly Centre. it is hard to believe that you do not consider the right the residents who live on the Eastern Hill and Manly - to remove a major access to Manly Centre as well as Eastern Hill and shelly beach and north head (major tourist as well as local picnic spots) shows that the locals have forgotten.</p> <p>I would like to know if a traffic report was prepared and if it was available to residents as the impact on Harbour front and Beach front and especially Raglan, Wenworth and Victoria streets will be heavily impacted.</p> <p>We only have to think of each time the roads are closed for special events and how the traffic is impacted and also during the summer months.</p> <p>With regards to the bike path - it seems that we already have many paths including one on the beach front which could service those who you think might use this path</p> <p>To remove parking from the street where local park and jump out to grab something from the pharmacy/bakery..... making Residents will go elsewhere for their shopping and eating out</p> <p>It seems wrong that because we were given a grant-rights of the residents have been forgotten.</p> <p>I am strongly opposed to the proposed changes for Darley Road. You call this an initiative to turn it into a 'shared space' but the changes will actually result in a number of unacceptable exclusions- elderly and disabled access to St Matt's Manly will be severely hampered, as will access for funerals and weddings. The changes will also impede a number of important charitable operations that depend on use of the loading space currently in place- the St Matt's roadside soup kitchen and Anglicare clothing bins. Given the significant cycling space both along the beachfront and along the wharf, I can't see the need for an additional cycleway so large and imposing that it disrupts these vital operations. I implore you to reconsider this proposed 'shared' space on the basis of the significant exclusions it will impose, particularly against some of the most vulnerable in our community.</p> <p>Love this idea- to get us outdoors in a safe way such as this is just wonderful- so many positives and so many locals like myself think it is great. We live in one of the best places on the planet and to not utilise and encourage outdoor living and importantly a sense of community would be such a lost opportunity.</p> <p>I strongly oppose this plan.</p> <p>While it is superficially appealing, it is deeply flawed.</p> <p>As a driver who often uses the streets concerned, I'm sure there will be traffic chaos during peak times.</p> <p>As a cyclist, I see little need for a new pathway. I am content with access via the beachfront and with riding on the roads. The speed limits are very reasonable.</p> <p>As part of the leadership of St Matthews Church, I want to add my voice to that of our Senior Minister, Bruce Clarke, who has brought the attention of Council to a long list of significant issues of access and safety around the Church building on the Corso and in Darley St.</p> <p>St Matthews has long been acknowledged as a vital part of the Manly Community. This plan would significantly hamper our contribution.</p> <p>Whilst being a commuter cyclist and keen for the expansion of cycleways I think this proposal is not well prepared and consultation has been poor. As I understand it the Church on Darley Rd has not been consulted. As there are over 200 children dropped off and picked up from this location several times a week this will significantly add to congestion and parking pressures as well as putting children at increased risk of harm. As many people with disability also access the church on a daily basis this will make it difficult to drop off or pick up people with a disability and indeed restrict their access to church. As a weekly soup kitchen van is loaded and unloaded at this site providing care and food for the homeless, these services will be impacted. As 4 large clothing bins are located on Darley Rd which are emptied several times a week providing care for homeless and disadvantaged citizens, preventing access to these bins will result in these services. I believe the costs outweigh the benefits.</p>
<p>Dear Council,</p> <p>I am opposed to the project and ask that it be stopped in it's present form. In brief, if this project proceeds it will have a major negative impact on the ministry of St Matthews church which has hundreds of people accessing the site every day and will also have a major negative impact on the immediate business and community environment in the Manly Corso in the following ways:</p> <p>Highly limited or no access to the Corso for disabled and elderly people, highly limited or no access for funerals and weddings, highly limited or no access to the St Matthews site for vehicles, highly limited or no access for businesses supply vehicles, major safety issues for cars exiting the church car park, highly limited or no access for the Anglicare bins and the list goes on. Your faithfully,</p> <p>Rev. Bruce Clarke, Senior Minister St Matthews Anglican Church Manly (On the Corso)</p> <p>I do not think this is a good idea. Traffic and parking are essential near St Matthews Church and Manly Village School.</p> <p>Making the center of Manly a place more suitable for bikes and pedestrian is a wonderful idea. I particularly welcome the fact that there will be dedicated cycle lanes, as the ones that currently there are not safe at all. I believe car traffic in the CBD should be reduced to an absolute minimum. All the areas where street parking and car traffic have been reduced, such as along the bottom of Raglan street, and the end of Sydney road are now becoming very attractive and widely used by visitors and residents. So, as far as I am concerned, I give this project a thumbs up. The only problem is Whistler st, where the bike lane will end to allow car traffic coming in and out of the Whistler st carpark. I hope it will be a temporary measure, as I hope this carpark will be eventually removed. The Whistler st carpark is an eyesore and need to be demolished and replace with commercial and residential buildings. Alternative parking options need to be found outside of Manly CBD, with, if needed, the use of free buses shuttles taking people from the parking site to the CBD. That way, the council could eventually extend the cycling lane all the way along Whistler st. Thriving cities in Europe are increasingly removing cars and carparks from town centres. We need to do the same. People who argue that removing parking spaces will affect businesses are wrong: the facts do not support that argument. Town centres with pedestrian areas, dedicated cycles lanes, and outdoor dining are on the contrary extremely attractive for people.</p>	



Thank you, I think this will be a vast improvement to the current space on on darley rd between wertworth and the corso. This area is under utilised and so many shops are closed. Having outdoor dining would encourage people to dine here. Please make sure that the outdoor dining spaces are removed at night to discourage people from loitering after coming out of the pubs.	
Regarding the bike path, this is also a great idea. More people are adopting e-mobility and providing safer spaces to ride these will be necessary in the years to come.	
For the bike path - I believe there is a missing link from to the wharf. Riders area likely to cut across from the corso area towards the wharf which may cause contention with walkers etc. Perhaps consider adding a dedicated bike lane going through that area towards the wharf.	
I fully support this.	
I do not support this proposal. I would support this funding to be injected into enhancing the Corso, Beachfront or Wharf Areas to support trading for retailers, outdoor markets etc and a cycle path surrounding the CBD.	
Issues with this proposal Traffic flow - it will add to the congestion in the CBD & Whistler St. Increase congestion around Manly Village primary school. Increase vehicle traffic via the wharf intersection where visitors & commuters arrive & depart. The Wharf intersection is already been flagged as a hotspot for pedestrians. The marked pedestrian crossing at the intersection of Whistler Street and The Corso needs to be reviewed. It is currently too wide resulting in pedestrians walking everywhere and paying no heed to approaching traffic. Reduce the width, raise the crossing, include a barrier opposite the Anzac memorial on the town hall side and include a timing device for crossing which would be beneficial.	
Bike Path - This proposed dedicated path will only add to the congestion and danger to pedestrians. Create a ring road around Manly CBD (Reginald & Wentworth Sts) linking up the beachfront promenade and Wharf bike paths.	
Cafe Seating Areas - Which food businesses along the proposed area on the Whistler St-Corso would benefit from additional seating?	
You have no duty of care for older people whatsoever. Cyclists in Manly are a constant danger to me on a daily basis. I have a right to walk in Manly where I have lived for a very long time and to feel safe. YOU have made my life tenuous and obviously have no regard for less active members. Start caring about ALL Manly residents and cease ignoring the older voters!!!	
Great ideal	
What will be the impact on surrounding streets of this one-way traffic design in the Belgrave Street - Darley Road route to and from North Head? It seems like that this design will increase the flow of traffic forced onto the Belgrave-Osborne-Marshall Street route to North Head? What will Council do to mitigate the effect of already bad traffic in this area?	
Not sure if one way on whistler will not create a major chaos. I propose at least to change the zebra crossing in extension to Gilbert street (next to Roma Cafe) into a fast alternating traffic light. Due to foot traffic it is so hard to get over this crossing and now with the change to one way the traffic would double.	
Why is our society and Northern Beaches Council being so precious about bicycle riders? By all means adopt the new plan BUT have the new spaces provided for pedestrians.	
Bicycle NSW commands Northern Beaches Council for its efforts to improve the use of Manly Streets for cycling and walking. This area of Manly already attracts high volumes of foot and bike traffic and improving amenity and safety for walking and cycling offers opportunities to increase footfall and dwell times at local businesses. We hope measurements will be taken before and after the implementation of this plan. We are confident that the increases in cycling seen in the City of Sydney due to popular cyclists will be duplicated here.	
The only way to drive to Eastern Hill is now via the harbour side, can't wait to see the traffic jam for people waiting to go home. Stupid, stupid concept, should be used for this last dumb proposal.	
What seems greater need is better traffic management coming from the wharf to the corso. We need a pedestrian tunnel. The site is screaming out for a tunnel. Get the tourists off the road particularly if the tunneling relates to safety and traffic movement.	
It is absolute common sense to allow cycling in The Corso. It is crazy sending cyclists around by road when there is a much safer route.	
In fact anything that gets people cycling is good. However, I do think we need to change our signage and messaging, go out of my way to be a courteous cyclist but am astonished at how many times people will snarl: 'Bloody cyclists', or 'Ring your bell' for no reason at all. I feel there are so many signs up telling cyclists to ring their bell or slow down that it makes non-cyclists think that a) cyclists are dangerous and b) that all averting action is the responsibility of cyclists.	
In Canberra a few years ago the signs are predominantly aimed at walkers asking them to keep to their side of the path and keep their dogs under control - interestingly its pedestrians who are not doing either who are most likely to offer their opinions on cyclists) - and I've never ever had any kind of issue while cycling there.	
Having walked around Manly for many years it seems that a major problem is the large number of cyclists encroaching on walking areas which makes it unsafe for walkers especially the elderly. I have witnessed several instances of pedestrians being knocked down.	
I do not think this plan addresses this issue at all and simply gives yet more access to cyclists.	
I fully support this plan and am very impressed to see council finally making a concerted effort to make Manly more bicycle friendly to reduce car traffic in the town centre. Previously as a family with young kids it was far too dangerous to ride together into Manly, but this will make that possible. It's great to see council moving beyond just painting pointless road markings and building proper dedicated segregated cycle lanes.	
I'm sure you'll get the usual NIMBY push back from people that haven't yet lived in a city with good cycling infrastructure and can't envision how this will make the area better for all, but once it's built they will see the error of their ways. There's plenty of car parking in Manly, so the loss of a few street spaces will not change anything.	
Please build this infrastructure asap as Northern Beaches Council is lagging way behind other Sydney councils on building dedicated cycling infrastructure.	
Since my previous comments, I have learned you have been receiving complaints from a small number of residents and businesses about the loss of parking associated with this project, some of it no doubt connected with concerns about the impact on retail trade.	
These concerns are significantly overblown. The facts are, the opposite is true.	
-While City of Sydney didn't have anything "new" in terms of data to share, we did get the following: "the pedestrianised part of Pitt Street now has the highest retail rates in Australia. It was originally opposed by shopkeepers"	
-Opal data could be used to show the rough footfall of people arriving and leaving by ferry and bus. Most of whom wouldn't be driving around or to the area. These numbers could then be compared with parking data. This could be a good way to approximate the relative importance of different travel modes to customer footfall if businesses are concerned.	
-Most cars have only 1-2 passengers, and the space it takes them to park can accommodate 12 or more parked bicycles.	
This article from a UK motoring journalist may help with businesses: <a href="https://www.torres.com/articles/carbonised/2018/11/16/cyclists-spend-40-more-in-london-shops-than-motorists/?sh=4d4adbe641e">https://www.torres.com/articles/carbonised/2018/11/16/cyclists-spend-40-more-in-london-shops-than-motorists/?sh=4d4adbe641e</a>	
-@ this Australian one: <a href="https://theconversation.com/do-the-sums-bicycle-friendly-changes-are-good-business-58213">https://theconversation.com/do-the-sums-bicycle-friendly-changes-are-good-business-58213</a>	
-@ this bike parking brought in five times the revenue of car parking <a href="https://www.gizmoto.com.au/2014/07/how-more-bike-parking-could-make-cities-better-for-everyone/">https://www.gizmoto.com.au/2014/07/how-more-bike-parking-could-make-cities-better-for-everyone/</a>	
-This may help with NIMBY local residents: <a href="https://www.realestate.com.au/news/how-new-sydney-cyclists-can-pump-up-property-prices/">https://www.realestate.com.au/news/how-new-sydney-cyclists-can-pump-up-property-prices/</a>	
-As previously advised, using data to demonstrate outcomes is crucial. Here is the methodology New York used. As you will see, there was a determination to ensure objectivity, quality and rigor in its reporting. We would do well to replicate this approach. It is not expensive, and is a worthwhile investment in heading off objections to future projects from noisy minorities when their concerns can be demonstrated with local data to be unfounded. <a href="https://www.nyc.gov/html/dot/downloads/pdf/dot-economic-benefits-of-sustainable-streets.pdf">https://www.nyc.gov/html/dot/downloads/pdf/dot-economic-benefits-of-sustainable-streets.pdf</a>	



<p>The Shared Spaces project in Manly is a great initiative. My main thoughts based on my experience are:</p> <ul style="list-style-type: none"> <li>-Many people will always object to change, so whatever change Council proposes will attract negative comments from some vocal pockets. The MOVE strategy needs to be the guiding force or it becomes powerless and useless. Council can use negative comments from residents to understand sentiments and fine tune the communication required accordingly, rather than being deterred by them.</li> <li>-There will be a delayed behavioural response by the public to Council initiatives; by making it more difficult (and less attractive) to travel by public transport/bicycle/foot, people will (!) over time move out of a car and choose more often to travel by bus/bike/foot, just what Council wants. Of course these changes will be opposed by many car drivers. The point is that it is Council's strategy to have many of them change to choose active travelling, a change that they will only appreciate later.</li> <li>-As we live in a politically fairly conservative area, and Council's MOVE strategy is fairly progressive and bold, Council needs to be persistent in implementing the strategy and not expect immediate gratification for initiatives. I am convinced the public will thank Council for having a long breath and perseverance later, as they appreciate the resulting increased liveability and wellbeing.</li> <li>-With enormous local bike sales during the pandemic this is the time to encourage people to use them with new cycling infrastructure.</li> <li>-On Twitter the Dutch Cycling Embassy (@DutchEmbassy) shares many innovative ideas and experiences.</li> <li>Whilst I have no problem with the shared spaces for cyclists on Darley Road and Whistler Street, I would find the shared space on The Corso a problem:             <ul style="list-style-type: none"> <li>a) it would seem to be too easy for cyclists and pedestrians to come into contact</li> <li>b) 10 km/h speed limit is too high</li> <li>c) The Corso is a pedestrian, eating and entertainment thoroughfare and should remain so</li> <li>d) pedestrian numbers in summer are already high, and I feel that adding a cyclist space would merely add to the chaos</li> </ul> </li> </ul> <p>I make these comments as an older person who frequently sees cyclists deviate from their designated path along the Esplanade from Queenscliff to Shelley Beach. Many seem to travel at speeds greater than cars and many do not use warning bells.</p> <p>Thank you for the opportunity to comment.</p> <p>Helen a great individual!</p> <p>People who want cars in the corso are old people who don't like change...</p> <p>Manly will be amazing thanks to this project and we have enough supermarket in balgowlah and manly vale with our parks.</p> <p>Let's make it the future... And we need to show the good example.</p> <p>WELL DONE!</p> <p>Great idea!!</p> <p>This is a fantastic idea, would love to see more moves towards a pedestrianised manly in the future!</p> <p>Would also be great to give pedestrians to have more time to cross the road around Manly as you do at the crossing next to the Stame Hotel</p> <p>Attached is a photo of the on road bike path which ends about 25 m from the traffic light intersection. The planned two way bike path is proposed to start on the right side of darley Rd on the Corso side of Wentworth st.</p> <p>Given council proposes to reduce the traffic speed to 10km/h the bike lane should continue with the traffic flow along darley and the Corso through whistler st to Sydney Rd. The new bike lane should only be one way on the lane closed as proposed. This would improve the safety of cyclists through the area as there would be no need to cross from the left side of the road in front of traffic when they enter the protected lanes.</p> <p>I am totally opposed to any further loss of car parking spaces in Manly. Over recent years around Raglan Street, Sydney Road, The Corso, Herrieth Lane and Central Avenue I am informed that over 130 car spaces have been removed as part of so called 'beautification' programmes. The resulting lack of delivery trucks etc to nearby apartment buildings find it near impossible to park and make deliveries. In the meantime with renovation works being carried out in Sydney Road, Central Avenue and other nearby locations Council is seemingly turning a blind eye to Trade Vehicles working on those site parking all day in loading zones and in no stopping zones thus endangering the safety of pedestrians and other drivers. Reducing access to Whistler Car Park is ridiculous similarly reducing traffic lanes in Belgrave Street and Sydney Road intersection will only lead to traffic congestion and chaos.</p>	<p>Streets as shared spaces consultation comments.</p> <p>The proposed implementation of streets as shared spaces in the centre of Manly is welcome and probably overdue. However any improvement must consider the impacts of both capacity and safety of the wider area.</p> <p>The Pedestrian link between the ferry wharf and the beach is highly used especially on the weekends and during morning and afternoon peaks. There is often conflict between pedestrians and vehicles at both the South Sleigh Corso crossing to the beach and a greater level of conflict at the East Esplanade Corso crossing. The conflict at the East Esplanade and Corso is well known to Council and the Police who from time to time station officers at this location to intercept pedestrians who cross against the red pedestrian lights. Indeed there have been a number of accidents at this location. Pedestrians crossing against the lights or continuing to cross after the red stop is displayed dramatically reduces the actual capacity of this junction to that of the theoretical capacity.</p> <p>Figure 3 of the Arcadis TMAP dated 8th October clearly sets out the scope of the study.</p> <p>Figure 13 sets out the redistribution of flows as a result of the proposed measures and shows the Belgrave Street East Esplanade movement has an increase of 3680.</p> <p>There are a number of concerns with this approach.</p> <ol style="list-style-type: none"> <li>1. Actual conditions vs theoretical conditions The theoretical capacity of the East Esplanade Belgrave Street is not the actual capacity as it is significantly reduced due to pedestrians crossing against the red lights. The Arcadis report makes no account of the actual circumstances. The increased flows in the right turn from Belgrave Street to East Esplanade will result in additional queues in Belgrave Street. This additional congestion will discourage drivers from using Belgrave Street and seek alternative routes as indeed they currently do.</li> <li>2. Wider impacts The scope of the study does not consider the wider impacts. Currently George Street is used as a rat run between Sydney Road and Farlight Street onto West Esplanade that avoids Sydney Road Belgrave Street and Belgrave Street East Esplanade traffic signal controlled junction. Speeds are often in excess of the speed limit on George Street which is confused by what appears to be a non compliant speed sign attached to a power pole. Griffin Street which joins George Street is the signposted pedestrian lane walk way from Sydney Road. Griffin Street is very steep and with no level footway on either side. Pedestrians, prams and mobility impaired individuals have no option but to cross from Griffin Street onto George Street in the vehicular carriage way. Any increase in traffic onto George Street would greatly increase the potential for a serious or worse injury to those that have no option but to use the vehicular carriage way.</li> </ol> <p>The Arcadis report section 2.4.1 states that "These vehicles would be redirected to the main roads". However section 2.8.1 Network Optimisation makes assumptions that may include without any definitive recommendations. Traffic modelling should be undertaken and extended to cover the</p>
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<p>A seemingly forsighted proposal from a business perspective. You are proposing to implement eat a cafe seating in the most bizarre areas, predominantly where the footpaths are already wide and outdoor dining already exists:</p> <ul style="list-style-type: none"> <li>- Western side Darley Road, where the majority of the strip of shops are empty due to a greedy landlord and those that are operating already enjoy prime outdoor seating.</li> <li>- The Corso in front of the largest alignment of outdoors seating already in the area (and infringe of another cafe and bakery both of which are closed)</li> <li>- Whistler St cafe 'parklet' where there are no cafes!</li> </ul> <p>The businesses that would most benefit from outdoor dining are the ones that are currently permitted none at all, with prohibitively narrow footpaths on the northern side of Whistler (JB &amp; Sons, Berkelo, Barefoot, Peanut Butter Jelly etc. etc.). These businesses will now lose half of their passing traffic, see a bottleneck at the dead end, lose ease of access for both customers and delivery drivers and, most importantly, see their direct competitors significantly advantaged with extended outdoor seating.</p> <p>A trial costs so much to implement that it will not be reinstated if the public do not like the new system.</p> <p>The shops will suffer as people can not access the corso and surrounding shops with ease.</p> <p>The traffic will back up and create pollution and cars likely to be on the road for longer.</p> <p>The bikes will be all over the corso and dangerous when people are walking around.</p> <p>More bike parking will ruin the corso.</p> <p>Do not try to fix what is not broken.</p> <p>I object to this new road proposal to close the south bound lane of Darley Rd from Wentworth St to the Corso and the partial road closure of the Corso.</p> <p>I live in Bower St and congestion is noticeable already when we attempt to leave Manly.</p> <p>Closing one of our major exits to provide a bike lane and more cafe seating seems disrespectful to the residents of Manly who live in Bower or Addison or anywhere up that hill.</p> <p>The village is too crowded...so why make it more crowded. Bad idea.</p>	<p>I disagree strongly to the planned trial using bike lanes through the Manly CBD. It is a waste of rate payers' money.</p> <p>I am 76 years old and a resident for many years. I use the 30km/h car spots a lot as it works well for going to the beach or to the shops. I have a car and I don't need to go back to the beach or to the shops. I have a car and I don't need to go back to the beach or to the shops. I have a car and I don't need to go back to the beach or to the shops.</p> <p>You can't be too busy making Whistler Street work. I just want to see those dining tables and a few cars. This is a terrible idea. I am 76 years old and a resident for many years. I use the 30km/h car spots a lot as it works well for going to the beach or to the shops. I have a car and I don't need to go back to the beach or to the shops. I have a car and I don't need to go back to the beach or to the shops.</p> <p>After you have closed off these planned areas, for me to try and get through the CBD to my home I will need to go via South Steyne, which can also be closed off during the year for various local events that are great for the community or try and crawl through West Esplanade and East Esplanade which during certain times of the day during summer is a nightmare.</p> <p>You say it will help local businesses, it may short term and remember we have backed our local businesses during covid, but on speaking to other locals who have similar views to me it will be sending us to Stocklands for one stop shopping and easy parking, so the support from us as local rate paying residents is crazy.</p> <p>I don't think this is a good idea. I don't think it will be freighting up the CBD for the businesses just gridlocking it and using rate money from residents before we could have any say about it, as I am sure the NSW Government funding will not cover all the expenses.</p> <p>I think it could be dangerous for the elderly walking around and who are going to police the area for not following the rules. Crazy cyclists and children without adult supervision.</p> <p>There are already very few traffic options to get to the south of the Corso area for cars. Taking away one of the 3 roads seems very silly and will only increase congestion on the other two options being the beach front and via the wharf side. For anyone that lives on the other side of this it is a terrible decision.</p>
<p>I have been a Manly resident for 25 years, largely on Eastern Hill. Properties on Eastern Hill are highly valued and are therefore likely to be amongst the highest rate paying properties to the Council. Nevertheless, Council seems determined to make Eastern Hill less accessible. The former Manly council proposed traffic changes and one way systems around Darley Rd that were subsequently withdrawn in the face of significant local opposition. Why such opposition should have been so quickly forgotten is beyond me.</p> <p>Manly is now subject to the 30km/h speed limit trial, implemented without community consultation, and based on my conversations with locals, almost universally unpopular. Council's assessment that motorists are travelling at close to 40 on average shows people do not support or subscribe to this ridiculous low limit, which makes a mockery of the evidence from years of safe school zones at a more reasonable 40, at designated periods rather than at the time regardless of traffic of any kind (car, pedestrian or bike) or the true safety issues.</p> <p>Creating a one lane route in the centre of Manly with a speed limit so low cars would be overtaken by bikes, and even kids scooters, is a planner's fantasy rather than a practical outcome. The artist impressions reflect almost Soviet style propaganda, with many cyclists using the new cycle path and only one car using an otherwise empty car lane. The more realistic impression (based on numbers along the beachfront now) would be very few cyclists and bumper to bumper car traffic stopped at pedestrian crossings and crawling barely above walking pace. The pictures also don't show the overflow of cars onto other streets, causing jams at peak times and significant jams whenever there is an event such as the Manly Jazz festival or the food and wine festival with the associated closure of streets and extra cars. No account is taken of how access to Eastern Hill is being threatened once again. The planners should be forced to drive below 10km/h for a period and below 30 for an extended period to see the folly of such low limits.</p> <p>Given the Corso, Wentworth St and Steyne already afford outdoor dining, and both the beach and harbour have safe cycling lanes, it's hard to see any benefit for the long suffering residents of Manly (including those who cycle) and particularly Eastern Hill. Why the council insists on trying to reduce access for Eastern Hill residents again is quite disturbing in a democracy.</p> <p>It is not clear how this connects with the rest of the network. Separate paths are good however.</p> <p>Among other things the consultant report states 'Additionally, around half of the on-street parking on The Corso and Darley Road would be converted to outdoor dining to support local businesses in their recovery from the COVID-19 crisis.'</p>	<p>Why is it only local food related businesses that need support to recover from the COVID 19 crisis, by effectively alienating public space for private use?</p> <p>The 'food business' on the corner of Darley Rd and Wentworth St, along with the former butcher's shop has been closed for several years, well before the so called COVID 19 situation. And the 3 or 4 high circular 'bar' tables now situated in front of the cafe adjacent to the corner ice-cream shop along Darley Rd inhibit the free passage of pedestrians in that area, particularly when crowds wait at the traffic lights.</p>
<p>What controls will the Council have in place to ensure that pedestrian movement is not inhibited by the installation of cafe seating in what is now a footpath or parking spaces. Particularly given an aim of the project is to create a pedestrian friendly environment.</p> <p>Is there an end or review date whereby the businesses will be asked to pay a fee for the public outdoor dining spaces. Managing the expectations of the public and businesses in the project area and elsewhere about when the 'trial' is finished, what is the criteria that determines the success of the 'trial', when is the business deemed not to require support from the Council, etc.</p> <p>I am concerned about accessing Manly by car from Binkley road. Can't really use a bike as I live up a steep hill as do most Manly residents so biking not practical or realistic. Appears that Manly is also losing access to short term parking near the corso and Darley road. Not a plan for residents who actually are the ratepayers! Why can't we have outdoor eating in existing areas eg the corso?</p> <p>Looks like a great deal!</p> <p>Could the council please provide statistics on how many bike riders there are currently and how many they expect in the future. I seem like it is not for residents. How many bike riders use the bike lanes compared to cars. More people can visit or come to Manly in a car or bus. Has this been considered. Most tourists don't arrive on bikes and cars are still required. I can't carry my shopping home on a bike. All to meet a 2038 plan. How much ratepayers money was spent on consultants coming up with this plan?</p> <p>I think it's worth a trial but you need to make it easier for traffic to get in and out of eastern hill on the esplanade. Tourists coming from the ferry can make it impossible to get through the traffic light intersection at the wharf.</p> <p>Apart from problems caused by removing quite a lot of the street parking in these areas of central Manly, and probable delays in vehicle traffic flow, I think that for this whole system to have any chance of working, it will depend on cyclists obeying all the rules. In my experience in Manly over 4 decades, cyclists very rarely obey the rules and frequently behave in a dangerous and inconsiderate manner, causing problems for pedestrians and motorists. No-one will have the time or resources to police the behaviour of the cyclists. so I think these proposed changes may make life in the Manly CBD more uncomfortable and difficult than it is currently.</p> <p>This is the last part of my commute where I run into traffic and would be great for safety as well as activation</p>	

<p>I do not support the Manly shared spaces initiative. As a local person who access shops and businesses in Manly for a variety of good and services daily, the inability to park close to where you need to go is an absolute hindrance and makes accessing businesses in those areas difficult and lengthy. It will certainly have a negative effect on businesses in the area. As a local business owner also, Manly is already hurting from the effects of COVID this year - this simply will make things worse. Furthermore, my children attend St Marys Manly primary school. This proposal will make drop offs and pick ups more difficult and lengthy than they already are. I will have an absolute negative impact on all 300 families attending this school. It appears that this proposal does not take into account the number of locals for whom Manly is NOT a tourist destination, but a place where we work, shop, go to school and obtain services from a range of businesses. This type of initiative severely disadvantages ease and accessibility to this large proportion of our community who already find parking difficult in Manly as it is.</p> <p>We implore council to not implement this strategy for all of these reasons outlined.</p> <p>This is a waste of rate payers' money. There are so many more cars and pedestrians compared to cyclists. Cyclists can still ride on the road. Pedestrians can walk on a footpath. Planter boxes need upkeep. We don't need artwork on the road, the road is for cars and bicycles, it's not there to look pretty. And either way, 10 km/h is too painfully slow for any vehicle, people can't faster than that. A road's purpose is to transport people in or on vehicles from one place to another, quickly and efficiently, keep it that way.</p> <p>Supportive of this - great to have more cycling spaces in and around manly centre and supporting businesses with outdoor cafe space.</p> <p>There should be some details about how bike riders will transition to the bike paths at the points of entry the project areas.</p>	<p>Bike riders ride on the far left side of Darley Rd to the Wentworth St traffic lights where the two way bike path starts on the other side of Wentworth St on the right side of the road. How will bike riders transition across to the opposite side of the road when this means crossing in front of the cars travelling on the right side of the bike riders which will continue to travel north through Darley and then the Corso.</p> <p>It is also unclear how bike riders will then transition back to the left side of the road in Whistler St where the traffic becomes two way again to Sydney Rd given the planned two bike lane is on the right side of the road along the Corso.</p> <p>Great initiative, I completely support this.</p> <p>This is a ridiculous proposal. We live on Wentworth St and see no need nor advantage from this proposal. The reasons put forward are illogical and the same as those used for the 30 km/h speed limits. Worried fine as it was and traffic conditions self regulated speeds. I is crazy to drive the beachfront at 10km at night and have to do 30km when the road is deserted.</p> <p>The bright green is garish and ridiculous. If we must have bicycle paths then make them beautiful the white outline of the arrows and the fact that they are one way paths should be enough - we are here to respect the beauty of Manly not to make it look like an artificial joke of a circus. Early to work please.</p> <p>Just to add to an earlier comment where I said cars don't need to be by the water. So cyclists and pedestrians should have priority access with the latter having the primary access.</p> <p>Fantastic idea!</p> <p>Need more cycle safe areas.</p> <p>Stop parking on all main roads, particularly Sydney &amp; Pittwater Roads to double the amount of traffic lanes. Make the current parking lane a 24/7 bus/bicycle lane.</p> <p>Cars don't need to be down by the water side. So yes, more pedestrians and cycles.</p> <p>I really like this idea. I hope suitable businesses will be able to afford to rent along the area though. It seems so many great spots are empty, some for years. Presumably the rent is prohibitive. It's hard to understand why the rent isn't halved so that instead of two years empty &amp; \$0 income there's some sort of income. Anyway, that bit's not in your control. Great idea otherwise.</p> <p>Another move to make living in Manly's eastern hill difficult. It is already challenging to get in and out on sunny weekends. With only 2 entry options if an accident on one occurs how will residents and emergency vehicles manage. With the esplanade you only need 1 car turning right into wilsons car park, at the ferry terminal and everything completely stops. This is other side of the minority impacting the majority of residents.</p> <p>Bicycle NSW is planning to do this plan to improve the safety and amenity of Manly for bike riding. We've seen that bike parking at the ferry terminal is often overflowing, and we love how many riders of all ages cycle along the foreshore. Travelling by bike also makes it easier for more people to stop and shop locally without the need to carry their parking. Would love to see before and after footfall data for local shops.</p> <p>Finally. This should be implemented all the way from Manly to Harms Farm.</p> <p>Manly is already very pedestrian/cyclist friendly.</p> <p>I'm with this and have adapted to the restrictions such a strategy has necessitated.</p> <p>However, as a resident trying to support local businesses, access to Manly's retail outlets is already tough enough.</p> <p>My concept is a further restriction to support local businesses, access to Manly's retail outlets is already tough enough.</p> <p>The concept is a further restriction to support local businesses, access to Manly's retail outlets is already tough enough.</p> <p>My concept is a further restriction to support local businesses, access to Manly's retail outlets is already tough enough.</p> <p>I suggest that NBO take a step back on this idea to allow costs scrutiny of the costs benefit to local residents, ratepayers and retailers against the marginal benefits for cyclists who want to ride through Manly.</p> <p>Very disappointed that there has been no consideration given to residents accessing the isthmus, Little Manly and Fairy Bower precincts with East Esplanade and South Steyne already extremely congested without yet another route being closed. Also with the loss of short term parking many businesses such as pharmacies, banks, takeaway food will lose business!</p> <p>Cyclists rarely use the cycle path along North Steyne and never use the cycle path on The Crescent/Lauderdale Ave, so why is it thought they will use this cycle path? Why was there no community consultation, is there no thought given to residents??</p> <p>I think that's a terrific idea to open my local road space for cafes &amp; restaurants.</p> <p>I've seen at the Glormore Hotel this work incredibly well in The Rocks recently, where they've been able to create some fantastic al-fresco dining &amp; beer gardens in the road space - creating a jovial, fun atmosphere &amp; much more revenue.</p> <p>This concept has my full support! Thanks to James Griffin MP for sharing.</p> <p>Handicapped parking.</p> <p>It seems from the map that the area for handicapped parking near the entry to Whistler St parking station and the shops at the back of the Corso have been minimised. They are already heavily used and as there is practically no other close spaces in Manly to Corso shops for chemists etc, it would seriously inconvenience my husband's ability to still do some normal daily activities close by as he cannot walk far in one go. So at a minimum the number of spaces there need to be kept and even more spaces around Manly considered. The only other spaces are 2 near the surf club that are always occupied, probably by someone living nearby.</p> <p>We would be grateful to be kept up to date with any discussion/decisions regarding those handicapped spaces.</p>
<p>In the pictures and illustrations there seems to be no curb side parking for customers, delivery vans and trucks or tradesmen who work in the businesses and apartments above. I don't think at this is needed as I haven't heard of alot of accidents between cyclists, cars and pedestrians in those areas of manly. There are already people on bikes everywhere in manly with no issues.</p> <p>This is a bit waste of time, money and space of which Manly already has very little. The amount of cyclists that will use this is opposed to existing traffic is 300 to 1 and you will take this away? Is quite disgusting really.</p> <p>This has got to be one of the most stupid ideas this council has come up with!! Creating a new traffic problem. People already struggle to drive from one side of manly to another and now this.</p> <p>Absolute joke</p> <p>Wow great to see bicycle paths but seriously isn't there enough cafe space already all the way up the current corso so not being used? Pushing car traffic to the wharf and beach front where congestion is already at premium and creating a ring road around the school - not very sensible. Watch the traffic stack turner up Pittwater rd well past Harms farm market every morning - already congested. Has any traffic flow assessment been done? More bike paths yes but we need to keep two way rd and quick short term parking in Manly central. It's not the library car park can handle those lost car Park spaces you plan to replace with street cafe? Seriously terrible idea and waste of money when current paved areas are not being fully utilised.</p>	



<p>I am very much for this. Anything to green up our streets will be better for the Community and make it a much more vibrant place for people to experience.</p> <p>Manly has a strong connection with environment and this in my opinion should be a key consideration to design.</p> <p>Please find a link for you viewing pleasure.</p> <p><a href="https://vimeo.com/188308733?ref=share">https://vimeo.com/188308733?ref=share</a></p> <p>Green Capital - Cross River Partnership This is "Green Capital - Cross River Partnership" by Streamstay on Vimeo, the home for high quality videos and the people who love them. vimeo.com</p> <p>At what point will electric skateboards and scooters be considered alternative transport? As a cafe owner on Darley rd for the past 10 years I see no benefit to the changes. Not only are we losing valuable parking spaces for customers and mums to grab coffees, we are losing those that would normally turn off Pittwater RD. On top of this a 2 week closure of the road combined with Covid and no tourists will be devastating for our business. THREE BEANS</p> <p>I saw NO NO NO</p> <p>NO NO NO. TERRIBLE. DEAD. AWFUL.</p> <p>NO ONE ASKED FOR THIS.</p> <p>There are already plenty of cycle paths in Manly already including the beach front. This is totally unnecessary and unwanted.</p> <p>There is no problem with the current roads (other than the 30kmh limit which is also stupid and unnecessary). You are going to make problems by doing this stupid project.</p> <p>Stop wasting time and taxpayer money on stupid, unwanted projects that create problems. Try solving problems like homelessness or overflowing bins.</p> <p>Terrible idea. Waste of our money. Stop trying to make Manly "cool" and "hipster". Just do what the residents ask for i.e. NOT THIS BECAUSE NO ONE ASKED FOR IT.</p> <p>Solve problems, stop creating them.</p> <p>From experience, jazz festivals/food and wine festivals show how bad traffic flow becomes particularly before Eastern Hill once the council starts closing roads and redirecting traffic. This is an awful idea and I haven't heard one person who thinks otherwise. Even myself, a cyclist who has no problem cycling around Manly with the current road and traffic flow.</p> <p>Terrible idea. Don't do it. WASTE OF MONEY, WASTE OF TIME, WASTE OF RESOURCES.</p> <p>SOLVE EXISTING PROBLEMS, STOP MAKING NEW ONES!!!</p> <p>I am very unsure about this plan.</p> <p>The Corso will still be used as a fast bike track!!</p> <p>Pedestrians will be in danger of getting run over by bikes and cars when the bike tracks go in.</p> <p>In my opinion.....bike riders all over Sydney.....always get priority. Look at all the bike racks installed around the wharf area!!! Hardly used.....the fences HAND RAILS trees and poles are used instead!!!</p> <p>Yes, yes, yes. Been waiting for these initiatives for more than 20 years</p> <p>thank you</p> <p>Very much against the proposals as it forces all vehicles to go down Raglan St and past the school to the beach which is already near impossible to do a right turn. Traffic chaos is the only outcome of it all. Please rethink.</p> <p>As an older member of the community, I am disturbed that you are taking away all parking from the harbour end of the Corso. I, and many others, rely on the proximity of that parking to access shops and banks. You seem to be planning a single lane for traffic. How will that work? I further comment that the pedestrian / bicycle mix could be a recipe for pedestrian disaster. My experience is that bike riders are the most arrogant, self centred and dangerous people on the road. They never look out for anyone on the road which includes pedestrians. Before you give them MORE opportunity to injure or worse, at least subject them to a speed limit and the other rules that people on the road must observe. They should also be made to pay for the privileges they are taking away from those who DO pay for the privilege of road use.</p> <p>I think it's a grave mistake to only allow for one way traffic on Darney Road. It will add significant pressure to the esplanade and beachfront which are already overloaded in peak periods i.e. summer. I don't feel as though there has been proper consultation with long term residents of the area for appropriate feedback.</p> <p>There are parking issues already, I don't see how taking parking spots away helps.</p> <p>The minority can walk and bike around Manly. The majority drive to Manly how will this help?</p> <p>There is a school at one end of Whistler St that will be affected at school pick up time I would think. It restricts traffic flow.</p> <p>I think this is a really silly idea. don't think the council should do it.</p> <p>Although I love the idea of more bike friendly spaces in Manly I have many reservations (as I'm sure many others do) about the closing in one direction of one of only 3 roads off the Eastern Hill and access to the school particularly. I have children at the school and we try to cycle as much as possible but this is not always possible and pick up and drop off the traffic around the school can be very heavy. I understand that it has been reported that this street is under utilised - I find this hard to believe but the truth is the most frequent users of this street are indeed locals as we know it is often the quickest way out. I also do not feel that more on street cafe seating is required in Manly. The Corso could be made much better use of on this front and then there is Market Lane, Sydney Rd, North and South Steyne and Short Street.</p> <p>A good plan - this will make commuting through the Manly CBD easier and safer for cyclists and encourage local people to use bikes for transport.</p> <p>This is ridiculous. Traffic to get from one side of Manly to the other (about 1km) can take 25 minutes on a busy weekend. This will make things worse. The people who come up with this obviously aren't locals and don't understand the issues.</p> <p>I love the idea, but it's not practical in Manly. The population swells so dramatically in due to tourism, especially in the summer months and over the holidays, that traffic will be unbearable. As a resident of Darney Road, I always make plans to escape Manly in January anyway due to the congestion. The roads and infrastructure in Manly is already ill equipped to hold that quantity of visitors, let alone by shrinking the capacity through implementing this new concept. The only way something like this would be feasible, is if the local government worked towards a banning cars in Manly downtown area and make it a walking/biking only region.</p> <p>This looks great and I'm really looking forward to seeing how the project evolves (and hopefully spreads to other parts of Manly!). It would be good to extend the protected cycle lane along Darney Road to the protected cycle lane along Victoria Parade. I know this means losing a few more parking spaces by the school but be brave!</p>
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As a resident of the Eastern Hill, I have significant concerns that the proposal will cause traffic issues accessing my home given one way access through the town centre along Darley Road. Retaining only 2 routes of access is not sufficient. I'm also concerned about a further reduction in parking in the town centre, in an area where it is already challenging to park; it is not practical for residents of the Eastern Hill to walk back from the town centre with heavy groceries.	I'm concerned that this proposal and the new 30km speed limit have been rushed through without appropriate levels of community consultation and consideration of the needs of local residents rather than visitors. I would like to see more active engagement of local residents before the proposal goes ahead - like 02 consultation in the Eastern Hill area.
I think this is a fantastic step towards making Manly more people friendly and less car-centric. I can imagine this will be fantastic for school runs. I can't wait to see how this is extended for commuters going to the ferry and extending out past Harris Farm...	Very happy to have this initiative, sharing the roads in Manly, hopefully reducing the numbers of cars. However, I've had a few encounters with cyclists who just go from the road onto FOOTPATH with disregard for pedestrians. At the bottom of Raglan Street, where there is already a generous bike lane, you often have to make room for cyclists who prefer the footpath! I wish something was done to make sure families and elderly could walk on footpath without the danger that a few cyclists create. Have mentioned it to a ranger who told me it wasn't this problem.
Regards	Marina Grant (Cyclist)
I strongly oppose this proposal as it will further congest Southbound traffic for those who live South of the Corso.	I do not believe we need priority for cycles as there really are not that many of them.
Also this need for extra seating for cafes is questionable!	It is already a nightmare for cars driving home to the Eastern Hill.
The bicycle plan doesn't make much sense. I ride down Kangaroo lane into Manly all the time. Kangaroo lane is quite safe but once you get to the intersection at Raglan St you compete with cars. I welcome the changes along the first section of Belgrave but why does that not continue straight down Belgrave to the wharf where most riders are going? It doesn't seem like the route designed will be well utilised as most people want to get to the wharf to get the ferry to work. Btw the new stacked bike racks at the wharf are a disaster and have led to many damaged bicycles! There should be a cycle lane straight down Belgrave with care ensured that cyclists are not sharing that lane with Buses.	Is this a joke?
It is nearly impossible to move around the CBD already and anyone thinking of heading to Eastern Hill should now dump their cars and just leg it? What on earth are you thinking???	Seriously, to whom is this feasible given the alternate routes that YOU have already made painfully slow and clogged over the last 20 years.... no problem with 30 km/h but take a look at the backlog and time wasted idling burning fuel since this was MPOSED.
Have a look, maybe take a drive???	This is a look, maybe take a drive???
This is only the worst idea this well and truly overfunded and constantly under delivering Northern Beaches Council has wasted our time and money even contemplating.	I labelled your idea 'wasting OUR MONEY' on such a ridiculous plan, utterly inept and I believe heads should roll on such a disastrous idea... PATHETIC.
Laughable to point out and more than ridiculous that you are considering such a proposal.	The main concern regarding this project is the issues with traffic flow I may cause. In peak summer Manly may become unbearable for locals trying to drive through.
Concerns regarding school pickup for St Marys Catholic School Manly each day from 2:30-3:30pm and access for parents along Whistler St towards the school. Limited access from Whistler St will place more pressure on already congested school traffic from Belgrave St into Raglan St and from East Esplanade into Raglan St.	Could I please request extended consultation period with particular attention to the school pick up zones of St Mary's and Manly Village Public School.
I indicated in the work you're proposing on the road? Do you have examples of what it will look like if it is actually going to look the same as the illustrative map in that it's pink and ambiguous council art work?	Absolutely no concern of this nature.
Congrats to all involved in the plan. I have just 3 other words.	Fabulous - overdue - implement!
NOISE: My major concern is the noise level that will be generated especially on the Darley road section. Presently the Pizza eatery, DV/ta, is extremely LOUD after around 7pm due to patrons consuming too much alcohol. More people equals more noise. Has a study been conducted regarding the noise of more cafes outside a residential area? It's bad enough at the moment. No one wants even more alcohol fuelled noise. By 8-10pm it is even louder.	TRAFFIC: The traffic going up to Eastern Hill is diluted by 2 routes, Belgrave St and Darley road via the Corso and East Esplanade. The proposal will funnel ALL traffic onto East Esplanade. The congestion is bad presently especially at weekends. What plans are in place to avoid this new congestion?
I don't think this is a good idea.	It looks like a white elephant to me.
As an owner of commercial premises in Balgownie & walk quite regularly around the area the most frustrating aspect of shared paths is the lack of acknowledged by bike riders that they should use a bell when approaching at speed.	Rangers should be empowered to stop & fine riders who do not warn walkers of their approach.
It should be mandatory to have bells on all cycles.	It is never safe for pedestrians to share footpaths with cyclists. These spaces are a source of danger to your children and to the elderly unless bad behaviour by cyclists is constantly monitored and policed. Will council provide Rangers to constantly patrol these new danger zones? I think not. An existing example is the narrow path next to Manly Art Gallery and Museum parallel to West Esplanade. Most cyclists ignore dismount signs at both ends of this path and ride up or down often at speed. I use this path daily and have never seen a Council ranger stopping riders. Pedestrian safety is also ignored by cyclists at the end of the Corso and on the Wharf.
Council needs to be held responsible wherever it creates a hazard and then ignores enforcing safety rules.	Great ideas and plans. I fully support your initiative. I REALLY like the way Sydney City Council and NBS is closing off parts of streets and modifying business consents to allow restaurants and cafes to spill tables and seating out into the street to maximise social distancing and increase their patronage area to allow them not to struggle so much to make a quid. These COVID tough times need to be alleviated in as many ways as possible and plans like yours above are just perfect for now and the future.
Very interesting.	Is this seen as an 'end game' or a step in a bigger picture? For example - closing Wentworth St out to E Esplanade?
0 km zone, how will this be monitored or controlled. I suspect cycle riders can easily exceed this.	It would be extended along the Esplanade please!
I am not sure if this is a great idea, as it will choke off car access to the Eastern Hill. I ride my bicycle in Manly daily when I am in town, and do not find any difficulty coming down Kangaroo Lane, then across the oval, or down to the surf via Raglan St. I own a property on the E. Hill, and cannot see much benefit in this idea for car owners, my tenants, HOMEVER I do appreciate efforts being made to improve the situation for cyclists.	You are removing many parking spots that locals use multiple times each day to support the local businesses. This is very unfair to both the residents and local business. Your plans will be detrimental to many of the shops on this strip.
You are also removing an access road to the Eastern Hill, creating even more traffic chaos.	We have enough bike paths within and around Manly. Think About the residents and business for a change. This is a ridiculous plan!
This is a preposterous idea and a total inconvenience to Manly residents and ratepayers. Who cooked up such a ridiculous idea? There has been no widespread advice or canvassing of this proposal. We have already seen the fiasco of the closure of Sydney Rd and the dangerous dead end in Central Avenue. The whole traffic flow in Manly is being compromised by little used bike tracks. When is there going to be some thought for easy access to residents and business people? Council needs to stop its disregard for people and endangering in wacky fancies.	Sounds like a good idea but in all the places that instigate these - cycle ways are more dangerous than cars for pedestrians as they go very fast and take precedence - I've nearly been mown down on well more than one occasion. I think all these streets move slowly enough in Manly and that a lot of people walk on Manly anyway. I ride a bike around and don't feel under pressure in these roads. I don't think it's necessary - sorry I know it's a bit of a high commiseration but it's not really a high commiseration.
This will make cycling into Manly so much safer and so much easier. I use this route several times a week and it includes the most challenging section of my cycle. Thank you so much! Please also consider extending further throughout Manly.	

I am appalled that once again those with a disability, aged, infirm or simply unable to ride a bicycle have had their needs completely ignored by this plan. My daughter has cerebral palsy and can neither drive nor ride a bicycle. We live on a hill, and so cycling anywhere for me would be tricky riding down, and impossible to ride up unless you have an electric bike, which is expensive, and as my daughter can't ride anyway - not practical. Her only option if I can't drive her, is to simply walk, which on some days, she can't, I am a cancer survivor and to have to carry the groceries and help my daughter back to the car park is more difficult these days, so what these arrangements will mean for us is also to shop elsewhere. Many older people do not have the money to eat out in the cafes regularly, or buy boutique active wear aimed at younger people with greater disposable incomes. We use the library but if we can't park in the open area or the ground floor Whistler Street car park, we drive to the mall. The upper floors are too difficult to manage for my daughter on a bad day. I'm sure the cafes will be paid of the extra space assuming that they can afford to pay council for the extra space, but for many of us who live here - my family has been here 5 generations! Manly's latest updates only seem to be interested in visitor amenities, and young urbanites. I will also make St Mary's school drop off and pick up plus mass parking access busier. Having to walk or cycle can be wonderful in the fine weather, but on days like today, it is simply not practical.	
NO NO and NO!!! I STRONGLY OBJECT AND WILL VEHEMENTLY PROTEST AGAINST THIS PLAN I spent 80% of my time on my bike when accessing Manly, as do my children. So can justifiably comment that this is absolutely unnecessary!! There is plenty of access provided via the beach and Kogarah lane as stands. We need to be able to access Manly Corso BY CAR WHEN REQUIRED this is our local shopping community, where we bank, visit the chemist, grocery shop, visit the newspaper, exercise centres and most importantly, TRANSPORT OUR CHILDREN TO and FROM SCHOOL. Both in the morning, in the afternoon and throughout the day when attending school events. This is already a fraught experience due to access and one way streets and will now be complicated even further. This affects over 1200 students in the immediate area at Manly Village and St Mary's. Aside from our situation, have you considered the effect to the many elderly who will be unable to access their local community shopping centre without extended waiting distances and excessive time spent loading parking? Additionally Manly Lawn tennis is a thriving tennis and recreation centre used by many families within the community and out and should be maintained and support.	
Please provide DETAILED information regarding the process for decision making including timelines.	
The current time line for a permanent implementation that has such a significant impact on the Manly community is unacceptable.	
What a waste of money on pavement street art. Why?	
Restricting Belgrave street to one lane heading towards the wharf is insane. Many locals come down Reglan Street and turn right to pick up and drop off at the wharf. You will just make things more unpleasant for us.	
Please don't follow in Clover More's footsteps and make changes because of a minority. Bicycles are well served already.	
I support the concept.	
BUT I recommend that a separated bicycle path be provided on each side of the street, travelling in the correct direction - as is done in Denmark.	
Reason: to avoid the type of contra-flow lanes being proposed - as they are problematic at intersections, or where cyclists re-enter traffic from the 'wrong' direction, catching motorists and pedestrians by surprise (which is never a good thing for anyone). It's worth investigating (even though I know you won't) - but if you did, you just may find that it doesn't take up any additional road space, or cost any additional parking spaces (which I appreciate is the difficult political balancing act when introducing bike lanes).	
Otherwise, it's a good step forwards.	
Dear Sir's, As a resident of Manly I am totally opposed to this project pandering to cyclists going ahead. Traffic into and out of Manly is difficult at the best of times and to close off half of the Corso just to allow cyclists free reign will only make matters worse. Council rangers can not even control the cyclists tearing around the Corso now and this proposal will only make matters worse and, in my humble opinion, will result in accidents with bike riders colliding with pedestrians. Surely there are enough bike racks around Manly to satisfy current demand but if more bike racks are required it would be cheaper to install more. Further more, as a partially disabled pedestrian these proposed changes will necessitate my having to shop at Warringan Mall instead of our local shops.	
Not enough people cycle in Manly to implement this. They did it in the city at around Hyde Park. You barely see cyclists on it and it took away so much parking. Manly is a major tourism destination... who cycles to Manly... I live in Wentworth Street... not seen more than 5 bicycles using the new lane. Yes we need more outside entertaining areas like the Botanist and Cross West money urgently needs to spend upgrading the Corso, the umbrellas outside west end cafe are a disgrace... wake up and put money where it should be spent... not worrying about cyclists who have the beachfront anyway. Overall look like a good solution to some difficult challenges. I am a frequent bike rider around Manly and at times the cars are scary. This plan might persuade my wife to ride too.	
I hope there will be a speed limit for the bikes especially the electric driven ones	
The complete lack of adequate car parking in the local area surely should be a higher priority prior to putting forward a utopian vision of what should one day be a reality. Bike use along these paths doesn't exist - it won't exist. Get vehicle access correct first then worry about a fantasy bike world.	
An excellent initiative that will be very popular with local bike riders.	
The design concept looks amazing.	
What about public toilets?	
With more people walking and riding through Manly. The Corso is sadly lacking in toilet facilities.	
I find this proposal incredibly concerning considering the impact on the businesses in the harbour end of the Corso. As locals we are regular patrons of a number of the businesses in that immediate area and more often than not we are able to get a park which enables us to do our shopping quickly and efficiently thereby avoiding a trip to the mall. The car park in Whistler St will be under additional pressure and it's already a difficult parking station. The car park in Wentworth St will be further impacted, especially in summer. I fail to understand the reason for this proposal it would appear to only benefit cyclists and for a short distance at that. Are the cyclists going to ride into Manly and do their weekly shop at Coles? I don't think so.	
Why are the minority the cyclists getting a disproportionate advantage over locals and those businesses? Another not very well thought idea which favours ideology over practicality.	
I am a regular cyclist and use the Northern Beaches blue trails and joint paths a great deal. They are all great, but running a bike path through the Corso seems unnecessary as riders seem careful to avoid pedestrians. It would also be unsightly. Also, running a bike path on Whistler presumably makes it one way which could cause major traffic issues elsewhere. That said, I think all of Manly centre should be a pedestrian precinct and force visitors to use car parks.	
We are residents of George St and are concerned that the closure of east bound through traffic from Sydney Road will result in a significant increase in through traffic along George St. This is a significant oversight on the traffic movement map as George St is already a common rat run to the wharf and eastern hill and traffic is frequently backed up along East Esplanade up to F Alington St as a result. George St is very narrow and pedestrians are required to walk on the road at Griffin St and to cross onto George St. How does Northern Beaches Council propose to address this issue given George St is not suited to additional traffic?	
Very good. Like what is happening.	
The more safe cycle routes the better. However, I believe there needs to be a clear segregation between cyclists and pedestrians as some cyclists are not pedestrian friendly.	
The planers should have an automatic labour saving migration system.	
More outside eating (European style) in the Corso would create an exciting new vibe too	
Regarding Manly Corso, bike riders are discourteous to cars on the road if they have the mindset that drivers should give way to them. So you can't expect bike riders to be courteous to pedestrians in the Corso. This initiative will ruin the Corso for pedestrians. It should stay as a pedestrian plaza for the enjoyment of the large crowds of pedestrians who use it, especially those who disembark from ferries. Inevitably there will be conflicts.	
As a non-vehicle owning Manly resident, I have no strong feelings towards this project. I like the idea of more walkable and bike friendly areas but I have never thought about needing it where you're proposing. I don't have much stake in what happens because I don't drive but if the drivers are more opposed to the removing of the streets then I'm fine with that.	
Best	

**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** Streets as Shared Spaces - Serious Concerns Re Proposal  
**Date:** Monday, 19 October 2020 5:34:45 PM

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Hello,

I have just had a quick look at the Streets as Shared Spaces Plan. While it looks lovely, and would be lovely, I'm concerned that the data supporting this plan is fundamentally flawed. At best, it will increase summer gridlock. At worst, it could endanger the lives of Eastern Hill residents (approximately 6,000 people).

My concerns are as follows:

Traffic data from one week does not reflect peak summer traffic in Manly. The maximum temperature that weekend was 28 degrees. Further, in early February, many families are focussed on returning to school routine not being out and about.

There is no explanation of the assumption that only 9% of traffic occurs at "peak hour"? Can this assumption be backed up with data? In my experience as a resident most weekend traffic on a summers day is from late morning to early afternoon.

The study does not correlate with reported drops in the use of NSW public transport due to Covid. Has there been consideration that more people may visit Manly by private car due to Covid?

Carparks in Manly have frequently been full in summer for many years. The model looks at cars coming into Manly, but does not overtly address cars driving around Manly looking to park? There is no mention of the potential impact of blocking the primary route between the two Council car parks.

There does not seem to have been consultation about how locals already access central Manly? In my experience, most locals within walking or riding distance ALREADY use active transport due to frustrations with parking in Manly. Have studies been conducted on the likely increase in active transport due to Covid?

The assumptions of the traffic routes into Manly do not correlate with the most commonly used mapping services. For example, inputting directions to "Manly" into Google Maps, or Apple Maps, gives a route down Sydney Road, along Whistler St, and down the Corso. This primary access route for visitors will be blocked off, pushing many visitors onto the main access route used by both locals and emergency services.

Traffic flows will increase through the already busy crossing at the Wharf, where pedestrians frequently ignore signals. In summer, cars can often not get through the lights as pedestrians continue to cross on the "Red Man". Vehicle numbers alone do not account for traffic progress.

I could not ascertain from the study if road capacity assumptions are for the new 30km per hour speed limits?

The study does not factor in proposals that will result in increased traffic to the Eastern Hill - i.e. additional parking planned at North Head, Sculpture Events at Quarantine Station and the refurbished Manly hospital site.

As a resident of the Eastern Hill, I already try not to leave Manly on a sunny summers day, as the traffic around the Wharf Area is often already gridlocked.

On several occasions, traffic has banked up as far as St Paul's school at the top of Darley Road with lengthy delays. Super traffic events I have experienced include:

A gas-leak near the Wharf, police diverted traffic through the Corso.

Emergency vehicles were responding to incidents at the Wharf.

Sudden thunderstorms; causing visitors to depart the beach all at once, slowing traffic in all directions.

A fire on Darley Road, all traffic diverted up Osborne Road causing long tailbacks.

Australia Day, when we hear 80,000 people visited Manly via ferry.

There is also no mention of events causing South Steyne or East Esplanade to be closed for events (Manly Wine, Manly Jazz, New Years Eve celebration).

There is no mention of consultation with Emergency Services about the impact of this proposal.

Gridlock and limited access is a serious safety risk to residents of the Eastern Hill. Should a fire, such as that on Saturday the 17th of October, happen on a peak day during summer, with one of the three access routes removed, the results could be catastrophic.

I ask for new modelling that reflects peak summer traffic flows, taking into account the points raised above. That there is additional data regarding how residents presently access Manly (i.e. if most people already walk or cycle to Manly, does this add real value)?

That emergency vehicle response time to the Eastern Hill during peak times is modelled and communicated via mail to all residents of the Eastern Hill.

That this project not go ahead until it has been cleared by Emergency Services.

In summary, I'm incredibly concerned this proposal causes significant risk to the residents of the Eastern Hill that far outweighs the benefits of some outdoor dining spaces. As a resident, I would like to know who is taking the ultimate responsibility for this project.

Kind regards





**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** proposed traffic plan  
**Date:** Thursday, 22 October 2020 1:00:42 PM

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These are my thoughts. I would like to receive an acknowledgement please.

I am a [REDACTED] year old resident rate payer, living in [REDACTED] I have mobility problems which makes walking to the Corso for shopping and carrying bags back to my home an impossibility. I am reliant on my car for this activity.

This proposed plan favours cyclists and pedestrians and ignores the needs of others. These other residents pay rates so their needs should not be dismissed. It is most unfair.

I object to all the changes, specifically:

- Loss of half of the short stay parking on the Corso, which means locals who want a quick stop will miss out. This includes mothers picking up children from school.
- The plan to convert the Corso and Darley Rd to one way traffic. I cannot see why this is necessary in Darley Rd. Can you explain please.
- There will be loss of four street parking spots in Cliff St due to pedestrian refuges being planned on Cliff St. How many people objected to this proposal when it was proposed earlier in the year? I objected as it was "over kill" – there is not a stream of traffic on Cliff St at any time of the day.

I am disgusted that there was no community consultation for these major changes. Further more you invite submissions but then say that because a grant has been received no major changes can be permitted, only tweaks to the proposed plan will be OK. This is completely undemocratic as residents are prevented from giving an unfettered say on the matter.

These changes favour the fit and visitors to Manly. There are many senior citizens here whose rates supports the infrastructure. Who exactly thought up these proposed changes? Why did they not carry out consultation with the community?

Sincerely

[REDACTED]



From: [ElectorateOffice Manly](#)  
To: [Liz Reeves](#)  
Subject: FW: SIGNIFICANT RISK TO LIFE - MANLY STREETS AS SHARED SPACES PLAN  
Date: Monday, 26 October 2020 12:13:41 PM

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Hi Liz,  
James has asked me to share with you as an FYI – no direct response to our office required.  
We are directing people to submit their feedback via the Council website.  
Dan

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From: [REDACTED]  
Sent: Sunday, 25 October 2020 10:41 AM  
To: ElectorateOffice Manly <[ElectorateOffice.Manly@parliament.nsw.gov.au](mailto:ElectorateOffice.Manly@parliament.nsw.gov.au)>  
Subject: Fwd: SIGNIFICANT RISK TO LIFE - MANLY STREETS AS SHARED SPACES PLAN

Dear James,  
I'm writing to you about the Streets as Shared Spaces Plan for Manly.  
While it seems a lovely idea, it is poorly researched.  
I am a fellow Eastern Hill resident, but one with children with a rare and serious  
Neurological condition. To me, this proposal is very serious indeed.  
Please find attached my submission below.  
I do hope that you will work on behalf of local residents to ensure this does not go ahead.  
Kind regards  
[REDACTED]

Begin forwarded message:

From: [REDACTED]  
Subject: **SIGNIFICANT RISK TO LIFE - MANLY STREETS AS SHARED SPACES PLAN**  
Date: 25 October 2020 at 10:33:43 am AEDT  
To: [PublicSpace@planning.nsw.gov.au](mailto:PublicSpace@planning.nsw.gov.au)

Hello,  
I'm writing to inform you that the Northern Beaches Council's "Streets as Shared Spaces" plan for Manly creates **SIGNIFICANT RISK TO LIFE**.  
If works go ahead, and a serious incident occurs, I will make this submission available in Court.

The Transport Management Plan supporting this proposal assumes there is EXCESS road capacity in Manly at weekends. Anyone who has driven through Manly on a summer weekend can attest this is NOT accurate.  
Underlying data used is from on an atypical week which began with 163 mm of rain in a single day with localised flooding. More accurate traffic data can and should be, obtained from Google or Apple, who I understand retain traffic history data.

The plan effectively closes one of three access roads to a peninsula.  
Additional traffic is to be routed through an existing bottleneck by Manly Wharf, through a crossing where thousand(s) of people cross every hour at peak times. My estimate of pedestrian numbers based on two Manly ferries per hour (capacity 600+), several Fast Ferries as well as passengers from the Bus interchange, also at the Wharf.

As a mother of children with serious health issues, I must stand up for residents and users of this area who have **NOT BEEN NOTIFIED** this is about to happen. After unsuccessfully trying to contact our local Ambulance station to find out how this plan would impact their response times, I phoned



Northern Beaches Police Area Command. The officer I spoke to was unaware of the project. So I called Fairlight Fire Station, who were also unaware of the plan.

Your department may not be aware, but on the wrong side of this bottleneck are the following.

- Approximately 6,000 residents (per the last Census).
- Medical facilities including Manly Waters Private Hospital, Bear Cottage Hospice, and several local medical practices. Further, the old Manly Hospital site is currently under transformation to become a Health and Wellness Centre. This centre is to include a second Hospice for young adults, Aged Care facilities, as well as other medical facilities.
- Three schools, Manly Village Public School (600+ students), St Paul's School, Royal Far West School.
- ICMS University
- Sydney Harbour National Park - North Head, which has seen two significant fires in recent months and is also a known suicide hotspot.
- Recreational areas including six beaches - Little Manly, Collins Flat, Store, Quarantine, Shelly and South Steyne. A favoured surf break "Dead Mans". Cabbage Tree Bay Marine Reserve which is popular with divers, snorkelers and is also heavily used each morning by the Bold and Beautiful Swim Club (several hundred swimmers on a lovely weekend). Manly Life Saving Club. Three boating Clubs - Manly Yacht Club (and Manly Sailing School), Manly Launch Club and Manly 16 foot Skiff Club (whose members tow their boats along East Esplanade and rig in East Esplanade Park due to inadequate storage at the Club).
- Two large hotels - The Sebel Manly Beach and Quarantine Station
- Loading bays for many businesses in the centre of Manly, including three Supermarkets (two Coles and one Aldi)
- A major public transport interchange (bus stands A, B, C and D)
- North Head Wastewater Sewerage Plant

East Esplanade is frequently interrupted by Emergency Services vehicles responding to incidents at the Wharf. East Esplanade has been closed several times in the past, including a closure exceeding 14 hours for a Gas Leak in November 2013. At the time a Jemena spokesman referred to the "complicated gas system" outside the Wharf.  
<https://www.dailytelegraph.com.au/newslocal/manly-daily/gas-leak-shuts-manly-streets/news-story/d96dc737746873fee35eb379bef30e6b>. I believe the lack of alternate routes created this plan may also impact other utility providers assets in the area.

Further to the above, the plan risks further isolating 14.7% of the local population who are over 65 (per the last Census). The hilly local topography prevents many over 65s being able to walk or ride into or through the town centre.

Manly is blessed with wide streets, many of which have already been pedestrianised (see Google Maps). A bike path could be put down the already widened (and mostly empty) footpath on Raglan Street without impacting access to the Eastern Hill and North Head.

A pedestrian underpass from the Wharf to the Corso would be a welcome addition to safety and amenity in Manly.

However, blocking streets to cars will at best increase congestion and at worst risk lives and property.

This plan creates a significant legal liability to both the Council and Government.

Kind regards



From: [REDACTED]  
Subject: Manly Traffic Plan  
Date: Monday, 26 October 2020 5:12:11 PM  
Attachments: [REDACTED].pdf

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Hi,

As a response to the suggested plan. Given that I have a civic landscape understanding and developed such plans for councils. I feel my comments have some understanding of the objectives NBC are trying to achieve.

However, this plan will sound fine in concept but will annoy most residents, me included by the exclusion of short term temporary visits to Manly's CBD. The fact you have eliminated 50 car spaces (shoulder to kerb). Means that temporary visits for residents to buy bread, a takeaway coffee, visit a chemist or bank atm will now become too hard and the local traders will lose there Monday to Friday business to a cycleway and for car access to a parking station which adds a level of inconvenience.

I support the concept of cycleways as a way of the future but this design fails on the now issues and given the plight of cars is rapidly changing into other styles of transport perhaps this plan is best reviewed.

The wharf is the significant transport node for bikes. Transport to and from the beach are the most common uses. Darley Street and Whistler streets are not common for bike transport in the CBD area. But they are common access-ways for resident car/motorbike and delivery. I fear your urban planners have not done enough community engagement to understand the problems they are creating.

Feel free to engage with me for a more enriched view of how the CBD area of Manly operates throughout the day.

[REDACTED]

[REDACTED]

Director

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** FW: Bike path, manly corso - Street Scape project OBJECTION  
**Date:** Tuesday, 27 October 2020 12:05:02 PM  
**Importance:** High

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**From:** [REDACTED]  
**Sent:** Tuesday, 27 October 2020 11:52 AM  
**To:** [REDACTED]  
**Subject:** FW: Bike path, manly corso - Street Scape project OBJECTION  
**Importance:** High

Hi Ray

I am **writing to object to both the merit of the Shared Street Scape project and the execution of the project**, specifically the timeline to implementation and communication of both the project itself, implementation schedule and the general intent.

The planned Shared Street Scape for Manly Corso will reduce traffic to single lane one way access and remove all parking to be replaced with an expansive 2 way bike path, planter boxes and café seating.

[https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.nthbch-yoursay.files/7616/0264/5376/Low\\_res\\_Manly\\_Illustrative\\_Map\\_Overall\\_-\\_Streets\\_as\\_Shared\\_Spaces.pdf](https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.nthbch-yoursay.files/7616/0264/5376/Low_res_Manly_Illustrative_Map_Overall_-_Streets_as_Shared_Spaces.pdf)

**Oct 8** The 'Final Plan with Maps' was only completed and delivered to the Traffic Network team on **3 weeks ago**.

**Oct 16** was the first date the information was 'published' for the public I am informed by the Acting Manager of the Traffic Network Michelle Carter. **2 weeks ago**. Looking back on the last 2 weeks newsletters I am unable to find a direct reference to the project on the newsletter page.

**Oct 26** The project is referred to directly in the newsletter as the last item on a long communication **YESTERDAY – council meeting is today I have until 12pm to request to speak**

**15 Nov** date scheduled to begin works for implementation **in two weeks**

**1 Dec** Implementation completed and project underway **in 4 weeks**

This is a significant community project that has extensive implications for the local community, business and services. It was not listed, presented or been discussed on previous General Council Meetings. Neither of the school principals in manly centre, responsible for 1200 students, have been directly made aware of the project, nor have local businesses and services or the Manly Councillors themselves. **The project is not listed on the Council Agenda today either.**

**The handling of this project and its implementation is entirely unacceptable and irresponsible, the obvious intent of the timeline is to limit community engagement, and push the project through without community consent and complete disregard and contempt for the local community I would suggest it is borderline unlawful.**

I demand that the project be suspended until proper community consultation has occurred.  
Should the community vote in favour of the project proper notice for preparation to  
implement would then need to be provided.

As I understand funding has come through state government via James Griffith for the project devised by his mother Cathy a vocal member of the Greens. As I understand it has been without formal council resolution under state government legislation. Again and with limited knowledge, I would suggest unlawful. I intend to peruse this matter and the handling of this community project.

Please confirm the matter will be added to tonight's Council Meeting agenda. If it can not be that it will be postponed until it is presented in accordance with local and state guidelines.

Kind regards

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]

### Comments on the Active Manly – Major Traffic Changes

#### Darley Road – Manly Street Shared Spaces

Whilst I appreciate the need for improvement for cyclists and pedestrian access, I believe the current proposal has a number of major issues and concerns that are not well considered, as follows:

- The access to the Eastern Hill has significant problems already particularly in peak times and summer.
- By making this one way this problem will be exasperated
- Restricting to the one way of Darley Rd and the Corso may have safety issues for fire/ambulance access.
- I believe Manly Businesses will suffer with the reduced parking in Darley Road and the Corso – there are many local residents that use the parking to do quick shopping (papers/coffee/milk/bank etc) rather than the major car parks such as Wentworth and Whistler St. Locals may go elsewhere and many shops will become vacant – there are already many closed shops in Manly already. Surely the Council should be encouraging shopping locally.
- Has the proposal considered the impact for school drop off and pick up?
- Should this proceed, I demand a commitment from the Council that all beachfront events where roads are closed such as the Jazz and Wine festivals be relocated from the South Steyne to another area as there would be only one access to the Eastern Hill being Belgrave St and East Esplanade (Wharf Intersection)
- This intersection (Belgrave and Eastern Esplanade – Wharf Intersection) is already very busy with both vehicles and pedestrians – increase this traffic will be a nightmare and dangerous
- Seems design of this was just done to receive the Government Grant – the Council must be very short of funds to rush this through without proper public consultation

**COUNCIL SUBMISSION 24/10/20**

I note that the date for comments on this issue close on 8<sup>th</sup> November 2020. Yet it is stated that construction is expected to begin in mid-November 2020. *This is not community consultation.*

Without local newspapers or magazines, how do residents know what significant changes are being proposed for the centre of their suburb? Has Council fallen short on informing residents and rate payers?

The report by Council's consultants, ARCADIS, state that the aim is, inter alia, to:

"Leverage the tools and materials of tactical urbanism to roll out the project in the upcoming months". Is this language meant to obfuscate the process? I doubt many of us in the community would understand this wording. However the report goes on to define "tactical urbanism" as a community-led approach to neighbourhood building using short term intervention.

I doubt that the majority of the rate paying community would want to lead this proposal and none of the suggestions in the proposal are only for the short term.

Some of the stated aims in the consultants' report are in bold print as follows:

**# More space for safe cycling and dedicated cycleways.**

The report states that the area attracts cyclists for the functional purpose of getting to the ferry. However, cycleways taking over our streets for a full 24 hours a day are not necessary for this.

Anyway, cyclists usually chose not to use the existing cycleways preferring the main thoroughfare.

Recreational cyclists are well catered for with cycleways along the harbour and ocean fronts.

I question why cyclists are such a priority. It may be laudable for Council to encourage cyclists, but it is my observation that there are comparatively very few cyclists in the Manly CBD.

The artist impressions in the report conveniently show many cyclists in The Corso. These cyclists may be a greater danger to pedestrians than cars since bicycles produce no noise and can be fast moving. Pedestrians often take limited notice of their surroundings and often are looking at their phones – relying on their sense of hearing or peripheral vision, not expecting a fast-moving cyclist.

**# More space for business, additional outdoor seating in Darley Road, The Corso and Whistler Street.**

I ask why priority is given to tourists visiting cafes over the convenience of residents?

I often park in The Corso area for short periods to visit shops. Why do cafes and tourists take preference for road and parking space?

Due to lack of parking, commercial interests other than cafes will suffer.

**# The Council consultants state that the closing and reduction of road space will easily be catered for by existing roads and intersections.**

I point out the traffic study was done on 10<sup>th</sup> to 16<sup>th</sup> February 2020 Sydney's wettest month for 30 years. The weather on these days was:

The 10<sup>th</sup> was a day of exceptionally heavy rain. (The wettest February day on record for local areas).

The 12<sup>th</sup> was overcast with only 2.3 hours of sunshine. The 13<sup>th</sup> was rainy with only 0.9 hours of sunshine.

These days were not typical for potentially heavy traffic at a seaside location.

I suspect that the times of year with the greatest traffic will be the months of December and January. Traffic figures for these months should have been considered along with public holidays. Further, I suggest Council officers observe the long queues of traffic heading south on West Esplanade during afternoon peak times.

Consideration should be given to emergency vehicles needing to go to anywhere south of The Corso at peak times.



In the report no mention is made of consulting The State Emergency Service, the Norther Beaches Police Command, the relevant Fire Station authority, the Ambulance service, the Roads and Maritime (if relevant), or even the Manly Chamber of Commerce.

No consideration has been given to the effect of Council sponsored events such as the Food and Wine, Festival, The Jazz Festival or surfing or sporting events closing or hampering traffic on North and South Steyne. No consideration been given to disruptions due to repairs and servicing in the roadways around the wharf or oceanfront which will cause significant traffic problems on the remaining single access southbound.

#### **Conclusion**

I feel strongly that the interests of the rate paying residential community are being pushed aside in favour of tourists' and café owners' preferences. I do not want the road/car access to the Eastern Hill reduced.

**From:** [REDACTED]  
**To:** [Jorde Frangoples](#); [Candy Bingham](#); [Pat Daley](#); [Ray Brownlee](#); [Sarah Grattan](#)  
**Subject:** Manly Corso - Shared Street Scape project PROCESS  
**Date:** Wednesday, 28 October 2020 2:44:40 PM

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Dear Councillors,

Following on from previous emails regarding the Shared Street Scape project, can I request details on the following:

Who was part of the council appointed committee to develop a proposal for the government initiative 'Shared Street Scares' and acquire funding? How were they nominated?

What other projects were proposed and considered?

How and why did this particular project come to be selected?

Who was consulted prior to the project being progressed and submitted for the government funding as the lead project?

Would a project of this significance normally come before general council for consideration? And at what stage?

Would a project of this significance normally require community engagement prior to implementation? And/or funding requests?

From reviewing the 'Shared Street Scape' NSW Gov initiative, I understand now that it was a very fast paced initiative and that funded initiatives need to be rolled out in December. However, considering some of the controversial aspects of the proposal already recently floated and rejected within the community as part of the Whistler St/ Manly Oval project, I'd like to understand how they came to be included in the successful project proposal?

Kind regards

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Jorde Frangopis](#); [Candy Bingham](#); [Ray Brownlee](#); [Sarah Grattan](#); [Pat Daley](#); [james.griffin@parliament.nsw.gov.au](mailto:james.griffin@parliament.nsw.gov.au)  
**Subject:** RE: Manly Corso - Shared Street Scape project PROCESS  
**Date:** Monday, 2 November 2020 12:21:56 PM

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Dear Ray,

Can I also please have a response on how the project was selected over others to acquire funding?

Having spoken to many residents during trick or treating people are unaware of the project implications and feel very strongly that this projects has been inappropriately directly through an alternative state funding channel to intentionally lock residents out.

We require answers.

Kind regards

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** [REDACTED]

**Sent:** Wednesday, 28 October 2020 2:45 PM

**To:** [REDACTED]  
[REDACTED]

'Candy.Bingham@northernbeaches.nsw.gov.au'

<Candy.Bingham@northernbeaches.nsw.gov.au>; 'Pat.Daley@northernbeaches.nsw.gov.au'

<Pat.Daley@northernbeaches.nsw.gov.au>; [REDACTED]  
[REDACTED] 'Sarah.Grattan@northernbeaches.nsw.gov.au'

<Sarah.Grattan@northernbeaches.nsw.gov.au>

**Subject:** Manly Corso - Shared Street Scape project PROCESS

Dear Councillors,

Following on from previous emails regrading the Shared Street Scape project, can I request details on the following:

Who was part of the council appointed committee to develop a proposal for the government initiative 'Shared Street Scapes' and acquire funding? How were they nominated?

What other projects were proposed and considered?

How and why did this particular project come to be selected?

Who was consulted prior to the project being progressed and submitted for the government funding as the lead project?

Would a project of this significance normally come before general council for consideration? And at what stage?

Would a project of this significance normally require community engagement prior to implementation? And/or funding requests?

From reviewing the 'Shared Street Scape' NSW Gov initiative, I understand now that is was a very fast paced initiative and that funded initiatives need to be rolled out in December. However, considering some of the controversial aspects of the proposal already recently floated and rejected within the community as part of the Whistler St/ Manly Oval project, I'd like to understand how they came to be included in the successful project proposal?

Kind regards

**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Cc:** [Candy Bingham](#)  
**Subject:** Proposed Changes to traffic flow. The Corso, Whistler Street and Darley Road  
**Date:** Monday, 2 November 2020 1:33:15 PM  
**Attachments:** [Traffic changes.pdf](#)

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Dear Council. To whom it may Concern.

Objection.

I fully endorse the comments of Objection as per attached letter to Council from another resident of Eastern Hill.

Contrary to the conclusion reached in your consultant's Report the data for which was collected over an inadequate short time frame and during inclement weather, closing and restricting road space will **NOT** easily be catered for by existing roads and intersections throughout most periods of the year. The proposal is ill-conceived, unnecessary, solves nothing ,creates new detrimental traffic issues and what purpose "tourists and cafes. What about rate paying residents.

Please regard and register my correspondence as a OBJECTION.

Regards,

[REDACTED]  
[REDACTED]



**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** Streets as Shared Spaces - Manly  
**Date:** Monday, 2 November 2020 6:19:14 PM

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### Streets as Shared Spaces – Manly

Given the Corso, Wentworth St and Steyne already afford outdoor dining, and both the beach and harbour have safe cycling lanes, it's hard to see any benefit for the long suffering residents of Manly, (including those who cycle) and particularly Eastern Hill. Why the council insists on trying to reduce access for Eastern Hill residents again is quite disturbing – why is it motorists suffer again – why not create cycle paths in places other than on one of the three tiny access points to Eastern Hill. I ride my bike often and think Manly is well serviced with cycle paths. However, I do have to drive to work and shopping and to drop my daughter at her school bus stop etc etc and it seems visitors rather than rate payers are being looked after here. Many people ask how I can live on Eastern Hill as the access is so poor and about to get worse.

Please do not take any of our three tiny roads away and prevent us even further from retaining our property values and our access to our homes.

The 30km speed limit is bad enough. Why disadvantage us even further.

Disappointed.

[REDACTED]



[REDACTED]



Northern Beaches Council  
Dee Why, 2099 NSW

To Mayor Michael Reagan, Deputy Mayor Candy Bingham, CEO Ray Brownlee and fellow Manly Ward Councillors,

Dear Madams and Sirs,

**RE Streets as Shared Spaces - Manly Project: St Matthews Church Manly Response**

With a heavy heart we write to you regarding the above-named project, as objecting to works, designed in good faith, that seek to improve our Manly and Northern Beaches community is not normally what we would choose to do. However, with this proposed upgrade trial project, we as the Senior Leadership team need to in write to highlight our serious concerns with the proposed Manly Streets and Shared Spaces project.

After reviewing the project and meeting with both Laura Kelly and Michelle Carter (Acting Manager, Transport Network) of the Council, it is our view that proceeding with the project in its present form will have a significant adverse impact on both the operation of St Matthew's church and the surrounding businesses, including 7 retail shops in the soon to be completed Darley Smith building on The Corso, for which there is no rear access for loading and unloading.

**As a result, we are opposed to the project in its current form and request that it be stopped for the following reasons:**

The following issues require specific and separate consideration, and responses from Council. For an understanding of these issues, please refer to the attached diagram at the end of the letter showing the location of all the issues we are discussing below.

**Major Issue 1: Loss of Loading Zone spaces**

The plan reduces the current Loading Zone capacity on Darley Road by 65-75% by completely removing the western zones on Darley Road. This will have a massive negative impact on all the businesses that rely on them to unload goods for the businesses they operate. The current plan has only the potential for 3 Loading Zone spots at best. Please note the following impacts if this is carried out:

- a. **St Matthews Anglicare Bins:** St Matthews accommodates 4 Anglicare clothing bins on its property fronting Darley Road, which have been in this location for many years. To give you some perspective, these are the most prolific Anglicare clothing bins in Sydney and are cleaned out normally 5 days every week. The loss of the loading zone in this location would be catastrophic for this, as the Anglicare trucks are often there for 30 to 40 minutes servicing these clothing bins – that is if they could get a park. If they did get a park – it would stop all other delivery vans using the spots.
- b. **Wedding & Funeral Care Parking:** Currently the loading zone on the eastern side of Darley Road beside the Church also doubles as a weddings and funerals parking zone with an unlimited time limit. Funeral or wedding cars when using this space will often sit there for 2 hours at a time and would effectively take up the entire space. If this was the only space for them to park it would mean no loading zone space for deliveries for this length of time. Funerals are typically mid-week

during the day which is often the busiest period of time for deliveries to be arriving. It is worth saying, having access for these vehicles is critical for the church's ministry to the community.

- c. **Australia Post Box:** No consideration appears to have been given that this also needs it's own space and would further reduce the loading zone parking capacity.
- d. **Local Businesses:** Since the 1970s when the Council blocked off access to The Corso there has been no street access to the 6/7 shops that the Church owns (currently under renovation). We note that there is no rear access to these shops. We need to stress that these loading zones are critical for the unloading and supplying all of these 7 shops in the new Darley Smith Building that is getting ready to open in the new year, as well as other shops on The Corso and in Darley Road. The loss of any loading zones in this central area of Manly for trucks and vans supplying these shops to pull up will be catastrophic as many will not be able to pull and find a place to park.
- e. **Disabled and Elderly Access to the church and the Corso will disappear:** With the elimination of most of the Loading Zone spaces, it can almost be guaranteed that they will be full at all times for the reasons stated above. The impact will practically be that there is nowhere in this inner section of the Corso for cars to safely stop and drop off or pick up disabled or elderly people, many of whom seek to access the church for our services and ministries that we run. Please note that the current NSW RMS rules allow for people to be dropped off and picked up including disabled peoples in Loading Zones.
- f. **Disadvantaged Community Members:** The current loading zones next to the church are occupied weekly by an important church ministry (St Matthews Soup Kitchen) which supports the homeless, disadvantaged and underprivileged community in Manly, Northern Beaches and the wider Sydney suburbs. In this COVID19 era, we have a food van parked there utilising 2-3 loading zone spaces every Monday evening from 4:30pm-6:30pm and serves up to 80 prepacked take away meals to people in need. Additionally, monthly, a free of charge Street Side Medic (<https://www.streetsidemedics.com.au>) van will commence occupying 1-2 loading zone spaces simultaneously to the food van. These services are critical to our community and have the support of local stakeholders including Northern Beaches Council. Community Northern Beaches, Mission Australian and local police. If the cycleways project proceeds it will critically endanger our capacity to continue this community service due to lack of parking.

#### **Major Issue 2: Fire Hydrant Access Blocked**

We have major concerns that this proposed cycleway project will block access by Fire Brigade vehicles and their personnel off Darley Road to the Corso fire hydrant located in front of the new Darley Smith Building. We note that next the nearest hydrant is located on the opposite side of Darley Road in front of 3 Beans Café. This hydrant location is not compliant to service the Darley Smith Building and the bulk of the St Matthews site. From my initial discussions with Council personnel, there is no evidence Council has not consulted the New South Wales Fire Brigade in relation to safe access to the hydrant, which may be critical in relation to any potential emergency in this area of The Corso, including the St Matthews site.

#### **Major Issue 3: Access and Safety Concerns for the Church Car Park Entrance on Darley Road**

The present plan has the access to the St Matthew's church carpark blocked (which is via a street entrance and ramp between our property and Coles on Darley Road). While this is probably an oversight, it is indicative of the lack of planning associated with this project.

Notwithstanding this, the location of a two-way cycle way at the bottom of the St Matthew's church carpark ramp is extremely dangerous for both the cyclists and vehicles entering and exiting our car park. There is large Norfolk Pine tree blocking lines of sight to the south for drivers exiting the driveway. This is exacerbated at the present time due to the tree screening that has been put in place during our construction period. Currently, when you exit the church car park, under the proposed plan, you would



need to cross a 2-way cycleway **blind** to any bike travelling north bound. Here is a current photo of the turning hazard looking south towards where bikes would be crossing the driveway exit route.



As we can currently exit south bound and see if there is any traffic coming from the northern Corso side of Darley Road, there is no current safety issue. This will not be the case if the cycleway proceeds.

#### **Major Issue 4: Darley Road Turned into a One-Way Access Route**

Another major issue relates to the collection of garbage. Currently the church, the Darley Smith Building shops and businesses on the western side of Darley Road have garbage trucks that pull up in the street to collect rubbish (that is different trucks for general rubbish, recycled bottles/tins and paper/carboard). Many of these trucks do their pickups during the busy times throughout the day, presently causing manageable delays, as vehicles can still get around them. With Darley Road changed to one way, these trucks will cause major delays throughout the day in an already congested part of Manly.

#### **Major Issue 5: Blocking Present Construction Project Access**

With the proposed commencement of the cycleway project due to begin in the next couple of weeks there will be a significant impact on both current and future construction works that the Northern Beaches Council has approved. Council will be well aware that we are in the process of completing construction on the Darley Smith building on the Corso and require uninterrupted access to the site as well as delivery space from the corner of Darley Road and The Corso until the project is finished. This is likely to be towards the end of December, and possibly to the end of January. We note that construction on the project was due to commence in 2 week's time with no consideration for existing access requirements.

**In addition to this, we note that one of our tenants has just commenced construction on the ground floor of 3 Darley Road (the old St Matthew's Church rectory).** They also require access to the site to undertake its works. Council have approved these works and it would be unfair to take away access at this time.

We also have tenants requiring access to our shops in the Darley Smith Building to undertake their fit outs over the next 3 to 6 months. This cycleway project in its present form will make it very difficult for construction on The Corso to take place, including the fit outs of our shops.

**Major Concern: Removal of Corso Access for St Matthews**

The following issues are concerns we have if the project proceeds as currently planned.

- a. **Access to the St Matthew site.** As noted previously, since The Corso was closed by Council in the mid 70s, access to the St Matthews site has been difficult. In recognition of this, the Council has always allowed the church, access via the corner of The Corso and Darley Road. This is an infrequent but critically important access point for maintenance and other service vehicles to the site. There is no other access. The current proposal will block this access.
- b. **Access to the front of the church for funeral vehicles.** Even though this is probably not critical for us, historically funeral vehicles have often wanted to and been allowed to park in front of the Church main entrance on The Corso. This is not necessarily something the church has a strong position on, however for some people in the community utilising St Matthew's for funeral services, it is very important to them and we would want to make sure that it is maintained.

**Other Issues**

It is worth noting, that along with many other people in the community, we are greatly concerned about:

- a. The impact of the loss of over 20 car parking spaces in the centre of the Manly CBD, that hundreds of residents access each day.
- b. The flow on congestion impacts to the surrounding streets (on the beachfront and harbour front) from changing the affected parts of Darley Road into a one way road.

Given that the proposed Manly Streets as Shared Spaces Project is of such a significant nature, it is disappointing and concerning that St Matthews, as a major stakeholder in the direct area, was not consulted. Sadly, this project appears to lack the type of due diligence required to undertake such major changes in such a congested and important area. It takes no account of the present infrastructure servicing the Manly CBD and is taking no account the needs of organisations such as St Matthews and surrounding businesses that will be critically impacted that seek to serve the local community and visitors to Manly.

We urgently seek further direct consultation with us on these issues prior to counsel proceeding with any works.

**As a result, we are opposed to the project in its current form and request that it be stopped**

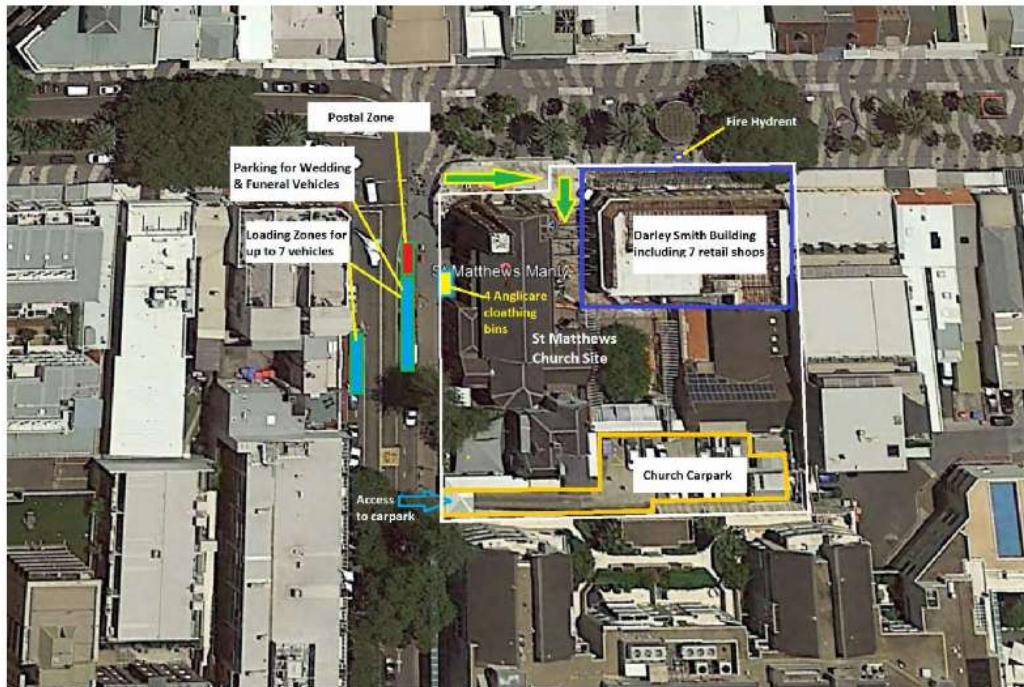
Kind Regards,

   y

CC James Griffin MP



**Appendix: St Matthews Manly Site Plan**



**From:** [Candy Bingham](#)  
**To:** [Michelle Carter](#)  
**Subject:** Fwd: Proposed Changes to traffic flow. The Corso, Whistler Street and Darley Road  
**Date:** Wednesday, 4 November 2020 5:27:16 PM  
**Attachments:** [Traffic changes.pdf](#)  
[GFM-email-footer\\_2019.png](#)

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Hi Michelle

Please include in submissions.

Cheers Candy

-----  
**Candy Bingham**  
Deputy Mayor  
Northern Beaches Council  
Phone 0418 430 544.



[\[+\] Please keep my contact details up-to-date](#)

----- Forwarded message -----

**From:** [REDACTED]  
**Date:** Mon, 2 Nov 2020 at 13:34  
**Subject:** Proposed Changes to traffic flow. The Corso, Whistler Street and Darley Road  
**To:** [council@northernbeaches.nsw.gov.au](mailto:council@northernbeaches.nsw.gov.au) <[council@northernbeaches.nsw.gov.au](mailto:council@northernbeaches.nsw.gov.au)>  
**Cc:** Candy Bingham <[candy@bingham.com.au](mailto:candy@bingham.com.au)>

Dear Council. To whom it may Concern.

Objection.

I fully endorse the comments of Objection as per attached letter to Council from another resident of Eastern Hill.

Contrary to the conclusion reached in your consultant's Report the data for which was collected over an inadequate short time frame and during inclement weather, closing and restricting road space will **NOT** easily be catered for by existing roads and intersections throughout most periods of the year. The proposal is ill-conceived, unnecessary, solves nothing, creates new detrimental traffic issues and what purpose "tourists and cafes. What about rate paying residents.

Please regard and register my correspondence as a OBJECTION.

Regards,

[REDACTED]

[REDACTED]



**From:** [Candy Bingham](#)  
**To:** [Phillip Devon](#)  
**Subject:** Fwd: Shared Spaces - Works Zone East Esplanade 18-months  
**Date:** Wednesday, 4 November 2020 4:03:44 PM  
**Attachments:** [image001.jpg](#)  
[GFM-email-footer\\_2019.png](#)

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Hi Phil

These are the concerns raised by ICMS. Can you please address and get back to me.

I'll forward the St Matthews concerns when I receive them.

regards  
Candy

-----  
**Candy Bingham**  
Deputy Mayor  
Northern Beaches Council  
Phone 0418 430 544.



[\[+\] Please keep my contact details up-to-date](#)

----- Forwarded message -----

**From:** [REDACTED]  
**Date:** Wed, 4 Nov 2020 at 12:29  
**Subject:** Shared Spaces - Works Zone East Esplanade 18-months  
**To:** [Candy.Bingham@northernbeaches.nsw.gov.au](mailto:Candy.Bingham@northernbeaches.nsw.gov.au) <[Candy.Bingham@northernbeaches.nsw.gov.au](mailto:Candy.Bingham@northernbeaches.nsw.gov.au)>

Hi Candy,

Hope you are well, and enjoyed some bubbles for Cup Day!

A quick touch base, regarding Councils Shared Spaces Project.

Aspiring Properties and ICMS have some major concerns regarding access not only to Eastern Hill, but also regarding the non-considered road closures, we have proposed for our upcoming development at 6 The Corso.

As we are a landlocked site, Council will need to ensure we have access for construction vehicles.

Previous discussions have been around a potential, off peak works zones on The Corso (for Demo only) – which will no longer be possible with Shared Spaces, increasing our development time and cost by 3+ months.

Plus an ongoing works zone outside 50 East Esplanade. If approved (the only other option) this will result in a 1-lane closure on East Esplanade for 18-months, which is where south bound traffic to Eastern Hill will be primarily directed, with The Corso lane closure – a disaster for congestion.

See map, which I've marked with a red square FYI.

I'd be keen to discuss in person, to get an idea of where you stand on support for this project, and possible resolves.

Kindest,  
[REDACTED]

**Manly Shared Path Proposal**

I object against the proposal to make Darley Road a one way road from the corner of Wentworth Street, along the Corso and Whistler Street to the Whistler Street carpark.

Traffic in Manly shopping precinct and access to Eastern Hill is congested throughout the year and the proposal will add to this congestion.

Currently traffic can access Eastern Hill by Whistler/Darley, or East Esplanade via Lauderdale Road or Sydney Road from Woods Parade, George Street, Belgrave and Whistler/Darley. By closing Whistler/Darley all traffic will funnel through the busy East Esplanade and put considerable additional traffic in Belgrave Street and/or George Street (which is a narrow one way street).

The benefit of the proposal is "to improve access and safety in and around Manly town centre". This may be the case. But access and safety in George, Belgrave, East Esplanade and the area around the Wharf would be significantly worse. The benefit of the proposal in Manly town centre does not exceed the cost of access/safety issues elsewhere in Manly.

regards

5 November 2020

From: [REDACTED]  
Cc: [REDACTED]  
Subject: Proposed new cycleway in Manly/The Corso  
Date: Saturday, 7 November 2020 10:26:07 AM

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The Mayor,  
Northern Beaches Council,  
Civic Centre,  
DEE WHY, NSW 2099

Dear Mr Regan,

It was quite concerning to see the general advice about the proposed cycleway in Darley Road and its imminent temporary implementation.

Due to the COVID-19 restrictions, the St Matthew's Soup Kitchen has not been able to provide its usual services in the hall to the needy of our community and (with Council permission) is currently utilising a small caravan to provide 80 to 90 take away meals every Monday evening from the car spaces outside St Matthew's Church. This essential service has been much appreciated by the usual clientele as well as newly disadvantaged people/families during this challenging time.

With traffic only permitted to travel northbound on Darley Road, parking outside the church would only permit dispensing take away meals onto the traffic side. Even if the van could be turned around, dispensing the meals across the cycleway would not be practical either. Moving to a different location would cause confusion and difficulties as communicating to the majority of these vulnerable people (who are still coming to terms with the new system) don't have any contact details (- it's mostly word of mouth).

Eliminating so many parking spaces on Darley Road and The Corso (the majority of which has already been turned into a pedestrian plaza) and restricting traffic flow to one-way, will have a significantly adverse affect on patronage and supplies to the business in this area which have been severely hit by COVID-19 restrictions and are struggling - a few have had to close down.

The recent survey distributed by Zali Steggie to Northern Beaches residents discloses 15% of the respondents would choose cycling as their preferred means of transport. This is a distinct minority! The large number of elderly in our community and the disabled are going to be greatly disadvantaged by limiting access to the banks and shops in this area where parking is always in demand.

The proposed cycleway should be reconsidered with a view to facilitating the needs of the majority of the community.

Regards,

[REDACTED]

Sent on the go with Vodafone

From: [REDACTED]  
To: Council Mailbox; [REDACTED]  
Subject: URGENT: REGARDING Suggested cycleway in the heart of Manly and changing Darley Road into a one-way street  
Date: Sunday, 8 November 2020 4:58:07 PM

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8 November 2020

To Northern Beaches Council, Dee Why, NSW 2099  
Mayor Michael Regan, Deputy Mayor Candy Bingham, CEO Ray Brownlee, fellow Manly  
Ward Counsellors,  
Laura Kelly, Michelle Carter (Transport Network team), and [REDACTED]  
[REDACTED]

Dear Madams and Sirs

**URGENT: REGARDING: Streets as Shared Spaces - Manly Project**

*I am among many people who strongly object to your proposed plan to turn part of Darley Road into a one-way road; and also to construct a cycleway in the heart of Manly's The Corso! Please NOW stop proposed construction from 23 November 2020; and do consult directly with all the many interested parties before proceeding further.*

*Loss of two-way vehicular access on Darley Road would greatly exacerbate Manly's existing traffic problems!*

*And such a cycleway in this very busy pedestrian area (which of necessity needs to remain adjacent to a two-way road, with as much temporary parking spaces as possible) would also create serious safety problems; I totally agree with the email below from Andrew Miles of 6 November 2020 about this overlooked matter of safety!*

*Incidentally, has no thought been given to alleviating the great dangers posed at the extremely busy pedestrian crossing between Manly Wharf and The Corso? I understand that pre-COVID-19 some 8 million people a year arrived/departed from Manly Wharf (this massive number is evidenced by accurate electronic counting); for the many millions of visitors arriving at Manly Wharf who TRY TO SAFELY CROSS onto The Corso—at a time when they are hoping to experience Manly's slogan of being 'a thousand miles from care'—they have to negotiate a crossing which is constantly threatened by impatient motorists/truck-drivers, bus and coach drivers, motor-cyclists, pedal-cyclists, etc.—as well as pedestrians—dangerously and lawlessly rushing across this pedestrian crossing! One solution to these exceptional dangers would be to construct an underground pedestrian tunnel between the entry/exit of Manly Wharf and The Corso: How about it?*

*I am also among many people who fully agree with all the detailed objections in the submission below (following the submission from Andrew Miles) from the Leadership Team of Manly's venerable St Matthew's Church at the corner of Darley Road and The Corso, which was sent to you on 5 November 2020: please NOW stop the work proposed to commence from 23 November 2020; and do urgently directly consult with the Leadership Team of St Matthew's Church, plus Andrew Miles, other shops and premises in the area, and other road-users in Manly.*

*Best wishes,*



[REDACTED]

***Beginning two forwarded messages:***

**From:** [no-reply@harvestdp.com](mailto:no-reply@harvestdp.com)

**Subject:** Your Say Northern Beaches - Submission form - Streets as Shared Spaces - Manly

**Date:** 6 November 2020 at 4:16:04 pm AEDT

**To:** [REDACTED]



## **Your Say Northern Beaches - Submission form - Streets as Shared Spaces - Manly**

Thank you for your submission of the form Submission form - Streets as Shared Spaces - Manly through Your Say Northern Beaches

Thank you for your feedback.

**Please provide your comments below**

I am appalled at the proposal to allow cyclists to ride through The Corso and other crowded areas of Manly. Already, far too many cyclists are doing this; making it legal will make an already dangerous situation much, much worse.

There is absolutely no guarantee that cyclists, who are generally both irresponsible and reckless users of roads and selfish and dangerous users of footpaths, will comply. You need only look at the promenade along Manly Beach: there we see cyclists constantly mowing down pedestrians, despite the fact that they have their own cycleway to use.

Giving them their own lane through The Corso will create something little short of carnage. I am young and agile enough to leap out of the way – although I should not have to – but I fear for the elderly, the handicapped and the children who are entitled to wander along The Corso without the risk of being mown down by selfish cyclists.

The centre of Manly is no place for cyclists. Keep them out on the perimeter and let them dismount and walk in the centre of our beautiful suburb.

If you insist upon proceeding with this reckless and dangerous proposal you must consider installing traffic lights on those cycle lanes to allow pedestrians to cross in safety and implement harsh penalties for those who refuse to comply; I can guarantee that it would make you a fortune in fines because cyclists already run red lights and charge through pedestrians on crossings all over Manly (the traffic lights/pedestrian crossing from The Corso to Manly Wharf is a very good example; cyclists so seldom stop at the red lights there that one is quite surprised when the occasional one does the right and legal thing).

You must also re-train your Rangers who seem to have no idea that [riding of] cycles is not allowed in The Corso. I cannot count the number of times I have seen [Rangers] drinking free coffee and ignoring [cyclists], instead of doing their job.

As a pedestrian I have been narrowly missed by cyclists on many occasions; as a motorist I have also narrowly missed selfish, lawless cyclists.

First Name

[REDACTED]

Last Name

[REDACTED]

Email

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

This is not SPAM. You are receiving this message because you have submitted feedback or signed up to Your Say Northern Beaches.

[5 November 2020]

***FROM St Matthew's Church, corner of The Corso and Darley Road, MANLY,  
NSW 2095***

**To Northern Beaches Council, Dee Why, NSW 2099**

**To Mayor Michael Regan, Deputy Mayor Candy Bingham, CEO Ray Brownlee, and  
fellow Manly Ward Counsellors,**

Dear Madams and Sirs,

**REGARDING: Streets as Shared Spaces - Manly Project:  
St Matthew's Church Manly Response**

With a heavy heart we write to you regarding the above-named project, as objecting to works, designed in good faith, that seek to improve our Manly and Northern Beaches community, is not normally what we would choose to do. However, with this proposed upgrade trial project, we as the Senior Leadership team need to write in to highlight our serious concerns with the proposed Manly Streets as Shared Spaces project.

After reviewing the project and meeting with both Laura Kelly and Michelle Carter (Acting Manager, Transport Network) of the Council, it is our view that proceeding with the project in its present form will have a significant adverse impact on both the operation of St Matthew's church and the surrounding businesses, including 7 retail shops in the soon-to-be completed Darley Smith building on The Corso, for which there is no rear access for loading and unloading.

**As a result, we are opposed to the project in its current form and request that it be stopped for the following reasons: The following issues require specific and separate consideration, and responses from Council. . . .**

**Major Issue 1: Loss of Loading Zone Spaces:** The plan reduces the current Loading Zone capacity on Darley Road by 65-75% by completely removing the western zones on Darley Road. This will have a massive negative [affect] on all the businesses that rely on them to unload goods for the businesses they operate. The current plan has only the potential for 3 Loading Zone spots at best. Please note the following impacts if this is carried out:

a. St Matthew's Anglicare Bins: St Matthew's accommodates 4 Anglicare clothing bins on its property fronting Darley Road, which have been in this location for many years. To give you some perspective: These are the most prolific Anglicare clothing bins in Sydney and they are cleaned out normally 5 days every week. The loss of the loading zone in this location would be catastrophic for this, as the Anglicare trucks are often there for 30 to 40 minutes servicing these clothing bins – that is if they could get a parking space. If they did get a parking space, it would [prevent] all other delivery [vehicles] from using the spots.

b. Weddings and Funerals Car Parking: Currently the loading zone on the eastern side of Darley Road beside the church also doubles as a weddings and funerals parking zone with an unlimited time limit. Funeral or wedding cars when using this space will often sit there for 2 hours at a time and would effectively take up the entire space. If this was the only space for them to park it would mean no loading zone space for deliveries for this length of time. Funerals occur

typically mid-week.

Major issue : during the day, which is often the busiest period of time for deliveries to be arriving.

It is worth saying that having access for these vehicles is critical for the church's ministry to the community.

c. Australia Post Box: No consideration appears to have been given that this also needs its own space and would further reduce the loading zone parking capacity.

d. Local Businesses: Since the 1970s when the Council blocked off access to The Corso there has been no street access to the 6/7 shops that the church owns (currently under renovation). We note that there is no rear access to these shops. We need to stress that these loading zones are critical for the unloading and supplying of all these 7 shops in the new Darley Smith Building ([which] is getting ready to open in the new year) as well as other shops on The Corso and in Darley Road. The loss of any loading zones in this central area of Manly for trucks and vans supplying these shops to pull up will be catastrophic, as many will not be able to pull up and find a place to park.

e. Disabled and Elderly Access to the church and The Corso will disappear: With the elimination of most of the Loading Zone Spaces, it can almost be guaranteed that they will be full at all times for the reasons stated above. The [result] will practically be that there is nowhere in this inner section of The Corso for cars to safely stop and drop off or pick up disabled or elderly people, many of whom seek to access the church for our services and ministries that we run. Please note that the current NSW RMS rules allow for people to be dropped off and picked up, including disabled people in Loading Zones.

f. Disadvantaged Community Members: The current loading zones next to the church are occupied weekly by an important church ministry (St Matthew's Soup Kitchen) which supports the homeless, disadvantaged and underprivileged community in Manly, the Northern Beaches and the wider Sydney suburbs. In this COVID-19 era, we have a food van parked there using 2-3 loading zone spaces every Monday evening from 4:30pm to 6:30pm and [which] serves up to 80 prepacked take-away meals to people in need. Additionally, monthly, a free-of-charge Street Side Medic (<https://www.streetsidemedics.com.au>) van will commence occupying 1 to 2 loading zone spaces simultaneously to the food van. These services are critical to our community and have the support of local stakeholders including Northern Beaches Council, Mission Australia and local police. If the cycleways project proceeds it will critically endanger our capacity to continue this community service due to lack of parking.

#### **Major Issue 2: Fire Hydrant Access Blocked**

We have major concerns that this proposed cycleway project will block access by Fire Brigade vehicles and their personnel off Darley Road to The Corso fire hydrant located in front of the new Darley Smith Building. We note that the next-nearest hydrant is located on the opposite side of Darley Road in front of 3 Beans Café. That hydrant location is not compliant to service the Darley Smith Building and the bulk of the St Matthew's site. From my initial discussions with Council personnel, there is no evidence Council has consulted the New South Wales Fire Brigade in relation to safe access to the hydrant--which may be critical in relation to any potential emergency in this area of The Corso, including the St Matthew's site.

#### **Major Issue 3: Access and Safety Concerns for the Church Car Park Entrance on Darley Road**

The present plan has the access to the St Matthew's church car park blocked (which is via a street entrance and ramp between our property and Coles on Darley Road). While this is probably an oversight, it is indicative of the lack of planning associated with this project. Notwithstanding this, the location of a two-way cycle way at the bottom of the St Matthew's church carpark ramp is extremely dangerous for both the cyclists and vehicles entering and exiting our car park. There is a large Norfolk Pine tree blocking lines of sight to the south for



drivers exiting the driveway. This is exacerbated at the present time due to the tree screening that has been put in place during our construction period. Currently, when you exit the church car park, under the proposed plan, you would need to cross a 2-way cycleway blind to any bike travelling north-bound. Enclosed is a current photo of the turning hazard looking south towards where bikes would be crossing the driveway exit route. As we can currently exit south-bound and see if there is any traffic coming from the northern Corso side of Darley Road, there is no current safety issue. This will not be the case if the cycleway proceeds.

**Major Issue 4: Darley Road Turned into a One-Way Access Route**

Another major problem relates to the collection of garbage. Currently the church, the Darley Smith Building, and shops and businesses on the western side of Darley Road have garbage trucks that pull up in the street to collect rubbish (that is, different trucks for general rubbish, recycled bottles/tins and paper/cardboard). Many of these trucks do their pickups during the busy times throughout the day, presently causing manageable delays, as vehicles can still get around them. With Darley Road changed to one-way, these trucks will cause major delays throughout the day in an already congested part of Manly.

**Major Issue 5: Blocking Present Construction Project Access**

With the proposed commencement of the cycleway project due to begin in the next couple of weeks there will be a significant impact on both current and future construction works that the Northern Beaches Council has approved. Council will be well aware that we are in the process of completing construction on the Darley Smith building on The Corso and require uninterrupted access to the site as well as delivery space from the corner of Darley Road and The Corso until the project is finished. This is likely to be towards the end of December, and possibly to the end of January. We note that construction of the cycleway project was due to commence in 2 weeks' time with no consideration for existing access requirements. In addition to this, we note that one of our tenants has just commenced construction on the ground floor of 3 Darley Road (the old St Matthew's Church rectory). They also require access to the site to undertake its works. Council has approved these works and it would be unfair to take away access at this time. We also have tenants requiring access to our shops in the Darley Smith building to undertake their fit-outs over the next 3 to 6 months. This cycleway project in its present form will make it very difficult for construction on The Corso to take place, including the fit-outs of our shops.

**Major Concern: Removal of The Corso Access for St Matthew's Church**

The following issues are concerns we have if the project proceeds as currently planned:

a. Access to the St Matthew's site. As noted previously, since The Corso was closed by Council in the mid 1970s, access to the St Matthew's site has been difficult. In recognition of this, the Council has always allowed the church access via the corner of The Corso and Darley Road. This is an infrequent but critically important access point for maintenance and other service vehicles to the site. There is no other access. The current proposal will block this access.

b. Access to the front of the church for funeral vehicles. Even though this is probably not critical for us, historically funeral vehicles have often wanted to and been allowed to park in front of the church's main entrance on The Corso. This is not necessarily something the church has a strong position on; however, for some people in the community using St Matthew's for funeral services, it is very important to them and we would want to make sure that it is maintained.

**Other Issues: It is worth noting that, along with many other people in the community, we are greatly concerned about:**

a. The impact of the loss of over 20 car-parking spaces in the centre of the Manly CBD, which hundreds of residents access each day.

b. The flow-on congestion impacts to the surrounding streets (on the beachfront and harbour-

front) from changing the affected parts of Darley Road into a one-way road. Given that the proposed Manly Streets as Shared Spaces Project is of such a significant nature, it is disappointing and concerning that St Matthew's, as a major stakeholder in the direct area, was not consulted. Sadly, this project appears to lack the type of due diligence required to undertake such major changes in such a congested and important area. It takes no account of the present infrastructure servicing the Manly CBD and is taking no account of the needs of organisations such as St Matthew's and surrounding businesses that will be critically impacted [and which] seek to serve the local community and visitors to Manly.

**We urgently seek further direct consultation with us on these [matters] prior to counsel proceeding with any works. As a result, we are opposed to the project in its current form and request that it be stopped.**

Kind regards,



CC James Griffin MP

**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Cc:** [Councillors](#)  
**Subject:** Shared spaces at Manly, The Corso, Darley Rd. Whistler St.  
**Date:** Sunday, 8 November 2020 9:52:48 PM

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The General Manager and Councillors, Northern Beaches Council.

I am very excited by the plans for shared spaces in the Manly CBD. I sure that calming motor traffic, by speed reduction, and encouraging active transport with cycling and pedestrians is a great move.

I believe that the highest priority should be pedestrian safety.

I am concerned that keeping a designated lane for motor cars, another for cyclists and the remainder space for pedestrians in the Corso, between Whistler St and Darley Rd will not discourage either motorists nor cyclists from going too fast in this pedestrian dominated area.

I see too many examples of cyclists ignoring signs and rules, cycling too fast on pedestrian areas in Manly, including the pedestrianised part of the Corso, East and West Esplanade, Marine Pde leading to Shelly Beach. Few cyclists dismount near the Art Gallery on West Esplanade despite signs and an ineffective barrier designed to make cyclists dismount.

Cycling is great, good exercise, energy efficient, but careless cycling in areas of high pedestrian activity, endangers peoples' lives and health. Crashes aren't much good for cyclists, either.

Perhaps areas of the highest pedestrian activity could become shared zones, with roughened paving and maybe bollards to ensure weaving and maximum concentration by drivers and cyclists could be a worth while experiment. Motorists will then tend to chose alternative routes which may be faster and have less "hassle". Cyclists should then enjoy the activities and the sense of special place in an area like the Corso.

Reducing speed limits on roads such as East and West Esplanade will also make the road safer for cyclists in a hurry.

I commend Council for already introducing a speed limit of 30 km per hour in the high pedestrian areas such as East and West Esplanade, I hope in time the speed limit will be further reduced to better link people with the Harbourside beaches and the Ferry.

Again I congratulate Council in the attempt to make these active spaces into wonderful places.

[REDACTED]

Sent from my iPad

#### SHARED STREET

##### 1.1 Background

- 1.2 The Activate Manly project is part of a package of works that seeks to improve and activate the connections around town centres and beaches in the Northern Beaches Council Local Government Area.
- 1.3 The Activate Manly project creates a walking and cycling-friendly link from the intersection of Darley Road with Wentworth Street all the way to Kangaroo Lane to the north via Sydney Road and Belgrave Street, as shown in Figure 1.
- 1.4 The town centre of Manly is already a high pedestrian activity area, with significant sections fully pedestrianised. Access to the centre and its proximity to the ferry wharf attracts cyclists for functional purposes.
- 1.5 However, the area surrounding The Corso between Darley Road and Whistler Street, as well as these two streets provides a very constrained environment with conflicting uses, limited space for businesses and no dedicated space for cycling.
- 1.6 The Activate Manly project seeks to:
  - Test the impact on cycling levels, pedestrian amenity, and retail attraction and activity, by reducing the space dedicated to vehicle traffic and parking as well as lowering the posted speed limit
  - Increase space for safe cycling
  - Improve access to the Manly centre by bicycle and on foot from the north of Manly
  - Activate Darley Road and The Corso by extending outdoor seating zones for food businesses
  - Ensure the safety of the travelling public by reducing posted speed limits
- 1.7 and providing dedicated protected space for cycling
- 1.8 This project has been awarded a grant through the Streets as Shared Spaces Grant Program as a medium-term pilot project to improve or activate streets as shared public spaces.

- Enhance placemaking – Tactical urbanism projects can provide the opportunity to take spaces and make them into places by quickly transforming environments to encourage people to interact
- Improve equity and access to public spaces – Repurposing public spaces can address social barriers by creating community facilities and amenity, that all community members can access

- **Reallocate road space** – Tactical urbanism projects have been used to reallocate road space to better serve the needs of road users. For example, road space during the COVID-19 pandemic has been reallocated to provide more space for cycling to meet physical distancing recommendations. This provides physical distancing while encouraging greater mode share to active transport for commuting to work, school and for other trips. There are a variety of tactical urbanism solutions currently being implemented around the world. These include pop-up bicycle lanes, temporary parklets and street closures. These projects can be delivered rapidly, from a few hours to days or weeks, and can often be transitioned into permanent projects.

**The tactical urbanism approach can help address the Manly town centre's current challenges** including limited space for businesses and lack of dedicated space for cycling through prototyping exemplary urban change rapidly and at low cost.

**This would enable changing of behaviours and attitudes to accelerate urban transformation rather than through slower gradual step changes.**

#### THE RESPONSE ::

The Bike Plan says that a distance of 5 km could be the range for using a BIKE for local travel.

If using an electric battery powered bicycle there is proof of residents from the Fairlight waterfront area using an e-bike to travel to Manly Ferry and ride thru Sydney CBD. So the proposal by ARCADIA consultants may be “just the start” of a wider Network.





### **NORTHERN BEACHES COUNCIL adopts the BIKE PLAN**

**Work will soon begin on implementing Council's bike plan following its adoption at Council's meeting this week.**

Council will begin in the current financial year designing key links connecting residential areas to major transport hubs in Brookvale and Manly, and delivering the missing sections of the bike network in the Frenchs Forest area.

A fully developed and designed delivery program for high priority locations is expected to be completed by the end of the next financial year, ending June 2022.

Mayor Michael Regan said adoption of the bike plan was a major step forward in meeting Council's Transport Strategy of encouraging people to use cars less and alternative means of transport more.

"With an increasing number of cars on the road, our bike plan not only provides a necessary cycle network and infrastructure, but it also helps shape behaviour in terms of how we travel around the Northern Beaches.

"Leaving our cars at home reduces traffic and parking congestion and helps to make streets safe and active for cyclists and pedestrians. This also adds to the public health benefits that come from a more active community."

The bike plan is estimated to cost \$170 million. The funding for this program is expected to come from a mix of current Council CAPEX budget as well as through grants provided by Transport for NSW. Council will continue to seek grant funding from Transport for NSW to deliver the bike plan based on high priority routes.

It is also expected that sections of the network will be delivered as part of larger infrastructure projects such as Beaches Link and Strategic Centre redevelopment. Council will also seek other grant funding opportunities if and when they become available.

The bike plan was subject to two rounds of extensive community engagement, which among other things helped guide Council on the missing links to the existing network and what new sections to add.

This article archived 29 Sep 2020

## RESPONSE ::

1. The “Tactical Urbanism” approach is used to remove the kerbside parking lane to create a “BIKE LANE” to Fairlight and from Fairlight to Manly.



PROPOSED e-bike path on SYDNEY ROAD to allow a 5 km trip to Manly Town Centre.

## 2 THE PROPOSAL

### 2.1 Overview

The Activate Manly project area runs through the Manly town centre, through Darley Road and The Corso to Whistler Street, Sydney Road, Belgrave Street and Raglan Road, ending at the intersection with Kangaroo Lane. Within the study area, all roads are classified local roads, with the exception of Raglan Street, which is a classified Regional Road.

The project creates a walking and cycling-friendly link from the intersection of Darley Road with Wentworth Street all the way to Kangaroo Lane to the north via Sydney Road and Belgrave Street. The project would provide a safe cycling route as well as to set up 10 km/h shared zones along the route for safer and more attractive walking to and from the Manly town centre. Additionally, around half of the on-street parking on The Corso and Darley Road would be converted to outdoor dining to support local businesses in their recovery from the COVID-19 crisis.

The project area can be considered in the following seven sections:

1. Darley Road – Wentworth Street to The Corso
2. The Corso – Darley Road to Whistler Street
3. Whistler Street (south) – The Corso to the car park
4. Whistler Street (north) – Car park to Sydney Road
5. Sydney Road – Whistler Street to Belgrave Street
6. Belgrave Street – Sydney Road to Raglan Street
7. Raglan Street – Belgrave Street to Kangaroo Lane.

Figure 3 shows the extent of the road sections defined for the purpose of this project.







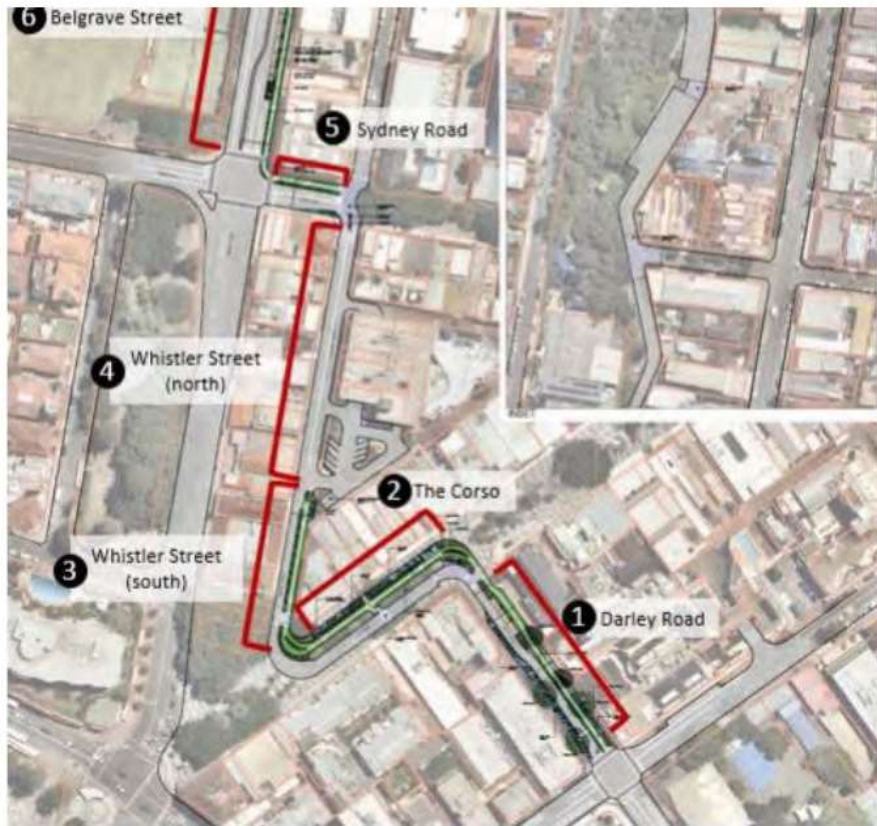


Figure 3 Road sections within the project area

Figure 4 shows the proposed cross-section of Darley Road, facing north.

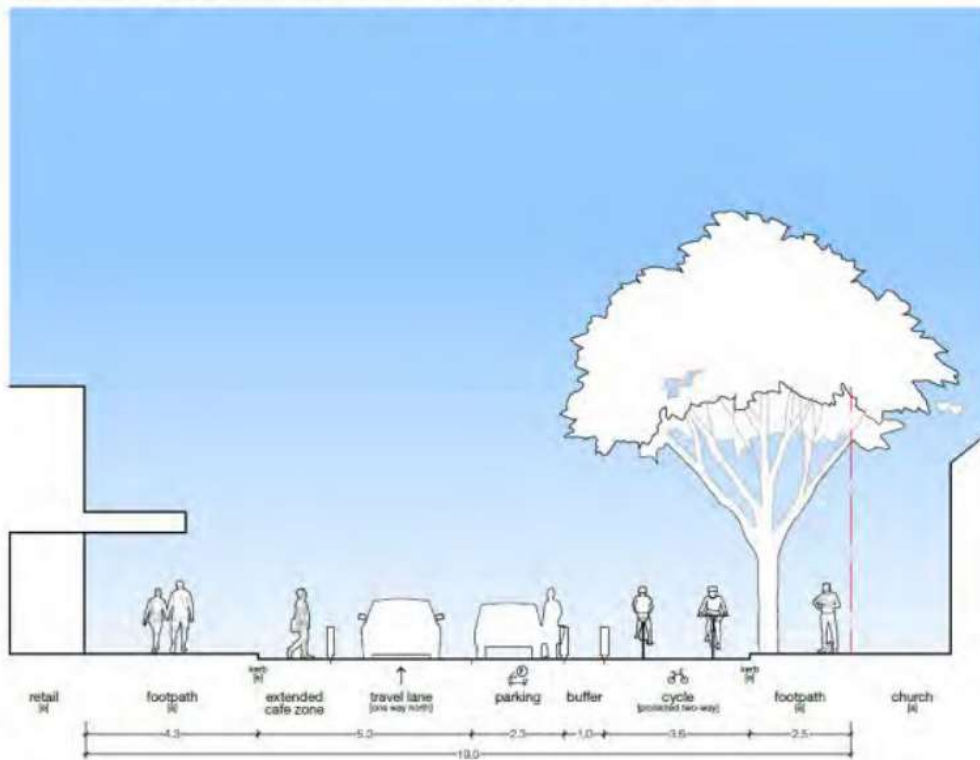


Figure 4 Proposed cross-section for Darley Road



Figure 7 Proposed cross-section for Whistler Street (south)

The new proposed arrangement along Darley Road, The Corso and Whistler Street south of the car park are shown in Figure 8 and Figure 9.



Figure 8 Darley Road and The Corso proposed configuration

## 2.7 Parking impact

The activation of Darley Road and The Corso requires the displacement of 21 parking spaces to make room for outdoor seating zones to support the food businesses. The project additionally proposes to reduce the remaining car parking on The Corso and Darley Road from a time limit of 30 minutes to 15 minutes to provide high turnover of vehicles. The existing motorcycle parking on the west side of The Corso is proposed to be relocated to the existing 5-minute parking bays located in the open car park on Whistler Street.

All parking spaces proposed to be displaced are short-term parking, allowing vehicles to dwell for 30 minutes or fewer. The vehicles displaced from the street parking spaces would be relocated to the Whistler Street car park, which has capacity for approximately 313 vehicles. While the car park is a paid car park, the first two hours of parking are free, allowing it to serve a similar function to visitors to The Corso who would have otherwise utilised the free street parking.

Table 3 provides an overview of the location and duration of street parking proposed to be displaced.

### COMMENT ::

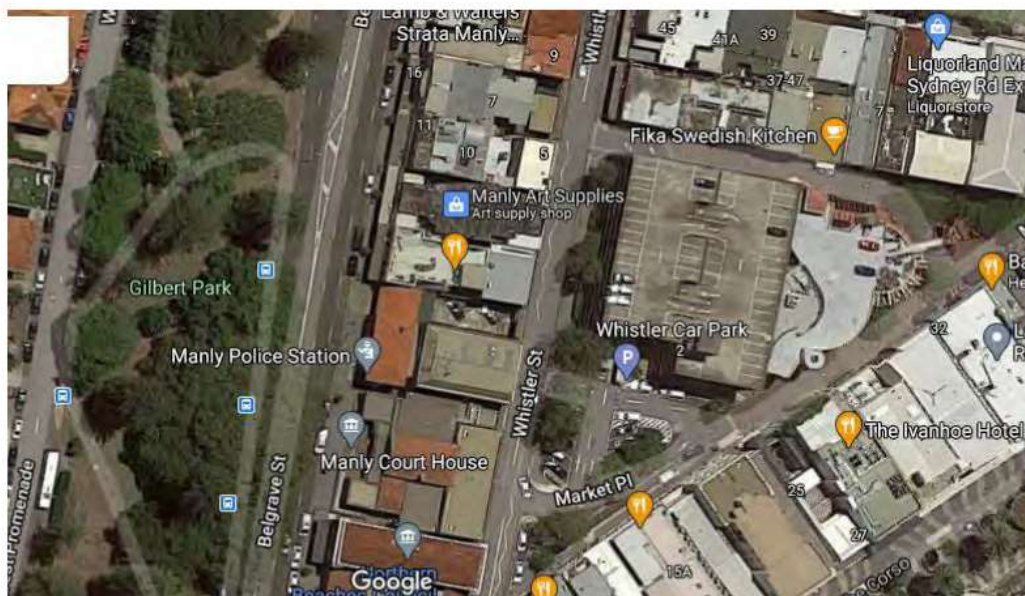
**The "TACTICAL URBANISM" solution to the "LOST CAR SPACES of 21 spaces is to provide capacity for 84 ( or more ?) e-cargo bike spaces within the "outside car parking space adjacent to Whistler Street Car-park. Access for the E-bikes is 2 way.**



Activate Manly: Streets as shared spaces



Figure 9 The Corso and Whistler Street proposed configuration







PROPOSED extra SAFE BICYCLE STORAGE adjacent to Whistler Street Carpark. This could be 4 storey High ?? ( This can be a PORTABLE BIKE STORAGE STRUCTURE with side opening access )



( Ashburner Street as is )



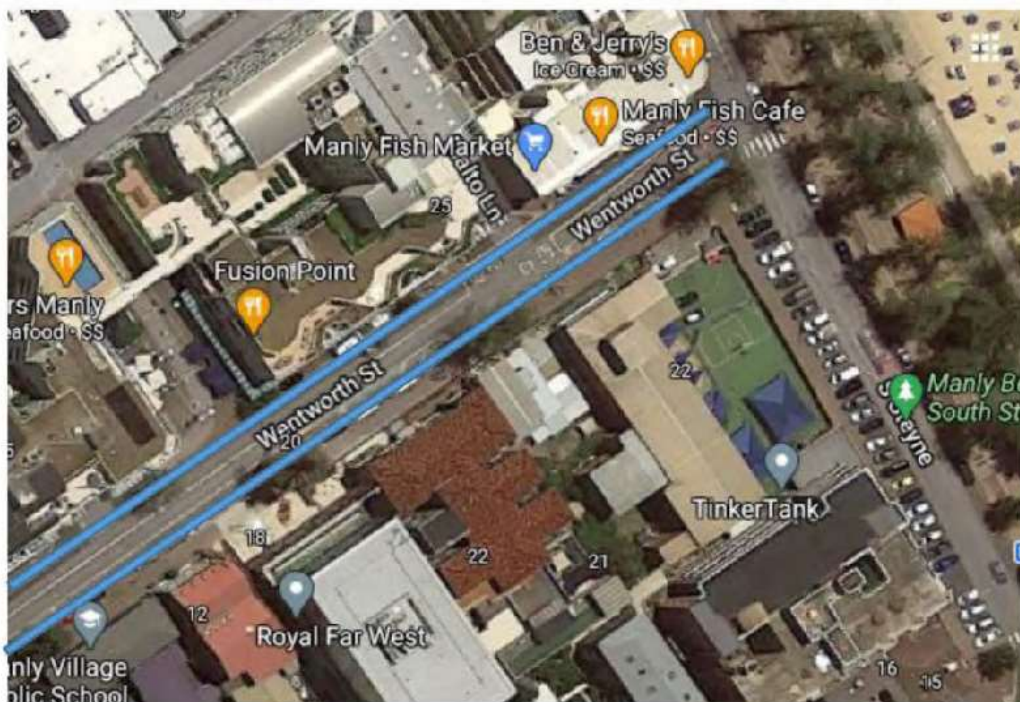


Proposed SAFE BICYCLE PATHWAY ( created by reducing the Kerb-side car-parking spaces on one side)



Victoria Road ( with proposed 2 way SAFE BIKE PATH by removing 50% of Eastside car parking ).





Proposed SAFE BIKE PATH on both sides of Wentworth Street.







OYAMA street to Manly Town Centre is under 5 km so could it be a SAFE BIKE PATH ROUTE by removing on side of street “kerb-side parking”.

Now imagine riding with a CARGO BIKE to the CORSO area and finding “SECURE PARKING” for the CARGO BIKE.

PERHAPS it can operate on a SHARED STREETS method with a 40kph speed limit, or have a separate SAFE BICYCLE LANE created by removing one side of the street Kerb-side parking, that is used by local residents without off-street parking spaces for CARS. Could they instead have “SPACE for off-street e-bike or e-Cargo bike?”).





So imagine the Manly Beach crowd that could travel by FERRY or car to the beach or by e-cargo bike  
The amount of SPACE for secure e-cargo bikes may be minimal at present but the NB Bike Plan has images of secure bike storage.



Clearly there is NOT MUCH secure "e-bike storage space" available near the beach but lots of space for cars, and residents with a "free beach side annual parking limit".



5 The Steyne Manly Beach Front.







e-cargo bike has gone thru THE CORSO area to the BEACH and can use the SAFE AND SEPARATED T-way bike path.



The FOOTPATH has been widened and outdoor seating provided.

BUT THE USE of 90 degree street parking could slow down the traffic flow.

So could "CONVERTING THIS TO 'Urban Tactical Intervention'" be Tested?





HERE the NEED for the KERB-SIDE PARKING PLUS the 90 degree parking is "QUERIED?"

If the Kerb-side parking was removed then one way cycle path could replace it.



THE PROVISION of a SAFE AND SEPARATED bike path by removing the Kerb-side parking in COLLINS STREET would provide a SAFE BIKE PATH for residents in apartment blocks. So they may prefer to use e-cargo bikes ?



This is a FLAT STREET and ONE WAY with parking on both sides of kerb-side. SO CONVERTING THIS TO a one way "SHARED STREET" and 10 kph has "merit?".







This street has lots of cars driving slowly in the street, like a parking lot.

So the TEST URBAN INTERVENTION is to CONVERT the street with a "REMOVAL OF CAR-PARKING SPACE. ??

THE THEORY ?? is that the SLOWER BICYCLE TRAFFIC can safely move thru the "TOWNSHIP".



THE EXTERIOR CAR PARKING SPACE outside the Whistler Street CAR PARK TOWER, could provide capacity for e-cargo bikes SECURE STORAGE.

The increase in building height is increases the number of cars on the streets, unless an alternative SAFE BICYCLE MOVEMENT solution is provided, using reference to the NORDIC COUNTRIES.



Whistler Street has a Narrow Foot Path



Here in Darley STREET the use of a "1 m wide" pathway adjacent to the parked car lane is a way to "COMPROMISE BICYCLIST SAFETY"

SO COULD this be converted to a ONE WAY STREET + a SAFE AND SEPARATED 2-way bike lane ?





Figure 4 shows the proposed cross-section of Darley Road, facing north.

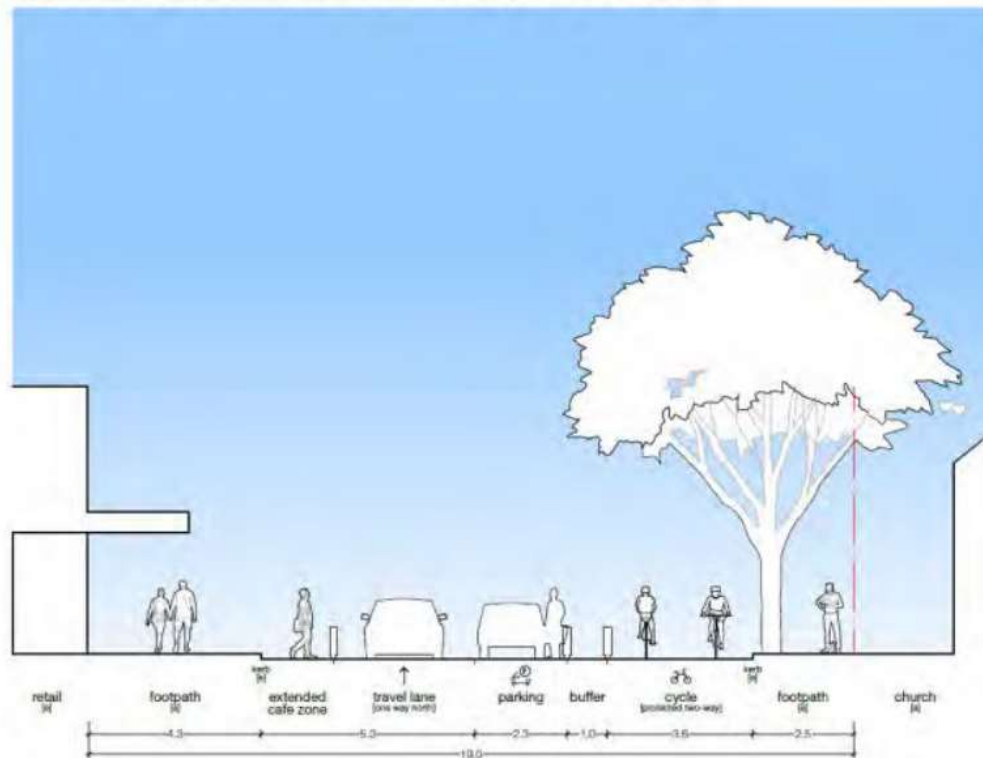


Figure 4 Proposed cross-section for Darley Road



If a ONE WAY STREET was possible then a SAFE AND SEPARATED BIKE LANE 2-way could be installed?

D4	Manly	North Head	Darley Street to North Head Lookout	Major tourist and recreational route also providing access to residential areas of Eastern Hill	Manly Strategic Centre Manly Village Public School St Pauls College International College of Management Manly Hospital
----	-------	------------	-------------------------------------	---	--

So there may be an “OPPORTUNITY” to create a “ONE WAY in DARLEY ROAD by linking the route with a nearby street with the return directional flow?? ( or reducing the Kerb-side car parking capacity on one side of street ) ?

<b>R2</b>	Manly Wharf	Spit Bridge (via Lauderdale Ave)	Route follows most direct route between Manly and Spit Bridge via Lauderdale Avenue	This route is a more direct, but hillier option to R1	Manly Wharf Manly Strategic Centre West Esplanade Beach Fairlight Beach Balgowlah Boys High School Seaforth Village
-----------	-------------	-------------------------------------	---	---	--

IMAGINE creating an e-bike pathway up SYDNEY ROAD to Fairlight shops and then to Seaforth and Spit Bridge.

Action Table - Direction 3

Direction	Goal	Action	How will we achieve this?	Responsible Business Unit	
3. Provide and maintain end-of-trip facilities	3.1 Provide end-of-trip facilities	A30	Provide bicycle maintenance stations at key locations	Identify locations and prioritise works. Complete works as funding becomes available.	Transport Network
		A31	Provide bicycle parking and end-of-trip facilities at Council employment locations	Provide casual bicycle parking for visitors to Council employment locations	Transport Network Facilities Management Services
				Provide semi-secure bicycle parking and end-of-trip facilities for Council staff	Transport Network Facilities Management Services
		A32	Maintain bicycle parking and end-of-trip facilities to adequate standard	Provide ongoing maintenance and replacement of facilities.	Transport Network Facilities Management Services
		A33	Improve bike parking request and management reporting	Develop and maintain an online reporting tool for bicycle parking and management requests	Transport Network
		A34	Ensure bicycle parking is available for users	Undertake periodic removal of abandoned bicycles in popular locations	Ranger Services
				Respond to requests to remove abandoned bicycles	Ranger Services
		A35	Inform the community of the secure bicycle parking	Promote and raise awareness of Council managed secure bicycle parking cages	Transport Network
A36	Increase the usage of bicycles for convenient transport	Develop and maintain a customer focused bicycle parking map	Transport Network		

Action Table - Direction 3

Direction	Goal	Action	How will we achieve this?	Responsible Business Unit
3. Provide and maintain end-of-trip facilities	3.1 Provide end-of-trip facilities	A22 Seek NSW Government funding for bicycle parking and end-of-trip facilities	Identify and apply for grant funding for bicycle parking projects	Transport Network
		A23 Provide bicycle parking and end-of-trip facilities in Strategic Centres	Develop, implement and deliver Northern Beaches Bicycle parking based on demand	Parks Assets - Planning Design and Delivery Transport Network
		A24 Provide bicycle parking and end-of-trip facilities at transport hubs and major destinations	Identify locations and prioritise works	Transport Network
			Ensure bicycle parking facilities as part of scope of Council major projects	Transport Network
			Partner with TfNSW to provide bicycle parking and end-of-trip facilities at transport hubs	Transport Network Transport for NSW
			Provide for e-bike parking and charging requirements as part of bicycle parking projects	Transport Network
			Provide for cargo bike requirements as part of bicycle parking projects	Transport Network
			Provide for secure or semi-secure bicycle parking requirements as part of bicycle parking projects	Transport Network
		A25 Provide bicycle parking with upgraded security at beaches	Identify and deliver tailored solutions for beach locations	Transport Network
		A26 Provide convenient bicycle parking at local centres, villages, bus stops and destinations	Identify locations and prioritise works	Transport Network



Secure Bicycle Cage



Shared Bicycle Locker



Individual Bicycle Locker

 <p><b>Transport</b></p> <p>Bicycles provides people with transport options, greater mobility for those who do not drive a car and an alternative to driving their car or catching public transport. Combining cycling with public transport allows one to cycle for a portion of the journey.</p>	 <p><b>Congestion</b></p> <p>A bicycle requires much less road space than motor vehicles. Greater bicycle use may help reduce traffic congestion, especially when combined with good cycling infrastructure. Parking a bicycle is also considerably easier than parking a car. Car parking has become one of the major issues within the Northern Beaches strategic and local centres.</p>	 <p><b>Environment</b></p> <p>Riding a bicycle has a very low impact on the environment when compared to private motor vehicles and public transport. Cycling uses minimal fossil fuels and is a pollution-free mode of transport. The Queensland Department of Main Roads states that cycling 10km each way to work would save 1500kg of greenhouse gas emissions each year.</p>
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151 Darley Rd, Manly 2095  
[www.aspiringproperties.com.au](http://www.aspiringproperties.com.au)

11 November 2020

**Northern Beaches Council**

Mayor Michael Regan  
Deputy Mayor Candy Bingham  
CEO Ray Brownlee  
Manly Ward Counsellors

CC: James Griffin, Manly Business Chamber.

**Re: Sheets as Shared Spaces objection.**

We write this letter of objection to Northern Beaches Council's proposed: Shared Spaces Program in Manly and endeavour to provide you with supporting information, that may not have been communicated through Council's various departments.

Aspiring Properties are the property owners and developers of sites:

- 6 The Corso
- 50 East Esplanade
- 46-48 East Esplanade

Our mission is to serve the community by building, redeveloping and managing high quality properties. The team's leadership and staff are committed to the common good of society and seek to work collaboratively to deliver excellence in all the projects that we work on.

We currently have an approved DA 0997/2019 for a \$10million dollar, 18-month commercial build on the above-mentioned site, Manly Emporium. See attached stamped plans.

The 2020 project start date was delayed due to Covid interference with our leasing campaign. We are now on track for kick-off in early 2021.

Attached is the project Information Memorandum, to give you a high level overview of the site location, and development scale.

As a landlocked site, not too dissimilar to the St Matts development, we are presented with challenging complexities, all primarily based around access.

These are inclusive of, but not limited to: Access for demolition, works material delivery, vehicle access, traffic routes, and crane access, garbage collection and loading for tenants.

Our conversation with Council regarding the above mentioned difficulties began in our pre-DA meetings in May 2019, (notes available on request), with a focus on the only 2 locations available:

1. Access via mounting The Corso, between the water feature and town hall grassed area, primarily for demolition.
2. A works zone, in 1-lane at 46-48-50 east Esplanade, directly across from Manly Wharf, as you turn left at the main intersection, south bound.

We presented a draft CTMP, which has been reviewed through the DA process, with a more detailed plan to be submitted prior to activation of the DA. Unfortunately, this looks to be undeliverable with the Shared Spaces program.



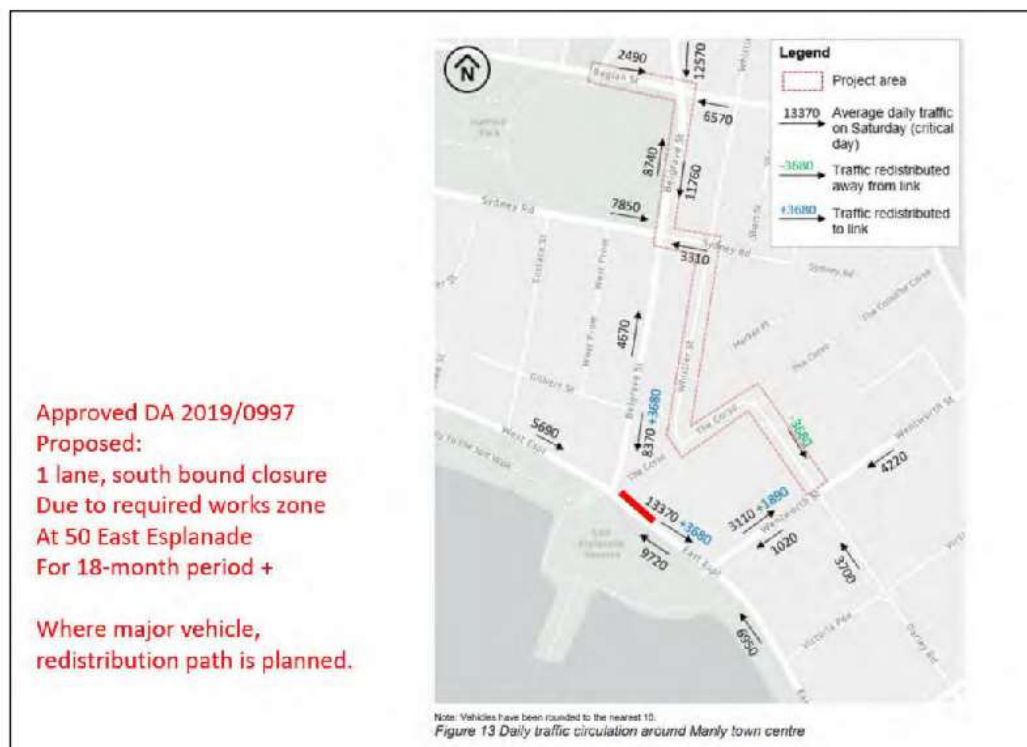
151 Darley Rd, Manly 2095  
www.aspiringproperties.com.au

Furthermore, we proposed an off-peak loading zone for tenants use at the western end of The Corso, as attached. This has recently been refused due to the Shared Spaces program. Correspondence took place with Michelle Carter 28 October 2020 (notes available on request).

We are extremely concerned with documentation in the Shared Spaces initiative, showing that all south bound traffic will be diverted to East Esplanade, placing an extreme amount of pressure on an already busy road, that will house our project works zone within the same timeframe.

See excerpt from Councils Transport Management Plan document, page 15, of which we have added our proposed works zone, in red for clarity.

[https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.nthbch-yoursay.files/7916/0264/1683/Transport\\_Management\\_Plan\\_-\\_Streets\\_as\\_Shared\\_Spaces\\_-\\_Manly\\_Oct\\_2020.PDF](https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.nthbch-yoursay.files/7916/0264/1683/Transport_Management_Plan_-_Streets_as_Shared_Spaces_-_Manly_Oct_2020.PDF)



Shared Spaces shows bollards, completely blocking access to The Corso, which if access is refused, will increase construction timeframes and cost substantially, causing major disruptions to the Manly central business district. This would cause demolition of a 2 story building to be carried out by wheelbarrow, utilising the small heritage façade window, currently operating as Maestro & Co.

One way traffic will also restrict all options for works vehicle loops via The Corso, for delivery and drop off of materials.

The project timeline, if only East Esplanade is available, will increase the scope of works by a minimum of 3-months.

With materials delivered and floated by crane, there will be many occasions where both south lanes of traffic on East Esplanade will be temporarily blocked for overhead safety reasons.



151 Darley Rd, Manly 2095  
[www.aspiringproperties.com.au](http://www.aspiringproperties.com.au)

Overall heavy vehicle numbers will increase both north and south bound, as vehicles drop, load and loop to leave site, adding extra pressure on the route.

We are at a time where the utmost support is required for business and property owners, to ensure projects are time and cost effective, assets continue to be invested in, are well maintained, and best in class operators sourced to present the most magical Manly possible.

With the proposed road closures, diversions and reduced access, we are placed in a position where an objection must be lodged, as the overall disruption to traffic movement will be substantially impaired for residents, businesses and the project builders.

**In review:**

- The Manly Emporium East Esplanade works zone will block 1-lane of traffic, creating chaos for the proposed Shared Space traffic redirection.
- 1 lane of traffic on The Corso, will restrict all works vehicle options.
- All south bound traffic will be affected, inclusive of residents, businesses and builders.
- The works zone will increase the amount of heavy load vehicles on the East Esplanade road loop.
- Additional road closures will be required from time to time for large material deliveries.
- Pedestrian and vehicle safety are a concern with an increase use of vehicles on East Esplanade.
- Manly Emporium Project building timeline will increase by 3-months minimum.
- Manly Emporium project costs will increase substantially.

**Some additional, general comments:**

- Australia Post access on Darley Road has not been addressed.
- Garbage collection will require garbage collectors to collect bins from both sides of the road, running across bike and pedestrian traffic.
- With Darley Rd restricted to 1-lane, traffic will bank up behind the garbage trucks (up to 15 per day) as there is no longer an opportunity to pass.
- Reduced and relocated loading zones in Darley Rd, results in difficult delivery accessibility, at a lengthy distance for those businesses requiring it most, with no rear access.
- Increased businesses and residential traffic access is required at North Head, as development continues for major sites.
- Access for ongoing tenancy fit outs is required across our property portfolio, with limited access now available.
- Loss of convenient quick customer parking will negatively impact retailers trade, in what is specifically labelled a service and convenience strip in the Manly Retail Strategy Plan.

With all the above points are taken into consideration, we submit this as 3 formal objections for:

██████████  
Project Manager

██████████  
Development Manager

██████████  
Director

**From:** [REDACTED]  
**To:** [REDACTED] [Michael Regan](#); [Candy Bingham](#); [Ray Brownlee](#); [Pat Daley](#); [Sarah Grattan](#); [Council Mailbox](#)  
**Cc:** [REDACTED]  
**Subject:** Streets as Shared Spaces Manly: Impact on Service Vehicles  
**Date:** Thursday, 12 November 2020 2:17:00 PM

---

Hi All

I have been looking at the potential implications of the proposed Shared Streets project on access for service vehicles to the impacted area. In particular, I have looked at the servicing of grease arrestors/traps and the collection of rubbish.

#### **Servicing of grease arrestors/traps**

There is a major issue associated with trucks servicing grease arrestors/traps in the area. There are numerous businesses on Darley Road that require these services including, St Matthew's church. Speaking to our service provider, the truck needs to be parked in the street for between 1 and 2 hours to service our 2 grease arrestors. Presently, our service provider comes in the early hours of the morning when there will be minimal disruption to traffic.

With the road presently two-way, traffic can easily get around the truck. Once Darley Road is changed to one-way, this will no longer be possible. It will mean that Darley Road be blocked off by our service vehicle for periods in excess of an hour when they need to service our grease arrestors.

In addition to this, the service vehicle needs to run collection pipes, which are approximately 10cm in diameter to the collection coupling and grease arrestors. To do this, these pipes will need to run across both the cycleway and the footpath. While this should not be a major issue in the early hours of the morning, it does potentially lend itself to a dangerous situation particularly if a cyclist is using the cycleway and does not see the pipe.

As I understand it, there are numerous other businesses on Darley Road that require similar services. The impact of blocking the roads will be significant and potentially dangerous.

#### **Collection of garbage**

The collection of garbage takes place from the early hours of the morning mornings and throughout the day in this area. The collection of garbage involves 3 different services for most businesses, including the collection of general garbage, the collection of paper and the collection of bottles. The conversion of The Corso and Darley Road to one-way will result in blockages to traffic throughout the day. Presently, when garbage trucks stop in Darley Road, traffic can filter around resulting in minimal disruption. This will not be possible when the roads are made one-way.

The Shared Streets project will clearly result in some significant unintended interruptions as detailed above. It is not possible to relocate the collection points for these services and if the project proceeds on the present basis, will result in significant issues as detailed above.

Regards

[REDACTED]



[REDACTED]  
[REDACTED]

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-----Original Message-----

From: [REDACTED]  
Sent: Wednesday, 4 November 2020 5:03 PM  
To: Michael Regan <Michael.Regan@northernbeaches.nsw.gov.au>; Candy Bingham <Candy.Bingham@northernbeaches.nsw.gov.au>; [REDACTED]  
[REDACTED] Pat Daley  
<pat.daley@northernbeaches.nsw.gov.au>; Sarah Grattan  
<Sarah.Grattan@northernbeaches.nsw.gov.au>  
Cc: manly@parliament.nsw.gov.au; [REDACTED]  
[REDACTED]

Subject: Streets as Shared Spaces Manly: St Matthews Manly church response

Dear Northern Beaches Council Representatives,

Attached is a letter outlined the concerns on myself and my church Wardens views regarding the proposed Shared Spaces Project Manly and our opposition to it. I respectfully request that this get looked at a a matter of urgency and replied to.

Kind Regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Please note: Friday is my day off. Thanks for your patience in receiving a response



JAMES GRIFFIN MP  
Parliamentary Secretary for the Environment  
Parliamentary Secretary for Veterans  
Member for Manly

Deputy Mayor Candy Bingham  
Councillor Pat Daley  
Councillor Sarah Grattan  
Manly Ward Councillors  
Northern Beaches Council  
GPO Box 5341  
DEE WHY NSW 2099

By Email

Dear Deputy Mayor Bingham, Councillors Daley and Grattan

I am writing to you in relation to the NSW Government's initiative *Streets as Shared Spaces Program* which was announced in 11 May 2020 (see attached). This program was intended to provide funding for councils to support the delivery of short-term improvements to local streets and public spaces through pop-ups and pilots that encourage social distancing and improve the attractiveness of our neighbourhoods.

The media release of 11 May 2020 announcing the grant opportunity stated "*Community input will be essential in helping councils choose projects that will benefit their communities.*"

I enclose for your information correspondence received from business owners of Belgrave Street Manly who have indicated to me their strong concerns regarding the impact of the program on their businesses.

Recently, I also met with leaders from St Matthews Church in Darley Road Manly who also expressed their concern that the Council had not made them aware of the Streets as Shared Spaces Program and that the plans that were being drawn up would greatly affect their day to day operations.

As I have stated above, the intent of the NSW Government's Streets as Shared Spaces Program was to support our local businesses during this most challenging of times during the pandemic and as such I urge you to consider revising your project on the basis of community consultation and feedback.

Yours sincerely



James Griffin MP  
Date: 13 NOV 2020

Shop 2, 2 Wentworth Street, MANLY NSW 2095  
Ph: 9976 2773 [www.jamesgriffinmp.com](http://www.jamesgriffinmp.com)

Monday, 11 May 2020

## TRANSFORM OUR STREETS AND PUBLIC SPACES FOR SOCIAL DISTANCING

Northern Beaches residents are being encouraged to come up with ideas to transform local streets into shared public spaces as part of a new program from the NSW Government to increase places for people to safely walk, cycle or exercise.

Member for Manly James Griffin said a new \$15 million *Streets as Shared Spaces* fund will help councils implement pilot measures to increase public space and allow for easier social distancing during the COVID-19 pandemic.

"Simple changes like widening footpaths or closing a street to vehicles on weekends will make our community healthier, more walkable and easier to maintain social-distancing," Mr Griffin said.

"We have some real creativity in our community so I encourage everything to think about what small changes we can make that will make our lives better."

Councils will be able to apply for grants of up to \$100,000 for short-term, quick response projects, such as widening footpaths and temporary cycle lanes, and up to \$1 million for longer-term projects, such as changes to road alignments and widths and trialling lower speed limits.

Community input will be essential in helping councils choose projects that will benefit their communities. An online social pinpoint map allows users to click directly on a specific area and leave their comments and ideas.

Planning and Public Spaces Minister Rob Stokes said the program will help councils deliver simple short-term projects to provide fast relief and longer-term strategic projects that will help communities transition out of the pandemic.

"These initiatives will make it easier to maintain social distancing, create jobs for the construction industry and encourage economic activity back into our streets," Mr Stokes said.

"If the pilot projects gain widespread community support, we'll look to make them permanent so more people can enjoy the outdoors once this pandemic is over."

Councils can apply for Streets as Shared Spaces grants until 30 June 2020.

For more information visit: <https://www.dpie.nsw.gov.au/streets>

**Media contact: Daniel Rubenach | 0432 498 014**

## Street as Shared Spaces Manly

The business owners of Belgrave St, Manly would like to express our concern regarding the proposed changes to the street.

### **Specific concerns with Belgrave St.**

- Business owners not consulted about proposed changes.
- Extremely short lead in time for comments on proposal.
- Decreased parking spaces along street for customers and hampered access for delivery trucks.
- Total loss of parking spaces along street whilst programmed works occur.
- Traffic gridlock as our street originates in from Pittwater road and will turn into one lane, then down to 10km per hour.
- No benefit for business along our section, as no proposed outdoor seating space for Belgrave St.
- Many of our businesses, mostly hospitality and service businesses are already severely impacted by Covid, any further disruption, which impacts customer access to our businesses, like this proposal, will result in business closures. The timing of this is terrible.



### **General Concerns.**

-General traffic gridlock in and around Manly.

- Access to the Eastern Hill will be greatly hampered by removing south heading traffic through the Corso. -The beachfront which has recently been reduced to 30km per hour will become even more congested as will the road passing Manly wharf.

-The southern side of the Corso which is losing all the parking spots and is being extended out for outdoor seating, currently has only one food premises!! A supermarket, 2 banks, an empty food shop and an art gallery does not need outdoor seating. This section also has heavy foot traffic from the arriving ferries, which will be disrupted by chairs and tables on the footpath.

-Manly already has good access for bicycles along the beachfront. There are already plenty of safe walking spaces. We believe the impact these proposed changes will have to business far outway any benefit to a few cyclists. If businesses keep closing there will be nothing to cycle to.

Even though it is said to be a trial, we believe once the works are done, no matter what the opinion of the people is, it will stay in place.

Regards,  
Belgrave St, business owners.



From: [Candy Bingham](#)  
To: [Michelle Carter](#)  
Subject: Fwd: Activate Manly  
Date: Sunday, 15 November 2020 4:47:46 PM  
Attachments: [GFM-email-footer 2019.png](#)

---

Hi Michelle

Please include this in the submissions if you haven't done so already.

Many thanks & regards, Candy

-----  
**Candy Bingham**  
Deputy Mayor  
Northern Beaches Council  
Phone 0418 430 544.



[\[+\] Please keep my contact details up-to-date](#)

----- Forwarded message -----

From: [REDACTED]  
Date: Sun, 15 Nov 2020 at 12:18  
Subject: Fwd: Activate Manly  
To: <[Candy.Bingham@northernbeaches.nsw.gov.au](mailto:Candy.Bingham@northernbeaches.nsw.gov.au)>

Hi Candy

I wanted you as Deputy Mayor to have a copy of my email to the Mayor highlighting this most serious issue

Regards  
[REDACTED]

Begin forwarded message:

**From:** [REDACTED]  
**Date:** 15 November 2020 at 12:12:11 pm AEDT  
**To:** [Michael.Regan@northernbeaches.nsw.gov.au](mailto:Michael.Regan@northernbeaches.nsw.gov.au)  
**Subject:** Activate Manly

Dear Mayor

I have written to you previously with my grave concerns regarding this plan in relation to the alterations to The Corso and Darley Road.

I now must write again drawing your attention to the safety issues which have been drawn to my attention.

This concerns to reduced access to eastern hill, reduced to only two routes. The beach front access is often closed for events and or is blocked up with

heavy traffic, the plan will only make this worse  
The harbour front at the the ferry lights is already slow and congested.  
Should the beach front be unavailable and there is a medical emergency on  
eastern hill it will be very difficult for an ambulance to get access in a timely  
manner.  
I am acutely aware of this as my wife recently suffered heart attack. In these  
circumstances minutes are vital.  
Please reconsider this plan and don't proceed when further consideration is  
clearly required.  
I wished to put this safety issue firmly before you as the Mayor, and trust it  
would never need to be shown in the event of a circumstance of a death due to  
access problems caused by the council going ahead with this unadvised  
scheme  
Regards



Northern Beaches Council

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From: [Candy Bingham](#)  
To: [Michelle Carter](#)  
Subject: Fwd: Bicycle plan Manly  
Date: Sunday, 15 November 2020 4:56:19 PM  
Attachments: [GFM-email-footer\\_2019.png](#)

---

Another one to be added to submissions pls.  
Cheers Candy

-----  
**Candy Bingham**  
Deputy Mayor  
Northern Beaches Council  
Phone 0418 430 544.



[\[+\] Please keep my contact details up-to-date](#)

----- Forwarded message -----

From: [REDACTED]  
Date: Sun, 15 Nov 2020 at 08:03  
Subject: Bicycle plan Manly  
To: [candy.bingham@northernbeaches.nsw.gov.au](mailto:candy.bingham@northernbeaches.nsw.gov.au)  
<[candy.bingham@northernbeaches.nsw.gov.au](mailto:candy.bingham@northernbeaches.nsw.gov.au)>

Dear Ms Bingham

I've always admired your energy and commitment to Manly. I'm really disappointed that this cycle way has been forced through. Will you speak against it?  
I live on Darley Rd. Do the people who made this decision live in Manly? I don't think so. Trucks race up and down Darley Rd to get to North Head. Although this is supposed to happen within a time frame, it doesn't. They are here up until 3am. heading to sewage works.

What Council proposes will be chaos for traffic. I'm also pretty sure there will be many more traffic accidents because of the grade of the road- as bicycles collide with cars because of the narrow road and the speed which the bicycles travel down- most out of control. Impatient drivers will try to force their way through as traffic banks up. When there's an event on in Manly, it can take up to an hour to get from Marshall St to Belgrave St. There is no way out of this area. It will also be impossible for local traffic to get through the bottleneck you will create at all times.

Parking for residents is impossible already. With spots sold to businesses and motorcycles taking up many car spots, there is often no parking for residents anywhere near our residence. It's very difficult to get groceries in, with a car park spot 2 streets away. Some nights there is no parking available.

Once summer comes (and with people flocking to Manly after Covid restrictive life), there will be many people looking to park- and you propose reducing spaces available.

I'm very disappointed that this decision is being forced upon us without consultation. It's sad that decisions about Manly are taken by people who live outside the area and seem to have no concept of the lack of infrastructure in this area to support such a scheme.

Yours sincerely  
[REDACTED]

.....;



**From:** [Michael Regan](#)  
**To:** [Nicki Adams](#)  
**Subject:** FW: Proposed Manly Cycleway  
**Date:** Friday, 13 November 2020 7:25:45 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.jpg](#)  
[image004.jpg](#)  
[image005.jpg](#)

---

**Michael Regan****Mayor**

Office of the Mayor

t 02 8495 6459

[michael.regan@northernbeaches.nsw.gov.au](mailto:michael.regan@northernbeaches.nsw.gov.au)[northernbeaches.nsw.gov.au](http://northernbeaches.nsw.gov.au)

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You can keep up to date with Council's news by following us on social media.



---

**From:** [REDACTED]  
**Sent:** Friday, 13 November 2020 4:42 PM  
**To:** Michael Regan <Michael.Regan@northernbeaches.nsw.gov.au>  
**Subject:** Proposed Manly Cycleway  
Mayor Regan

I am writing to protest against the proposed cycleway that will remove a lane of traffic in an already congested Manly Village precinct.

The proposed cycle way seems to completely ignore the needs of:

1. Shops & services on the lower section of the Corso that need essential access for delivery of goods
2. St Matthews church that requires access for weddings and funerals their regular events that require on street parking
3. Residents that access the eastern Hill after coming down Sydney Road. Diverting traffic to what is already a frequent bottleneck at the lights on the corner of Belgrave Street and West Esplanade, not to mention the large volume of pedestrian traffic that use this crossing makes no sense. Adding more cars to this area is ridiculous and unnecessary.

I believe very few cyclist will use this cycle access as typically those coming from a northerly direction will choose to ride along the more scenic and safe bike path on the beach front rather than Belgrave Street / Pittwater Road.

Have the community and stakeholders been consulted regarding this?

Regards,

[REDACTED]  
[REDACTED]



**From:** [REDACTED]  
**To:** [Ray Brownlee](#)  
**Subject:** Proposed cycleway  
**Date:** Saturday, 14 November 2020 9:49:13 AM

---

Dear Mr Brownlee

I would like to register my opposition to the proposed cycleway through the middle of the Manly Town Centre. My name is [REDACTED], I have been a Northern Beaches resident for most of my [REDACTED] years. [REDACTED] of those years I served as a member of the NSW Police and nine of those I was stationed on the Northern Beaches.

My primary concern is the impact of the lane closures to motor vehicles which will increase traffic congestion on surrounding streets in the centre of Manly. Another concern I have relates to the removal of parking spaces on Darley Road. Since April this year I have been part of a team of local residents from St Matthews Church operating the Soup Kitchen from a small caravan. This method of distributing between 80 and 100 hot meals to disadvantaged people has come about because of the pandemic. The service operates on Monday evenings and compliments similar services operated by other Northern Beaches Churches and charity organisations. The creation of the one way northbound traffic lane on Darley Road will prevent this service from being provided unless we can be given permission to operate from The Corso.

I would also like to point out that there is already an existing cycle lane on Darley Road that is virtually totally ignored by the few cyclists that ride there. There are existing cycleways on the beachfront and harbourside to cater for the needs of cyclists. What council hopes to achieve by providing a 400 metre link between the centre of Manly and Kangaroo Lane defies all logic. The fanciful comparison between Manly and the cities of Montreal, Copenhagen and Amsterdam displays the lack of understanding of the local environment of the person who came up with this proposal without any consultation with the local community. I don't know if you or any of the other councillors have noticed that when a ferry load of tourists arrive at the wharf they either walk directly to the beach or harbourside. Those that bring their own or hire a bike do the same. No one other than locals have any idea that Kangaroo Lane exists.

I understand that the local Police are supporting this proposal along the grounds of safety for pedestrians, which has some merit. The same outcome can be achieved with the strategic placement of bollards or similar obstructions which can and are being widely installed already. Another reason that I oppose this proposal, is the restriction of access to St Matthews Church as well as local businesses that have no alternate access. There will also be significant impact on elderly people and those with restricted mobility.

[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from [Mail](#) for Windows 10

**From:** [REDACTED]  
**To:** [Ray Brownlee](#); [Michael Regan](#); [Candy Bingham](#); [Sarah Grattan](#)  
**Subject:** Objection to Cycleway  
**Date:** Saturday, 14 November 2020 4:43:34 PM

---

**Northern Beaches Council Dee Why, 2099 NSW**

**To Mayor Michael Reagan, Deputy Mayor Candy Bingham, CEO Ray Brownlee and fellow Manly Ward Counsellors,**

**Dear Madams and Sirs,**

**RE Streets as Shared Spaces - Manly Project: St Matthews Church Manly**

**Response**

I have grave concerns about the plans for the walking and cycling-friendly link from the intersection of Darley Road with Wentworth Street all the way to Kangaroo Lane to the north via Sydney Road and Belgrave Street.

Firstly, I am disappointed and confused as to why the local residents and general public weren't consulted prior to this decision being made. I have been a resident of Manly for 15 years and given this project will have a significant impact on the locals as they go about their business I cannot understand why we were not consulted.

I love walking around Manly as it is, enjoying the joyful, relaxed atmosphere while listening to live music and browsing the markets. I cannot think of anything worse than sharing the Corso with cyclists. It is the one place in Manly where you can escape traffic other than foot traffic.

In my mind it is also completely unnecessary. I have a bike and I happily ride it along the beach front where there is space for people to enjoy exercise without having a bike in their face. For the small area that Manly is it is perfectly fine to use the main roads when needed. I do not feel there is a need for a shared cycleway.

I am also aware of the massive inconvenience the project will have on local businesses. The shops along the Corso and St Matt's Church rely on Darley Street to go about their business. A cycleway will make everything more congested than it already is.

When I look at the plans I am most upset by the change that will occur to the atmosphere on the Corso and the congestion to the local area. Manly is special because it has a relaxed feel. Having cyclists on the Corso will have an irreversible negative impact. In this busy world where it is hard to find peaceful moments, the Corso is one place that fosters that relaxed, artistic feel. Please don't change that by going ahead with this project.

Thank you for your consideration.

Kind regards,  
[REDACTED]

**From:** [REDACTED]  
**To:** [Ray Brownlee](#)  
**Subject:** Cycle path  
**Date:** Saturday, 14 November 2020 5:15:22 PM

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I am a Balgowlah resident, I spend a lot of time in the Manly area, a member of St Matthews Church and I totally oppose the cycle path, the disruption to the access to the church will be huge affecting weddings, funerals, the Soup Kitchen and the already traffic congestion around the wharf.

yours sincerely  
[REDACTED]



**From:** [REDACTED]  
**To:** [Ray Brownlee](#)  
**Subject:** Bicycle/toad plan Manly  
**Date:** Sunday, 15 November 2020 7:48:51 AM

---

Dear councillor

I live on Darley Rd. Do the people who made this decision live in Manly? I don't think so. Trucks race up and down Darley Rd to get to North Head. Although this is supposed to happen within a time frame, it doesn't. They are here up until 3am.

What you propose will be chaos for traffic. I'm also pretty sure there will be many more traffic accidents because of the grade of the road- as bicycles collide with cars because of the narrow road and the speed which the bicycles travel down- most out of control.

Impatient drivers will try to force their way through as traffic banks up.

When there's an event on in Manly, it can take up to an hour to get from Marshall St to Belgrave St. There is no way out of this area.

It will also be impossible for local traffic to get through the bottleneck you will create at all times.

Parking for residents is impossible already. With spots sold to businesses and motorcycles taking up many car spots, there is often no parking for residents anywhere near our residence. It's very difficult to get groceries in, with a car park spot 2 streets away. Some nights there is no parking available.

Once summer comes (and with people flocking to Manly after Covid restrictive life), there will be many people looking to park- and you propose reducing spaces available.

I'm very disappointed that this decision is being forced upon us without consultation. It's sad that decisions about Manly are taken by people who live outside the area and seem to have no concept of the lack of infrastructure in this area to support such a scheme.

Sincerely  
[REDACTED]

Get [Outlook for iOS](#)

**From:** [REDACTED]  
**To:** [Ray Brownlee](#); [Michael Regan](#); [Candy Bingham](#); [Sarah Grattan](#); [Pat Daley](#)  
**Cc:** [REDACTED]  
**Subject:** The Proposed Manly CycleWay is Crazy  
**Date:** Monday, 16 November 2020 11:33:34 AM

---

For [REDACTED] years I have lived in Manly and cycled, walked and driven through Manly in many directions. I love where I live and love my ability to travel in so many ways. I find the convenience of two cycleways crossing to the Eastern hill at both ends of the Corso ample to go anywhere in Manly. My children ride to Manly Village School on the ocean front. I often ride to the wharf. I ride to the Corso. I ride to North Head on a regular basis.

I do not understand why you are considering adding another cycleway to Manly. Traffic is the problem in Manly and taking away roads will not help this. I know lots of people in Manly and NO ONE I KNOW THINKS THIS IS A GOOD IDEA. What about extending current cycle ways to where people want to go. Not replicating existing cycle ways.

Fifty years I used to drive down the Corso with my grandparents. Closing this to traffic has been a great idea. But there has to be a limit to how many roads the Council closes.

[REDACTED]  
[REDACTED]  
[REDACTED]

North Manly



From: [Michael Regan](#)  
To: [Nicki Adams](#)  
Subject: FW: Streets as shared spaces Manly  
Date: Monday, 16 November 2020 12:39:37 PM

---

From: [REDACTED]  
Sent: Friday, 13 November 2020 1:23 PM  
To: Michael Regan <Michael.Regan@northernbeaches.nsw.gov.au>  
Subject: Re: Streets as shared spaces Manly

To Mr Regan,

I am writing to you as a business owner & concerned local. We have had our business in Manly now for 10 years, no doubt this has by far been the most difficult challenge throughout this Covid process. Our business like so many has suffered significantly and the loss of tourists and less seating has meant we are not what we use to be. We can't change that.

The proposed change to Darley Rd will have a significant impact to trade for our business. This is a change brought about by choice from the council. I ask why do this now? Cars stopping for a quick purchase is funds we didn't have 5min ago, this quick get out and buy will now be prevented. The morning trade gone, as it's inconvenient for motorists. Manly is a hustle bustle place drop the tourists, the cars & tradies provide this hustle bustle convenience.

I ask is this something that is a need to do now??? Why can't we be left to trade to the maximum in these difficult times and not be confronted by this council proposal, and worry, and challenge.

My husband supports [REDACTED] have council considered what these major changes will do to business owners who are already mentally suffering?? This impact has changed people's lives for the long run their mental health has been significantly impacted my husband one of them. I've watched a man with business smart, second guess himself and have his head in his hands as everything fell apart, but he's still there even though we don't know what tomorrow will bring, the new stress/challenge is this proposal this change happening in now. What will this mean for our business???

Have you spoken to the business owners that will be affected? Do you know as our Mayor how they feel? What does this mean for their business?? I can tell you the percentage drop of customers into our store can you predict the drop in accessibility for the stores on these roads???

Shop fronts along Darley rd have already been empty for over a year, how could this possibly be any good to promote new business??

My question is why now? Why not give us a chance to get back on our feet and then make proposals and look to make change. A change now changes movement of people and sends our business else where when convenience is taken away.

Kind regards,

[REDACTED]

[flook for iOS](#)

**From:** [REDACTED]  
**To:** [Ray Brownlee](#)  
**Cc:** [Michael Regan](#)  
**Subject:** Manly Corso re cycle way  
**Date:** Monday, 16 November 2020 1:02:58 PM  
**Attachments:** [image003.jpg](#)

---

Dear councilor,

Manly has always held a special place in my heart and I visit there once or twice weekly. I found it upsetting to see your plans for a cycle way running through the Corso.

I am sure it never occurred to you how this would affect the older and less able (such as myself) members of the community.

I am a regular attender at St. Matts on the corner ,and my husband's funeral was held at the church. I am now concerned that I will be unable to have my last request granted to have my funeral service there.

Have you considered the difficulty for hearses to have access to the church? It is very tight even now and with the cycleway it would seem to me to be impossible.

At St Matthews pre Covid days I attended Bible Study on Tuesdays and afterwards there was a community luncheon for seniors. This is something to look forward to and very important for seniors to have a venue easily accessible where we can mix and communicate with our contemporaries.

Some of the diners are brought by Caddy transport,some are wheel chair bound and need help to access the lunch room.

I believe the cycleway will make it extremely difficult for the caddy drivers to find parking close by and even for myself as I now use a walking stick, and I am unsteady on my feet.

I know at our age our usefulness is insignificant, however, please consider how we the less able members of the community, who have little say in these matters are relying on you for help.



[REDACTED]



**From:** [REDACTED]  
**To:** [Lynne Rawlings](mailto:lynne.rawlings@northernbeaches.nsw.au); [pat.daley@northernbeaches.nsw.au](mailto:pat.daley@northernbeaches.nsw.au); [Candy Bingham](mailto:Candy.Bingham); [Sarah Grattan](mailto:Sarah.Grattan); [Ray Brownlee](mailto:Ray.Brownlee); [james.griffin@parliament.nsw.gov.au](mailto:james.griffin@parliament.nsw.gov.au)  
**Subject:** RE: Bike path, Manly Corso - Street Scape project - Objection  
**Date:** Tuesday, 17 November 2020 6:45:47 AM  
**Attachments:** [image001.png](#)

---

Dear Phil, Councillors, James

Reading the outline of the Shared Street Spaces initiative, it clearly states community input was required for proposals submitted. I understand this was a requirement prior to submission.

How was this sort?

What other improvements or opportunities were explored for expanding bike paths in Manly?

What modelling has been undertaken to assess impact to traffic flow within Manly city centre and surrounds, specifically Pittwater and Sydney Rd peak hour traffic?

What modelling has been undertaken regarding impact to business? What other improvements or opportunities were explored to reinvigorate businesses in the town centre?

What was the process for seeking businesses input, into this 'COVID activation initiative' prior to development of the final plan for submission and how was this applied?

What was the process for seeking community input, into this 'COVID activation initiative' prior to development of the final plan for submission and how was this applied?

What studies have been undertaken to assess the most recent project in Manly to reduce traffic and provide open pedestrian spaces at the end of Sydney Rd in terms of benefits to community and businesses? What feedback do we have from businesses on the direct benefits?

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

---

[REDACTED] Lynne Rawlings <[Lynne.Rawlings@northernbeaches.nsw.gov.au](mailto:Lynne.Rawlings@northernbeaches.nsw.gov.au)>

**Sent:** Monday, 16 November 2020 9:04 AM

**To:** [REDACTED]

**Subject:** Bike path, Manly Corso - Street Scape project - Objection

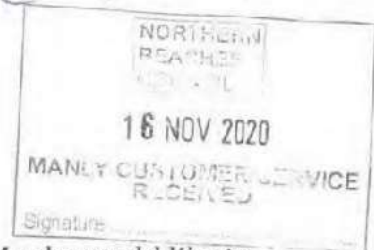
Dear Ms Brown,

Please find attached Councils response to the above related matter.



Scanned 17-11-2020

84915 6805 Michelle Carter

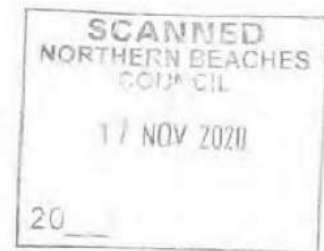


### Street as Shared Spaces Manly

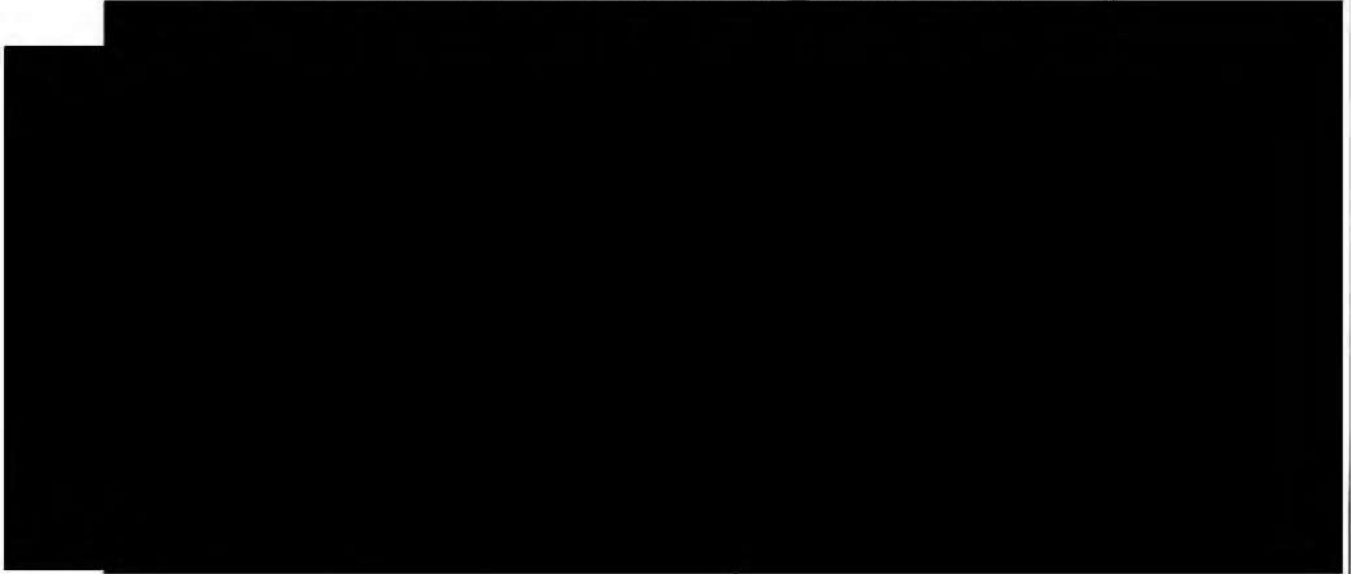
The undersigned business owners of Belgrave St, Manly would like to express our concern regarding the proposed changes to the street.

#### Specific concerns with Belgrave St.

- Business owners not consulted about proposed changes.
- Extremely short lead in time for comments on proposal.
- Decreased parking spaces along street for customers and hampered access for delivery trucks.
- Total loss of parking spaces along street whilst programmed works occur.
- Traffic gridlock as our street originates in from Pittwater road and will turn into one lane, then down to 10km per hour.
- No benefit for business along our section, as no proposed outdoor seating space for Belgrave St.
- Many of our businesses, mostly hospitality and service businesses are already severely impacted by Covid, any further disruption, which impacts customer access to our businesses, like this proposal, will result in business closures. The timing of this is terrible.



*A. Pave*



### General Concerns.

-General traffic gridlock in and around Manly.

- Access to the Eastern Hill will be greatly hampered by removing south heading traffic through the Corso. -The beachfront which has recently been reduced to 30km per hour will become even more congested as will the road passing Manly wharf.

-The southern side of the Corso which is losing all the parking spots and is being extended out for outdoor seating, currently has only one food premises!! A supermarket, 2 banks, an empty food shop and an art gallery does not need outdoor seating. This section also has heavy foot traffic from the arriving ferries, which will be disrupted by chairs and tables on the footpath.

-Manly already has good access for bicycles along the beachfront. There are already plenty of safe walking spaces. We believe the impact these proposed changes will have to business far outweigh any benefit to a few cyclists. If businesses keep closing there will be nothing to cycle to.

Even though it is said to be a trial, we believe once the works are done, no matter what the opinion of the people is, it will stay in place.

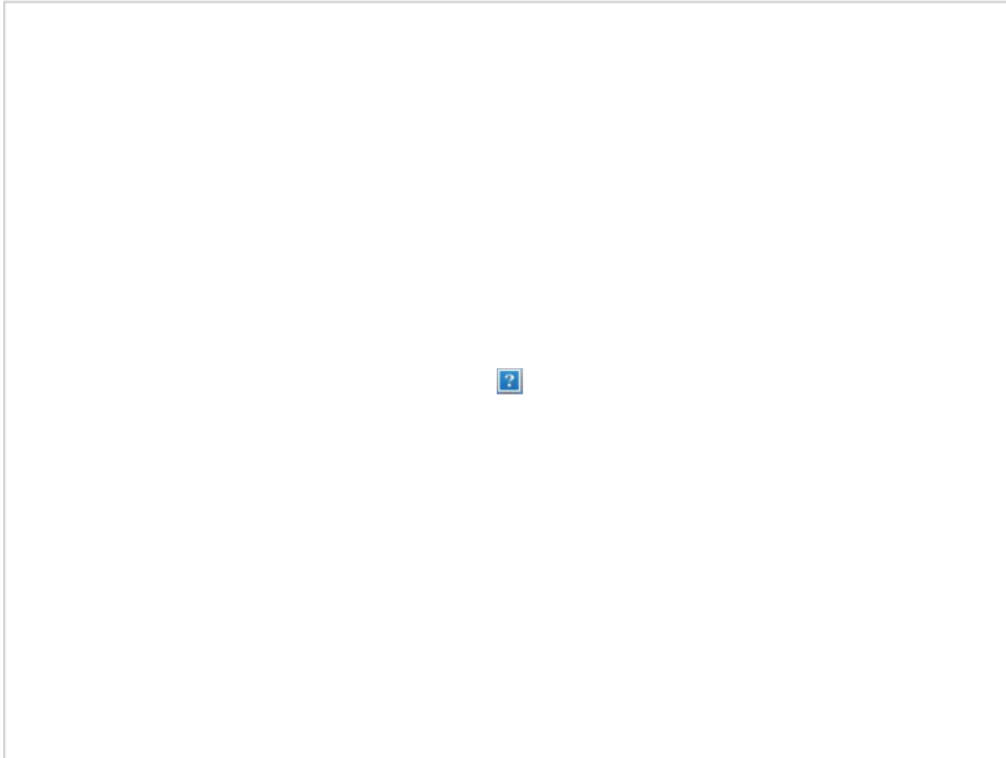
Regards,  
Belgrave St, business owners.

**From:** [REDACTED]  
**Cc:** [REDACTED] [Michael Regan](#); [Candy Bingham](#); [Ray Brownlee](#); [Pat Daley](#); [Sarah Grattan](#); [Council Mailbox](#)  
**Subject:** RE: Streets as Shared Spaces Manly: Impact on Service Vehicles  
**Date:** Monday, 16 November 2020 5:05:05 PM  
**Attachments:** [image001.png](#)

---

Hi All

Please refer photo below taken at approximately 1 PM today.



This is another demonstration of the problems that will result from changing Darley Road to one-way. This truck could not access the loading zone, so was double parked for approximately 15 minutes in Darley Road unloading supplies for shops in the immediate area. You can clearly see that even though this is not ideal, cars can still get around, which is critical.

Changing Darley Road to one-way will not only significantly impact the businesses in this immediate area that rely on Darley Road, but it will result in significant difficulties for delivery vehicles to do their job.

Thanks

[REDACTED]  
[REDACTED]  
[REDACTED]

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contact the sender and delete the material from any computer.

**From:** [REDACTED]

**Sent:** Thursday, 12 November 2020 2:17 PM

**To:** [REDACTED] Michael Regan  
<Michael.Regan@northernbeaches.nsw.gov.au>; Candy Bingham  
<Candy.Bingham@northernbeaches.nsw.gov.au>; Ray Brownlee  
<ray.brownlee@northernbeaches.nsw.gov.au>; Pat Daley <pat.daley@northernbeaches.nsw.gov.au>;  
Sarah Grattan <Sarah.Grattan@northernbeaches.nsw.gov.au>; Council Mailbox  
<council@northernbeaches.nsw.gov.au>

**Cc:** manly@parliament.nsw.gov.au; [REDACTED]  
[REDACTED]

**Subject:** Streets as Shared Spaces Manly: Impact on Service Vehicles

Hi All

I have been looking at the potential implications of the proposed Shared Streets project on access for service vehicles to the impacted area. In particular, I have looked at the servicing of grease arrestors/traps and the collection of rubbish.

#### **Servicing of grease arrestors/traps**

There is a major issue associated with trucks servicing grease arrestors/traps in the area. There are numerous businesses on Darley Road that require these services including, St Matthew's church. Speaking to our service provider, the truck needs to be parked in the street for between 1 and 2 hours to service our 2 grease arrestors. Presently, our service provider comes in the early hours of the morning when there will be minimal disruption to traffic.

With the road presently two-way, traffic can easily get around the truck. Once Darley Road is changed to one-way, this will no longer be possible. It will mean that Darley Road be blocked off by our service vehicle for periods in excess of an hour when they need to service our grease arrestors.

In addition to this, the service vehicle needs to run collection pipes, which are approximately 10cm in diameter to the collection coupling and grease arrestors. To do this, these pipes will need to run across both the cycleway and the footpath. While this should not be a major issue in the early hours of the morning, it does potentially lend itself to a dangerous situation particularly if a cyclist is using the cycleway and does not see the pipe.

As I understand it, there are numerous other businesses on Darley Road that require similar services. The impact of blocking the roads will be significant and potentially dangerous.

#### **Collection of garbage**

The collection of garbage takes place from the early hours of the morning mornings and throughout the day in this area. The collection of garbage involves 3 different services for most businesses, including the collection of general garbage, the collection of paper and the collection of bottles. The conversion of The Corso and Darley Road to one-way will result in blockages to traffic throughout the day. Presently, when garbage trucks stop in Darley Road, traffic can filter around resulting in minimal disruption. This will not be possible when the roads are made one-way.

The Shared Streets project will clearly result in some significant unintended interruptions as detailed above. It is not possible to relocate the collection points for these services and if the project proceeds on the present basis, will result in significant issues as detailed above.

Regards

[REDACTED]

[REDACTED]  
[REDACTED]

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-----Original Message-----

From: [REDACTED]

Sent: Wednesday, 4 November 2020 5:03 PM

To: Michael Regan <[Michael.Regan@northernbeaches.nsw.gov.au](mailto:Michael.Regan@northernbeaches.nsw.gov.au)>; Candy Bingham

<[Candy.Bingham@northernbeaches.nsw.gov.au](mailto:Candy.Bingham@northernbeaches.nsw.gov.au)>; Ray Brownlee

<[ray.brownlee@northernbeaches.nsw.gov.au](mailto:ray.brownlee@northernbeaches.nsw.gov.au)>; Pat Daley <[pat.daley@northernbeaches.nsw.gov.au](mailto:pat.daley@northernbeaches.nsw.gov.au)>;

Sarah Grattan <[Sarah.Grattan@northernbeaches.nsw.gov.au](mailto:Sarah.Grattan@northernbeaches.nsw.gov.au)>

Cc: [manly@parliament.nsw.gov.au](mailto:manly@parliament.nsw.gov.au); [REDACTED]

Subject: Streets as Shared Spaces Manly: St Matthews Manly church response

Dear Northern Beaches Council Representatives,

Attached is a letter outlined the concerns on myself and my church Wardens views regarding the proposed Shared Spaces Project Manly and our opposition to it. I respectfully request that this get looked at a matter of urgency and replied to.

Kind Regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [ElectorateOffice Manly](#)  
**To:** [Liz Reeves](#)  
**Subject:** Streets as Shared Spaces correspondence  
**Date:** Tuesday, 17 November 2020 11:59:43 AM  
**Attachments:** [MP Letter- Cycling Link.docx](#)

---

Dear Liz

Please find attached correspondence from a local Manly business owner with his feedback regarding the Streets as Shared Spaces program in the Manly CBD for Mr Brownlee's attention.

Kind Regards Adele

**Adele Heasman**

Senior Electorate Officer, Office of James Griffin MP

**Member for Manly, Parliamentary Secretary for the Environment and Veterans**

Manly Electorate Office, Shop 2, 2 Wentworth Street, MANLY, 2095, Phone: (02) 9976 2773

Sign-up for our monthly e-newsletter, **Manly Matters** here: [jamesgriffinmp.com/sign\\_up](http://jamesgriffinmp.com/sign_up)

Website: [www.jamesgriffinmp.com](http://www.jamesgriffinmp.com) NOTICE - This e-mail is solely for the named addressee and may be confidential. You should only read, disclose, transmit, copy, distribute, act in reliance on or commercialise the contents if you are authorised to do so. If you are not the intended recipient of this e-mail, please notify the sender by e-mail immediately and then destroy any copy of this message. Except where otherwise specifically stated, views expressed in this e-mail are those of the individual sender. The New South Wales Parliament does not guarantee that this communication is free of errors, virus, interception or interference.

**From:** [Candy Bingham](#)  
**To:** [Michelle Carter](#)  
**Subject:** Fwd: FW: Streets as Shared Spaces-Manly Project  
**Date:** Tuesday, 17 November 2020 6:46:33 PM  
**Attachments:** [GFM-email-footer\\_2019.png](#)

---

Cheers Candy

-----  
**Candy Bingham**  
Deputy Mayor  
Northern Beaches Council  
Phone 0418 430 544.



[\[+\] Please keep my contact details up-to-date](#)

----- Forwarded message -----

**From:** [REDACTED]  
**Date:** Mon, 16 Nov 2020 at 18:30  
**Subject:** FW: Streets as Shared Spaces-Manly Project  
**To:** Ray Brownlee [REDACTED]  
**Cc:** Michael <[Michael.Regan@northernbeaches.nse.gov.au](mailto:Michael.Regan@northernbeaches.nse.gov.au)>, Candy Bingham <[Candy.Bingham@northernbeaches.nsw.gov.au](mailto:Candy.Bingham@northernbeaches.nsw.gov.au)>, Sarah <[Sarah.Grattan@northernbeaches.nsw.gov.au](mailto:Sarah.Grattan@northernbeaches.nsw.gov.au)>, Pat <[Pat.Daley@northernbeaches.nsw.gov.au](mailto:Pat.Daley@northernbeaches.nsw.gov.au)>

---

**From:** [REDACTED]  
**Sent:** 16 November 2020 18:18  
**To:** 'ray'  
**Cc:** 'Michael'; 'Candy'; 'Sarah'; 'Pat'; 'Bruce Clarke'  
**Subject:** Streets as Shared Spaces-Manly Project

To CEO Ray Brownlee

Northern Beaches Council

Dee Why NSW 2099

Dear Mr Brownlee,

I write as a concerned long time member of the congregation of St. Matthews Church, Manly re the proposed "Streets as Shared Spaces- Manly Project" changes to the flow of traffic through the centre of Manly CBD for a Cycleway. I have lived in the Manly-



Warringah Area since 1960 and am a regular visitor to Manly. I do not understand why these changes to accommodate a few cyclists are necessary when the impact will be catastrophic not only for St. Matthews Church, which has occupied that space since 1863, but also on the small businesses and residents in the centre of Manly and on Eastern Hill. Just yesterday as on every Sunday on my return from Manly at 10 am along Pittwater Road in Manly Vale after the morning service the traffic going to Manly was bumper to bumper and summer has not yet started.

I, and many others support very strongly our Senior Minister, Rev. Bruce Clarke and his team from the church in the response they have sent to you all. They have pointed out a very detailed list of ramifications and the impact that this proposed project will have along the church side of Darley Road effecting not only the Church but the 6/7 shops on the Corso that have no rear access, not to mention the other shops and business in Darley Road and the Corso when the loading zones and parking spaces are taken away.

Disabled patrons attending St. Matthews Church and other parts of the Corso will be very much effected.

I hope that you can all consider every issue that Rev. Clarke has listed in his letter and see your way clear to abandon "The Streets as Shared Spaces - Manly Project" altogether as it will cause more problems than benefits to the whole Manly Community.

Kind Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] Beaches Council

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International College of  
Management, Sydney Pty Limited  
ACN 003 144 045  
as trustee for The ICTHM Trust  
ABN 54 174 259 919  
151 Darley Road  
Manly, Sydney NSW  
2095 Australia  
Tel: +61 2 9977 0333  
Fax: +61 2 9977 0555  
info@icms.edu.au  
www.icms.edu.au

11/11/2020

**Objection to:**

Northern Beaches Council Project – ‘Streets as Shared Spaces Manly’

**For and Behalf of:**

International College of Management Sydney  
151 Darley Road, Manly, 2095

The International College of Management, Sydney (ICMS) objects to the proposed project – ‘Streets as Shared Spaces Manly’.

ICMS is one of the largest institutions in Manly with over 200 employees and over 2,000 enrolled students either living on or regularly attending its main campus at 151 Darley Road, Manly.

151 Darley Road, Manly is a destination campus for both students and staff from within Australia and overseas. A large proportion of our students and staff are required to drive to 151 Darley Road every day. There are limited public transport options connecting the suburbs to 151 Darley Rd, Manly and North Head.

The disruption to traffic flow on top of the limited existing road access to North Head during development and on completion could be dire. ICMS will be directly and indirectly negatively impacted due to:

- Restricted vehicle access to 151 Darley Rd for over 1,000 pax on a daily basis
- Restricted vehicle access to 151 Darley Rd for events with attendance up to 1,000 pax.
- Restricted supplier delivery resulting in collection delays and interruptions
- Removal of and restricted quick access to, amenity and short stay parking options
- Reduction in on street parking
- Significantly reduced speed limits
- Introduction of one-way traffic restricting access to 151 Darley Rd, especially during peak hour.

ICMS is a significant contributor to the local Manly community and surrounds as a direct result of its business activity, student purchasing behaviour, domestic and International, along with the employees utilising the amenity on offer in Manly Town Centre and surrounds. The contribution of ICMS to Manly Town Centre and surrounds will diminish if access to Manly Town Centre is restricted in the manner outlined in the Northern Beaches Council Proposal – Streets as Shared Spaces.



International College of  
Management, Sydney Pty Limited  
ACN 003 144 045  
as trustee for The ICTHM Trust  
ABN 54 174 259 919  
151 Darley Road  
Manly, Sydney NSW  
2095 Australia  
Tel: +61 2 9977 0333  
Fax: +61 2 9977 0555  
info@icms.edu.au  
www.icms.edu.au

In addition, the results of the proposed trial will not reflect a true representation of traffic volume and or people behaviour due to current and ongoing COVID19 restrictions and border closures resulting in reduced volumes of tourists, visitors, residents and students.

The Streets as Shared Spaces Project is very significant in nature and ICMS sees a negative impact to its students, staff and local businesses.



Chief Executive Officer

From: [REDACTED]  
Subject: RE Streets as Shared Spaces - Proposed Cycleway Project  
Date: Thursday, 19 November 2020 9:59:02 PM

---

Dear Mr Brownlee,

**RE: Streets as Shared Spaces - Proposed Cycleway Project**

Thank you for listening to our community and seeking to provide more space for safe walking and cycling on the Northern Beaches. However, with regard to the above proposal, I just wanted to share some concerns for the logistical impact this project would have on the immediate business and community environment in the Manly Corso.

- Highly limited or no access to the Corso for disabled and elderly people,
- Highly limited or no access for the street side Soup Kitchen van (run by the St Matthews Church on Monday afternoons),
- Highly limited or no access for funerals and weddings,
- Highly limited or no access to the St Matthews site for vehicles,
- Major safety issues for cars exiting the church car park,
- Highly limited or no access for local business' supply vehicles, including 7 retail shops in the soon to be completed Darley Smith Building on The Corso, for which there is no rear access for loading and unloading.
- Highly limited or no access for the Anglicare bin trucks to pick up clothing from the Anglicare bins.
- Blocking of the Fire Hydrant access
- The loss of over 20 car parking spaces in the centre of the Manly CBD, that hundreds of residents access each day
- The immense traffic congestion that will eventuate as a result of the road and lane closures, particularly on weekends and through the summer months when people flock to Manly.

Please consider the issues mentioned above prior to proceeding with any works.

Kind regards,

[REDACTED]



**From:** [REDACTED]  
**To:** [Ray Brownlee](#); [Michael Regan](#)  
**Cc:** [Sarah Grattan](#); [Pat Daley](#); ["Councillor Rory Amon"](#); [Candy Bingham](#)  
**Subject:** Concern regarding the proposed Cycle Way along The Corso and West end of Darley Road  
**Date:** Thursday, 19 November 2020 3:26:33 PM

---

Dear CEO, Mayor and Councillors

I have reviewed the proposal to the cycle way from Kangaroo St to Wentworth Street in Manly. Fundamentally the proposal is flawed in quite a few ways, but most of all, the aerial map is incorrect.

It shows ground level space, indicated by a shadow line, between the old St. Matthews Rectory and The Peninsular building, continuing through to the lane behind Humphries Newsagents and the other shops facing The Corso. This is absolutely incorrect.

Between the old Rectory and The Peninsular is a ramp to the parking area on the roof above St Matthews Church's Function Room, its offices, and toilet facilities. Additionally Humphries own a portion of land adjacent to the northern/eastern wall of St Matthews toilets which does not give the church any access to that lane. That whole area is built on and has been since about 1983.

As a result of that error, and the fact that there is no vehicular access apparent on the northern side of Darley Road in this plan the access to the roof parking mentioned above is eliminated.

The Loading Zone adjacent to the Bell Tower entry to St Matthews church has been eliminated.

That Loading Zone is continually used by delivery vehicles during most days of the week as they deliver or pick up goods and equipment to shops along Darley Road, and to shops in the south/western section of The Corso. The removal of that Loading Zone will have a significant effect on commercial activity in Darley road and the Council Chambers end of The Corso.

That loading zone is also used frequently for wedding and funeral vehicles associated with Services at St Matthews Church.

From a personal point of view, this proposal will effect a substantial number of elderly St Matthews parishioners, including my wife, who suffer mobility problems. Currently they can be dropped near the Darley Rd door by friends, relatives or even taxis. If that is removed as this proposal seems to indicate, those elderly citizens will have to walk a significant distance (from their point of view) from either Whistler St car park, or the Peninsular Plaza where lift facilities are in place from parking levels to the ground.

I note that in the Councils' plans there seems to be a lack of the integrity of data concerning vehicular and bicycle traffic volumes which one would expect for major changes to access, and including, the most important facility in the community, the ability for vehicular access to the NSW Police Station off Whistler St.

Sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



From: [REDACTED]  
To: [Council Mailbox; Council Mailbox](#)  
Cc: [Sarah Grattan; Candy Bingham](#)  
Subject: manly council proposed cycle path is just ridiculous  
Date: Friday, 20 November 2020 3:21:33 PM  
Attachments: [image001.gif](#)  
Importance: High

---

Dear Council decision makers ,

I'd like to register my opposition to what I understand is being proposed around Manly village .  
To begin with please explain what research has been done to determine the level of cycles using  
the existing village cycle paths in Manly ?

As a long term Manly resident and rate payer , over 27 years , and an active walker around the  
neighbourhood , I rarely see a cyclist using the current paths - other than the one that runs the  
length of the ocean beach on the ocean side of South/North Steyne. Please compare that  
nominal number of cycle usage to the number of motor vehicles that use the same roads  
including those of rate-paying residents who use them to access their properties , before a  
decisions made as currently proposed .

Why are you planning to seriously inconvenience so many of your rate paying motorists to  
benefit such a small number of cyclists ? In turn please consider supporting the provision of  
more café outdoor seating space to make the Village a vibrant international destination , as it  
deserves to be ! We already have to tolerate the ill thought through reduction of the speed limit  
to 30 kmh, where the previous speed limit served everyone very well . Now we need to deal  
with this ill thought trough cycle path idea ?! Let's please grow up and get practical .

In closing , and to echo the concerns of many of my neighbours and other Manly rate paying  
residents , please advise what research has been done and what are the actual numbers of  
current cyclists using the dedicated paths versus actual traffic volumes on the same routes? And  
I'd also be interested to know how many pedestrians have been injured by motor vehicles such  
that the reduced speed limit is justified? I truly hope that Council takes my comments into  
proper consideration before the button is pressed to appease a small minority of vested  
interests . Please forgive my bluntness – I just care for Manly too much . I am happy to discuss  
this correspondence further if needed, therefore please do not hesitate to contact me by email ,  
or call my mobile .

With kind regards ,

[REDACTED]



[REDACTED]

---

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [Candy Bingham](#)  
**To:** [Michelle Carter](#)  
**Subject:** Fwd: Streets as Shared Spaces Manly  
**Date:** Friday, 20 November 2020 4:52:14 PM  
**Attachments:** [GFM-email-footer\\_2019.png](#)

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Cheers Candy

-----  
**Candy Bingham**  
Deputy Mayor  
Northern Beaches Council  
Phone 0418 430 544.



[\[+\] Please keep my contact details up-to-date](#)

----- Forwarded message -----

**From:** [REDACTED]  
**Date:** Fri, 20 Nov 2020 at 15:30  
**Subject:** Streets as Shared Spaces Manly  
**To:** Bingham Candy <[candy@bingham.com.au](mailto:candy@bingham.com.au)>, [candy.bingham@northernbeaches.nsw.gov.au](mailto:candy.bingham@northernbeaches.nsw.gov.au) <[candy.bingham@northernbeaches.nsw.gov.au](mailto:candy.bingham@northernbeaches.nsw.gov.au)>, Grattan Sarah <[Sarah.Grattan@northernbeaches.nsw.gov.au](mailto:Sarah.Grattan@northernbeaches.nsw.gov.au)>

Dear Councillor Bingham and Councillor Grattan

We are property owners and ratepayers living on Eastern Hill in Manly and have serious concerns about the proposal to restrict vehicle traffic flow in Darley Rd and Whistler st.

Can Council please share the traffic studies that track vehicle movements up and down Eastern Hill during peak week day and weekend times and then demonstrate what the impact will be to traffic movements to Belgrave St, East Esplanade and The Steyne?

While it would be lovely to turn the Darley and Whistler roads into full time pedestrian thoroughfares the reality is, several thousand people live and or work on Eastern Hill and need vehicle access at a fair speed.

What is the justification to spend the council funds making changes to roads? Surely it's not been justified based on improved road use for cyclists who contribute very little financially to Council coffers. Perhaps it was justified on additional outdoor seating and the opportunity for Council to increase outdoor seating revenue?

Has reducing the speed limit to 30kmh improved the rate of pedestrian injury and if so can the Traffic Committee share the statistics (time, place and cause) of pedestrian motor vehicles accidents. Push bikes travel down Darley and Osborne roads faster than motor vehicles, how many accidents have occurred due to cyclist speed?

This proposal needs more community consultation and the sharing of Council data that justifies the proposed changes would be a good start.

We have also lodged our concerns and questions via the online portal.

Regards

[Redacted signature block]

Northern Beaches Council

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In closing , and to echo the concerns of many of my neighbours and other Manly rate paying residents , please advise what research has been done and what are the actual numbers of current cyclists using the dedicated paths versus actual traffic volumes on the same routes? And I'd also be interested to know how many pedestrians have been injured by motor vehicles such that the reduced speed limit is justified? I truly hope that Council takes my comments into proper consideration before the button is pressed to appease a small minority of vested interests . Please forgive my bluntness – I just care for Manly too much . I am happy to discuss this correspondence further if needed, therefore please do not hesitate to contact me by email , or call my mobile .

With kind regards ,

[Redacted Signature]



[Redacted Signature]

[Redacted Content]

Northern Beaches Council

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**From:** [Candy Bingham](#)  
**To:** [Michelle Carter](#)  
**Subject:** Fwd: Concerns council is ignoring ratepayers wishes in Manly, especially Eastern Hill  
**Date:** Friday, 20 November 2020 5:46:08 PM  
**Attachments:** [image596361.jpg](#)  
[GFM-email-footer\\_2019.png](#)

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Cheers Candy

-----  
**Candy Bingham**  
Deputy Mayor  
Northern Beaches Council  
Phone 0418 430 544.



[\[+\] Please keep my contact details up-to-date](#)

----- Forwarded message -----

**From:** [REDACTED]  
**Date:** Thu, 19 Nov 2020 at 17:26  
**Subject:** Concerns council is ignoring ratepayers wishes in Manly, especially Eastern Hill  
**To:** [Sarah.grattan@northernbeaches.nsw.gov.au](mailto:Sarah.grattan@northernbeaches.nsw.gov.au)  
<[Sarah.grattan@northernbeaches.nsw.gov.au](mailto:Sarah.grattan@northernbeaches.nsw.gov.au)>,  
[Candy.bingham@northernbeaches.nsw.gov.au](mailto:Candy.bingham@northernbeaches.nsw.gov.au)  
<[Candy.bingham@northernbeaches.nsw.gov.au](mailto:Candy.bingham@northernbeaches.nsw.gov.au)>

Dear councillors

Please see my submission below to the Council's "Activate Manly" proposal which, like the 30km/h speed limit, appears to be a fait accompli without consultation first.

I have been a Manly resident for 25 years, largely on Eastern Hill. Properties on Eastern Hill are highly valued and are therefore likely to be amongst the highest rate paying properties to the Council. Nevertheless, Council seems determined to make Eastern Hill less accessible. The former Manly council proposed traffic changes and one way systems around Darley Rd that were subsequently withdrawn in the face of significant local opposition. Why such opposition should have been so quickly forgotten is beyond me.

Manly is now subject to the 30km/h speed limit trial, implemented without community consultation, and based on my conversations with locals, almost universally unpopular. Council's assessment that motorists are travelling at close to 40 on average shows people do not support or subscribe to this ridiculous low limit, which makes a mockery of the evidence from years of safe school zones at a more reasonable 40 at designated periods rather than all the time regardless of

traffic of any kind (car, pedestrian or bike) or the true safety issues. Creating a one lane route in the centre of Manly with a speed limit so low cars would be overtaken by bikes, and even kids scooters, is a planner's fantasy rather than a practical outcome. The artist impressions reflect almost Soviet style propaganda, with many cyclists using the new cycle path and only one car using an otherwise empty car lane. The more realistic impression (based on numbers along the beachfront now) would be very few cyclists and bumper to bumper car traffic stopped at pedestrian crossings and crawling barely above walking pace. The pictures also don't show the overflow of cars onto other streets, causing jams at peak times and significant jams whenever there is an event such as the Manly Jazz festival or the food and wine festival with the associated closure of streets and extra cars. No account is taken of how access to Eastern Hill is being threatened once again. The planners should be forced to drive below 10km/h for a period and below 30 for an extended period to see the folly of such low limits. Given the Corso, Wentworth St and Steyne already afford outdoor dining, and both the beach and harbour have safe cycling lanes, it's hard to see any benefit for the long suffering residents of Manly (including those who cycle) and particularly Eastern Hill. Why the council insists on trying to reduce access for Eastern Hill residents again is quite disturbing in a democracy.

Thank you for your attention

Sincerely

[REDACTED]

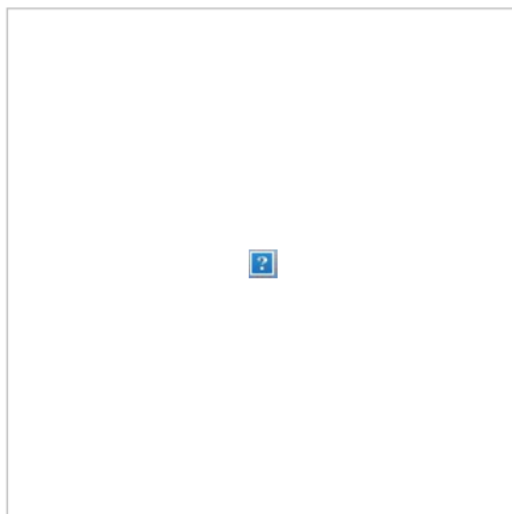
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]





From: [REDACTED]  
To: [Council Mailbox](#)  
Subject: "MANLY STREET PLAN SCRAPPED"  
Date: Monday, 23 November 2020 4:20:48 PM

---

**Please forward this email to Mayor Reagan and all Crs**

<https://www.northernbeachesadvocate.com.au/2020/11/18/manly-street-plan-scrapped/>

When I read the comprehensive Covid inspired plan developed by council staff, I thought how innovative, intelligent - and finally one which prioritised people over vehicles. A great post Covid benefit

I and my family were therefore astounded when we read the link above and realised the old, tired arguments opposing creative ideas had triumphed again. The worst aspect was the casual line about the 'likely removal of the bicycle paths'. How does that accord with Council's stated support for Active Transport?

My understanding was that all these new routes were to be for a trial period to determine their efficacy and then to make an *informed* judgement on their retention or modification. Presumably qualified council staff anticipated the objections now being voiced and had contingency plans in place. We found the egregious comment by one Cr (if accurately reported) that they had pushed the changes through 'with indecent haste', to be inappropriate and offensive to people who had clearly worked diligently on developing a concept for humanising and greening Manly.

My key question therefore is, why couldn't the plans go ahead, so that decisions could later be made based on observation, facts and evidence rather than opposition based on opinions? I am of an age to well remember the storm of protest (using many of the same predictable arguments advanced now) that a pedestrianised Manly Corso, would be a disaster for businesses, access, traffic flow etc, etc...

I have widely distributed this response to other people and groups on the N Beaches, who I am sure are equally disappointed that Council has failed to at least trial this seminal opportunity to reshape the centre of Manly - and to put people first.

[REDACTED]



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**From:** [Michael Regan](#)  
**To:** [Nicki Adams](#)  
**Subject:** FW: Manly Streets as Shared Spaces Trial  
**Date:** Thursday, 19 November 2020 9:53:31 AM  
**Attachments:** [image001.png](#)  
[image002.jpg](#)  
[image003.jpg](#)  
[image004.jpg](#)

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**Michael Regan**  
Mayor

Office of the Mayor

t 02 8495 6459

[michael.regan@northernbeaches.nsw.gov.au](mailto:michael.regan@northernbeaches.nsw.gov.au)

[northernbeaches.nsw.gov.au](http://northernbeaches.nsw.gov.au)



Council is responding to the evolving COVID-19 situation by taking measured precautions to keep our staff and community safe.

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You can keep up to date with Council's news by following us on social media.



**From:** [REDACTED]

**Sent:** Thursday, 19 November 2020 9:11 AM

**To:** Michael Regan <[Michael.Regan@northernbeaches.nsw.gov.au](mailto:Michael.Regan@northernbeaches.nsw.gov.au)>; Candy Bingham  
<[Candy.Bingham@northernbeaches.nsw.gov.au](mailto:Candy.Bingham@northernbeaches.nsw.gov.au)>; Michelle Carter  
<[Michelle.Carter@northernbeaches.nsw.gov.au](mailto:Michelle.Carter@northernbeaches.nsw.gov.au)>; Ray Brownlee  
[REDACTED]

**Subject:** Manly Streets as Shared Spaces Trial

Michael, Candy, Ray and Michelle,

I hope the rumoured Council cancellation of the trial "Streets as Shared Spaces" in Manly is wrong. Removing bike paths defeats the purpose. This would amount to a deplorable decision and support for a vocal minority of regressive naysayers, and NIMBY's who do not understand nor appreciate the improvements and benefits such a trial will bring - not to mention the learnings to be gained.

In hundreds of cities globally and around Australia, these trials are proving successful, with even avid opposers changing their mind, once they see the trials progress and the benefits they bring (see article link below).

It is good for people, community and business. Bikes and active transport are the future.

It is a vote for people and the environment over cars and pollution. Manly has four Council car parks plus beach parking with hundreds of parking spaces - losing 23 street spots is inconsequential. The traffic changes are manageable.

To lose this opportunity to touch and learn from contemporary tactical urbanism and urban design is unforgivable.

I hope it is not too late for you to show some strength and proceed with the trial as planned.

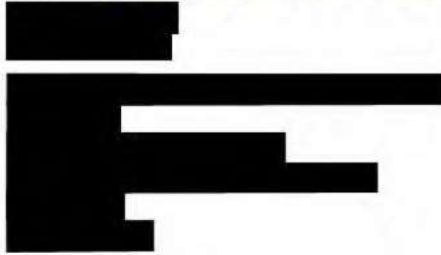
Regards,  
[REDACTED]

PS Here's an article from Europe this week on such trials,



<https://www.theguardian.com/environment/2020/nov/16/i-got-it-wrong-since-the-changes-its-become-more-vibrant-life-in-an-ltn>

photo



	 <a href="#">Latest Tweet: I</a>
	just published Andrew Constance & Manly Ferry —
	A Thousand Miles from Care
	<a href="https://t.co/HegivLZAEH">https://t.co/HegivLZAEH</a>
	03:30 Nov-16 Follow @shcinez
	
	

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**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** Manly Shared Spaces Feedback  
**Date:** Wednesday, 25 November 2020 4:06:30 PM

---

I wanted to comment on the shared spaces plan for Manly Involving the part closure of Darley Road , the Corso and Whistler Street.

I am aware comments have closed but I have only become aware of the plan today and want to comment.

I am a thirty year resident of the Eastern Hill in Manly and am totally opposed to this plan.

I cannot understand how this plan has developed so far without residents knowing about it.

This will further restrict traffic access to the Eastern Hill for little benefit especially when South Steyne is closed for festivals.

Pedestrians now have wide footpaths on the Corso on which to walk.

The road for traffic is one lane each way plus parking. The footpaths are never that busy or full. There is no benefit in the proposed cycle lanes which will be essentially empty.

And if pedestrians and cyclists share the same space then expect collisions and injuries.

I heard this idea is a use it or lose it funded project. I say lose it !

If something so major is to be imposed on the residents of Manly it needs proper consultation.

Yours Faithfully

[REDACTED]

Sent from my iPad

**From:** [REDACTED]  
**To:** [Ray Brownlee; Council Mailbox](#)  
**Subject:** Risk of council becoming liable for claims arising from changes to Corso  
**Date:** Wednesday, 2 December 2020 9:51:19 AM

---

Dear Northern Beaches Council,

I am writing regarding the proposal to change the traffic conditions of Manly Corso between Whistler Street and Darley Road from a two way street with parking to a one way street, cycle path and no parking. This proposal will most likely have significant consequences for traffic, and people depending on freedom of traffic, through Manly.

Can you please provide me with all documentation relating to traffic modelling, risk assessment, community engagement costs benefits analysis that the Council has conducted to inform such a proposal?

Additionally, can you please provide the methodology and criteria by which any such traffic changes that are ultimately implemented (for a trial period or permanently) will be evaluated?

I understand the proposal will limit traffic heading south beyond the Corso to just 2 roads, which will be reduced to one road when South Steyne or West Esplanade is closed to traffic for events (eg. Manly Jazz Festival, New Year's Eve, etc.) or road work. This area already experiences traffic delays on weekends and peak times, which have been made worse due the speed limit being reduced to 30km per hour.

In the event of an emergency occurring at a time of increased traffic due to the proposed changes, it is probable that vehicles travelling to support people affected may be delayed in either direction passing through Manly. To what extent has the council considered the liability that may ensue from claims against Council by people (or the next of kin of those people) that are delayed receiving emergency services due to the changes council is proposing?

To what extent has the Council considered the manner in which the parking it is proposing to remove, is currently used? For example, those spaces are used frequently by local Manly residents that want to stop quickly to buy something from the local businesses in that area. Those short visits to businesses are often on the way to or from another destination. Removal of the convenience of that parking would likely result in those residents choosing to shop at another location that is also on their way to or from whichever destination. Loss of customers for those businesses may result in reduced viability.

I would greatly appreciate you providing the information I have requested as soon as possible.

Personally, I believe it would be sensible for Council to abandon the proposal to change traffic through Manly Corso. The change will inconvenience people and businesses of Manly.

Council should not be making changes that will likely adversely impact people.

Kind regards,

[REDACTED]



**COMMENTS ON PROPOSED MANLY STREETS AS SHARED SPACES PLAN:**

To Northern Beaches Council:

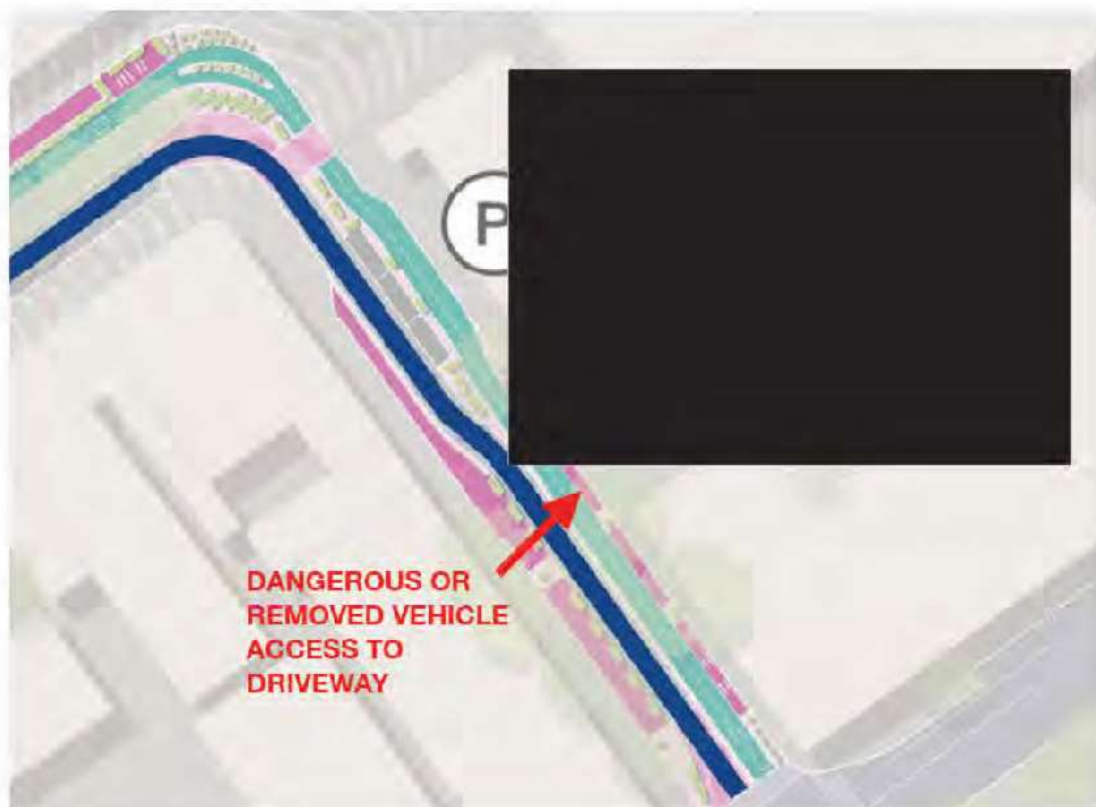
I am writing to provide my personal comment on the proposed Manly Streets as Shared Spaces plan that is scheduled to start in December 2020. Overall, I would like to convey that I am against the bulk of this project. I am not against innovative thinking when it comes to bike paths, but this plan shows a lack of foresight and awareness in regards to some of the affected areas and the Manly community in general.

I will outline my personal issues with the project, before outline the broader issues I see.

**Issue 1: Removal or limitation of access to 1 Darley Rd, and associated dangers.**

With the proposed bike path running along Darley Rd, I am deeply concerned about the lack of access that will remain to the St Matthew's Anglican Church property. I am employed as the full-time Youth Minister at St Matthew's, and will be moving into the on-site residence in the next month or so to live.

The proposed plan will reduce access to my residence as I will need to cross the bike lanes in my car to reach the driveway. I am also concerned that during any construction, access to my residence will be completely cut off. The turn out of the driveway onto Darley Rd is already dangerous with its limited visibility around trees on the street at the bottom of the driveway. I am concerned that if this project goes ahead, it will become harder and more dangerous for me to enter and exit my home.



If this program is to go ahead and access to my home is cut off, I would hope that Northern Beaches Council will provide alternate free and near-by parking for my family who will be living here.

**Issue 2: Disruption to the ministry of St Matthew's Anglican Church**

I have only been a part of the staff team at St Matthew's Anglican Church for the past year, but already I can see that this organisation makes numerous valuable contributions to the local community that will be interrupted with the proposed plan.

Firstly, the church services and different religious programs provided on Sunday and throughout the week will be negatively impacted during the construction of the bike paths. This plan would also reduce the access to the church building from Darley Rd in a way that will negatively impact many community members who rely on St Matthew's for these weekly programs.

I also find it troubling that the proposed bike path runs right up next to the church building's disabled access. I think it would be dangerous for the elderly members of our community to be entering or exiting the church in such close proximity to bikes rounding the corner.

The church also provides access to Anglicare clothing bins, which provide cheap clothing to Australians nearby, and provides a critically important way for people to shop for clothes in an environmentally sustainable way. To remove the loading zone at the front of these bins seems to suggest Northern Beaches Council are not supportive of these valuable community services.

**Issue 3: Business on the Corso**

Part of this project is to support local business, but I cannot see how removing numerous parking spaces and making it more complicated to drive into and park in the centre of Manly will support any business.

Not only that, but many of the shopfronts along Darley Rd and the Corso rely on the loading zones to deliver goods to their stores. With no rear access for many of these businesses, it seems like they will not be able to receive deliveries in a quick and orderly way.

**Issue 4: Access into and around Manly**

I am not convinced that the local community will benefit from the transition of the Corso and Darley Rd into one-way streets. Removing this two way street is going to overload the only other roads into the peninsula, and increase traffic and delays in the area. The Esplanade and Steyne roads are already busy at the best of times, and to increase the number of vehicles using these routes sounds like a negative idea.

Thank you for taking my comments for thought.

Regards,



Activate Manly submission 21/11/20, [REDACTED]

The Activate Manly plan is a proposed change of use of local roads and on-street parking to a shared zone of outdoor café seating, planters, and a bicycle path and bicycle parking. Its intention is to "reallocate road space to better serve the needs of road users" but I believe it has the opposite effect.

A road is a line of communication between places. Darley Road and the Corso are a line of communication between the Eastern Hill and the network of roads to the rest of Sydney and beyond. It is one of only two access roads connecting the Eastern Hill with the rest of Sydney. (The third road, South Steyne connects with the Northern Beaches.) The loss of one direction of travel and the conversion of the remaining lane to a 10kmh shared cycle zone with pedestrian crossings severely impacts road access for Eastern Hill residents.

Why does Council wish to "create a walking and cycling-friendly link from the intersection of Darley Road with Wentworth Street all the way to Kangaroo Lane"? As a bicycle thoroughfare this makes little sense. What or who is it trying to connect? It does not connect anyone to the ferry, so cannot be to facilitate public transport use. As access to Manly Town Centre it also makes little sense because there are already bike lanes in Darley Rd and a cycleway along the Steyne, there is already bicycle parking along Wentworth St and in the library courtyard, and we already have an extensive footpath system and a pedestrian-only Corso.

The plan aims to convert on-street parking on the Corso and Darley Road to outdoor dining "to support local businesses in their recovery from the Covid-19 crisis". The cafes along Darley Road already have outdoor dining, one table deep. If it is an extensive outdoor café seating area Council envisions, please put that where it is far better suited, in the main Corso. Outdoor dining in the main Corso would enliven and beautify what is currently just a big pedestrian thoroughfare. There is plenty of room for it and the Corso businesses and the community would really benefit.

I would argue that rather than extra outdoor café seating in Darley Rd/the Corso, *on-street parking* is the key to "support(ing) local businesses in their recovery from the Covid-19 crisis". Multiple times a week I use this parking to access local shops and support many numerous food and retail outlets. On-street parking is quite different to carpark parking and can often mean the difference to whether my purchases that day are made in Manly or not. The proposed loss of on-street parking capacity is at a net rate of 46 car spaces per hour along Darley Rd, the Corso and Whistler St. That is a lot of capacity to lose for local business traffic.

I also see the narrowing of Belgrave St between Raglan St and Sydney Rd as problematic. It will create too much congestion on this already busy road as cars reverse parking or queueing to turn right or left would now block traffic.

The changes proposed in the Activate Manly Plan look fairly permanent despite it being a 12-month trial. (Has the funding for removal of changes been included in the budget?) As a road user I do not feel my needs are better served by this plan. Please do not reduce access to local shops and local roads for the rate-paying residential community of Manly.

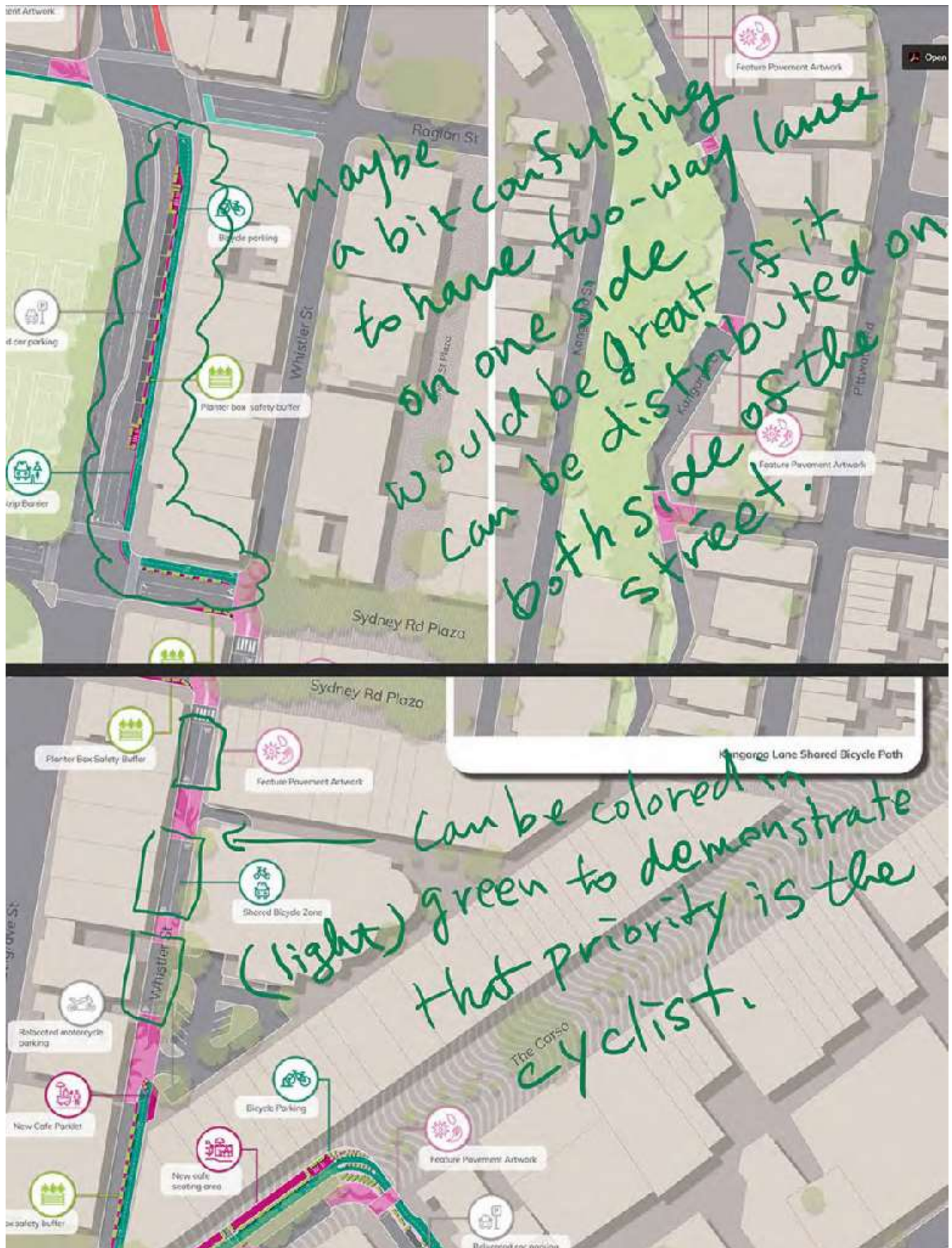
### Comments on the Active Manly – Major Traffic Changes

#### Darley Road – Manly Street Shared Spaces

Whilst I appreciate the need for improvement for cyclists and pedestrian access, I believe the current proposal has a number of major issues and concerns that are not well considered, as follows:

- The access to the Eastern Hill has significant problems already particularly in peak times and summer.
- By making this one way this problem will be exasperated
- Restricting to the one way of Darley Rd and the Corso may have safety issues for fire/ambulance access.
- I believe Manly Businesses will suffer with the reduced parking in Darley Road and the Corso – there are many local residents that use the parking to do quick shopping (papers/coffee/milk/bank etc) rather than the major car parks such as Wentworth and Whistler St. Locals may go elsewhere and many shops will become vacant – there are already many closed shops in Manly already. Surely the Council should be encouraging shopping locally.
- Has the proposal considered the impact for school drop off and pick up?
- Should this proceed, I demand a commitment from the Council that all beachfront events where roads are closed such as the Jazz and Wine festivals be relocated from the South Steyne to another area as there would be only one access to the Eastern Hill being Belgrave St and East Esplanade (Wharf Intersection)
- This intersection (Belgrave and Eastern Esplanade – Wharf Intersection) is already very busy with both vehicles and pedestrians – increase this traffic will be a nightmare and dangerous
- Seems design of this was just done to receive the Government Grant – the Council must be very short of funds to rush this through without proper public consultation





The Corso is currently UNDER-utilised!  
Why dont they increase the amount of  
dining in that area and leave the streets  
as they are

If you are including artwork....I hope its  
Indigenous or Australian themed!







# ACTIVATE MANLY: STREETS AS SHARED SPACES

## Transport Management Plan

08 OCTOBER 2020





## Activate Manly: Streets as shared spaces

### 2.4.3 Market Lane

Market Lane provides access for visitors to the Whistler Street car park, as well as for delivery vehicles that service various businesses in the town centre. The loading zone on Market Lane services numerous deliveries throughout the day, with delivery vehicles often causing congestion issues, blocking pedestrian access and causing bottleneck issues. At peak hours, delivery vehicles have been observed to stop and unload on the road, which exacerbates any existing issues.

Potential solutions for addressing the congestion caused by delivery vehicles include the provision of clear signage showing safe unloading areas. The existing off-street car parking layout outside the multi-storey Whistler Street car park is being investigated in consultation with Council to improve the loading arrangements within Market Lane.

## 2.5 Public transport

### 2.5.1 Ferry

Manly Wharf is located about 200 metres from the intersection of Whistler Street and The Corso, about a two-minute walk from the shopping strip. The Corso west of Whistler Street features wide footpaths, and the route between the wharf and shopping strip is direct, passing through one signalised intersection at Esplanade.

The project proposes changes to The Corso and Whistler Street that would reduce traffic movements and create greater pedestrian amenity along the shopping strip. While the pedestrian connection to the wharf will remain unchanged, the extension of road space allocated to active transport modes will improve the connectivity of The Corso across Whistler Street.

Figure 14 shows the location of Manly Wharf with proximity to the project area.



Figure 14 Manly public transport – ferry

Activate Manly: Streets as shared spaces

### 3.2 Speed limits and control

Under the existing configuration, the Manly town centre is classified a high pedestrian activity area with a posted speed limit of 30 km/h along Darley Road, The Corso, Whistler Street, and the southern extent of Belgrave Street. Towards the northern extent of the project area, Belgrave Street and Raglan Street have posted speed limits of 50 and 60 km/h.

Activate Manly proposes to convert Whistler Street south of Sydney Road to a shared zone with a posted speed limit of 10 km/h, as shown in Figure 19.



Figure 19 Posted and proposed speed limits in Manly

Threshold treatments and traffic calming measures will be instated to signal to vehicles upon entry into the shared zone. The following measures will also be undertaken to facilitate a low speed environment:

- Prominent features such as signs and urban design features will be used to indicate a change in the street environment and highlight the start and end of the proposed shared zone
- Installation of pavement artwork will be used to highlight the changed traffic conditions, including tactile or coloured pavement, or stencilling of artwork
- Continuous footpath treatments will be considered at the entry and exit of the Whistler Street car park
- Shared zone entry signs will be provided on both sides of the road, for both the one-way approach from The Corso and the two-way approach from Whistler Street to further enhance the changes in environment and priority.

I strongly object to the Norther Beaches Council's proposed 'streets as shared spaces' plan for Manly.

I am a resident of Wentworth Street Manly so will be significantly affected by these changes.

There are a great number of permanent residents living in the area east of the Corso Manly who will be disadvantaged by traffic changes and loss of access to Darley Road from Whistler Street.

- There are safety issues in substantially reducing access for the large number of people in this area. If a major incident occurred in the area east of the Corso getting in or out of the area would become dangerously difficult.
- Traffic patterns will change sending a great deal more traffic on to suburban streets and minor roads such as Lauderdale Avenue and Fairlight Street. These are not major roads designed to carry thousands of extra vehicles. This will impact on the safety and comfort of local residents.
- The major intersection at Manly Wharf will become a traffic nightmare. During Summer thousand of people cross this intersection daily and it is already a slow intersection for motorists. The increase in traffic will make it intolerably so.
- The beachfront is not a viable second route for most people. The combination of factors of the ludicrous 30km speed limit, constant pedestrians wandering across the road and cars reversing out of beachfront parking make it a nightmare route during Summer months.
- In my view she constant increase in paved areas of Manly does not particularly benefit residents but appears solely designed for tourists. There are more than enough paved areas, car free pedestrian areas and outdoor seating to satisfy the needs of tourists and local businesses.
- Removing a car lane along the Corso for the sole benefit of putting in a bike lane does not in any way reflect local usage.



9 November 2020



Dear Northern Beaches Council,

As a resident of Manly for the past 20 years, I am writing to you to strongly oppose the proposed trial of shared spaces in Manly.

Firstly, I believe the proposition will be highly detrimental for both the local Manly community and tourists, for the following reasons:

1 – The introduction of one-way traffic from the end of Darley Road to Whistler street will lead to a **severe increase in traffic congestion**. Due to the abundance of facilities and resources provided by the Manly Corso and surrounding streets, this area is highly popular and already difficult to travel through, especially in busy periods (i.e. weekends, public holidays, late afternoon/evening). Actions to further limit access in this area will be further exacerbated by the close proximity to Manly Village Public School, as hundreds of parents are required to drive through Darley Road every day. If the cycle-way was built, Manly residents and tourists would be forced to travel via West Esplanade or Manly beachside, which already are highly congested and require a minimum of fifteen minutes to drive through (on a quiet day).

2 – The reduction of at least twenty car spots in the centre of Manly would **extremely heighten parking difficulties**. Currently, parking is highly limited in Manly and requires a significant amount of time to find a convenient park. The creation of a cycle-way would only exacerbate this problem, creating a parking nightmare. This would extremely inconvenience local members and tourists, whom require parking in this area every day. Additionally, the reduction of access in this area would severely impact businesses in Manly, whom already struggle to survive in areas of low accessibility (i.e. Belgrave Street, Darley Road).

3 – As a member of St Matthews Church in Manly, I am seriously concerned that these adjustments would **impair the safety of the Darley-Smith building**. The proposed cycle-way would prove a significant danger to cyclists, pedestrians, and drivers, as cars would be inhibited in their ability to safely enter and exit the Church carpark on Darley Road. Additionally, the one-way street and cycle way would block the access of Emergency Vehicles to the Darley-Smith Building, and all buildings surrounding the Corso. This is greatly concerns me.

Secondly, I believe the adjustments are highly unnecessary, for the following reasons:

1 – As a frequent cyclist myself, I believe that the most significant demand for bike access remains in the route to Manly Wharf and Manly Beach, NOT Sydney Road. In my experience, both locals and tourists bike ride along the Wharf or Beach Esplanade to travel anywhere in Manly, only momentarily entering side-streets. Therefore, it would be unnecessary to create a cycle-way in the centre of Manly, as bike-riders rarely seek to enter this way.

2 – The proposition to provide more walking space for pedestrians seems highly implausible, as Manly is already highly accessible on foot. Not only is this demonstrated through the expansive Corso area, but also in the nearby plazas at Short Street, Sydney Road, and Rialto Square. These provide an abundance of room for pedestrians to walk through Manly, whilst adhering to social-distancing recommendations. Therefore, the aim to provide a “safer space for walking” is highly unnecessary and will do little to benefit the Manly Community.

For the future of Manly, I hope you consider these arguments carefully.

Kind Regards,

██████████





[REDACTED]  
[REDACTED]  
MANLY NSW 2095  
[REDACTED]  
[REDACTED]

5 November 2020

Northern Beaches Council

cc James Griffin MP, Member for Manly

To Whom It May Concern:

**PRE-TRIAL ENGAGEMENT RESPONSE (BUSINESS RESPONDENT)  
STREETS AS SHARED SPACES MANLY PROJECT**

As small business owners of [REDACTED] we are submitting our formal response to the abovementioned initiative.

Foremost, we acknowledge the proactive work in recharging Manly's economy following the devastating effects of the Covid pandemic, however we have extensive concerns pertinent to the proposal, relative to the omission of our geographical area and safety concerns.

[REDACTED] is located in Central Avenue, which has experienced extensive traffic, safety and logistical issues since the closure by the previous Council to Sydney Road, which are explained later in this submission. As business occupants of Central Avenue since 2012, we have witnessed the issues develop over a considerable amount of time and with the proposed project, must voice our concerns at the exacerbation of current issues.

Following our review of the *Transport Management Plan by Arcadis (Northern Beaches Council Website)*, it is blatantly obvious that Central Avenue has been excluded from any consideration in the scope of this project. This is clear with Central Avenue omitted from view in it's entirety from any planning maps or dialogue.

## What is currently happening in Central Avenue?

Since the closure of Central Avenue thoroughfare to Sydney Road by the previous Manly Council, there presents numerous road and pedestrian issues and poses real risks including:

- Traffic congestion, especially including (but not limited to) delivery vehicles servicing numerous businesses in the vicinity of Central Avenue.
- Unlawful and dangerous parking of vehicles in No Parking and Loading zones. This poses the most concerned risk in the event of an emergency or evacuation situation. Access to the street becomes impossible for emergency vehicles to access.
- Pedestrian and traffic safety concerns. We have witnessed many “near misses”.
- Unenforced 5 minute parking bays. These bays are crucial for local street retail businesses, which allow the easy access for their customers to access the respective businesses.

## Our response to the Plan:

### [2.1 Overview]

*“The project area can be considered in the following seven sections:*

1. Darley Road – Wentworth Street to The Corso
2. The Corso – Darley Road to Whistler Street
3. Whistler Street (south) – The Corso to the car park
4. Whistler Street (north) – Car park to Sydney Road
5. Sydney Road – Whistler Street to Belgrave Street
6. Belgrave Street – Sydney Road to Raglan Street
7. Raglan Street – Belgrave Street to Kangaroo Lane.”

Given the importance of traffic flowing into the Manly Town Centre, Central Avenue is a clear omission of consideration in the project scope.

### [2.4.1 Traffic circulation]

*“An understanding of the existing traffic circulation around the Manly town centre was gathered through analysis of vehicle counts collected at traffic control signals. SCATS data was provided by Council for the purpose of this assessment for the following intersections: • Sydney Road/ Belgrave Street • Esplanade/ Belgrave Street • Raglan Street/ Belgrave Street • Wentworth Street/ Darley Road • Wentworth Street/ East Esplanade.”*

What consideration was granted for Central Avenue relating to traffic circulation with the intent of pedestrian safety and traffic flow in support of local business? Central Avenue's position in the Manly Town Centre is pertinent given the level of access / service of delivery trucks, essential to servicing Manly Town Centre businesses.

*[2.4.3 Market Lane]*

*"Market Lane provides access for visitors to the Whistler Street car park, as well as for delivery vehicles that service various businesses in the town centre. The loading zone on Market Lane services numerous deliveries throughout the day, with delivery vehicles often causing congestion issues, blocking pedestrian access and causing bottleneck issues. At peak hours, delivery vehicles have been observed to stop and unload on the road, which exacerbates any existing issues. Potential solutions for addressing the congestion caused by delivery vehicles include the provision of clear signage showing safe unloading areas. The existing off-street car parking layout outside the multi-storey Whistler Street car park is being investigated in consultation with Council to improve the loading arrangements within Market Lane."*

The said congestion issues of Market Lane as quoted in the document, are evident and current in Central Avenue per our previous explanation.

*[3.6 Road safety audits]*

*"Road safety auditing is a formalised procedure, which can be applied to all phases of a road project or to an existing road. The auditor and audit team must be independent of the designer, so that the design is viewed with 'fresh eyes'. The purpose of the audit is not to rate the design, but rather identify any road safety concerns from the perspective of road users. The objectives of a road safety audit are to: • Review the operational site, design and background information and form conclusions about the safety performance and crash potential for the road • Evaluate the operational site in terms of interaction with its surrounds and nearby roads and to visualise potential impediments and conflicts for road users • Identify and report on aspects of the design that may result in unnecessary or unreasonable hazards for all road users."*

Has there been a road safety audit performed for Central Avenue?

## **Our Recommendations & Requests:**

It appears apparent from our perspective, that for all intensive purposes the project is seeking the relocation of traffic flow and implementation of pedestrian traffic to support "food" businesses with dedicated outdoor areas within the Manly Town Centre. This is commendable to reinvigorate Manly Town Centre. However, we believe imperative that all businesses ("non-food" included) should also be considered within the project scope.

Specific to Central Avenue and the risks we have highlighted, we suggest:

- A thorough review of the current operation and risks posed;
- Inclusion within any traffic and road safety audits;



- Short term - implementation of restricting delivery vehicles to specific hours to ease congestion, enabling preventative measures with pedestrian and traffic safety in mind.

We thank you for the opportunity to comment and warmly invite any discussion or opportunity to be included from a business perspective.

Regards,

[Redacted signature]



8<sup>th</sup> November 2020

To the members of the Northern Beaches Council

**Re: Proposed Shared Spaces Trial in Manly**

Dear Councillors

It is admirable that the Northern Beaches Council is encouraging cyclists and providing bike tracks and parking for bicycles. However, as a long term resident of the Northern Beaches and a member of St Matthew's Church Manly, presently holding a voluntary leadership role, I have significant reservations about the above proposal.

Several issues need to be addressed before implementing the plan which looks good on paper but I believe presents significant safety and logistical issues for the Manly community as outlined below:

1. A number of disabled people attend the church during the week for lunches and funerals, weddings and other meetings as well as church on Sundays. There will be no means of unloading and picking up wheel chairs and physically challenged passengers outside the church in Darley Road.
2. There are a number of new shops along side the church which have no rear access. Delivery vehicles need to park nearby in Darley Road to replenish stock and provide fittings for the shops which are yet to be rented and other local businesses.
3. Accessing rooftop parking for the church will be difficult and exiting the car park is extremely dangerous to cyclists travelling in two directions.
4. At present during Covid times St Matthew's church is using a van to provide meals to homeless people on Mondays. The cycleway will present definite challenges to this wonderful ministry.
5. There are a number of op shop bins outside the church which need to be emptied regularly and the contents loaded into vans. The vans will not be able to park near the bins which will be problematic.

No doubt there are other potential problems and hazards yet to be identified.

Thanking you for considering my objections to this proposal. I do hope that the needs of other groups of people will receive due consideration in this process.

Your sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

# ATTACHMENTS