

ATTACHMENT BOOKLET 1

ORDINARY COUNCIL MEETING

TUESDAY 25 FEBRUARY 2020

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QUARTERLY BUDGET REVIEW STATEMENT

DECEMBER 2019

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Northern Beaches Council

Income and operating expenses budget review statement

For the period 1 July 2019 to 31 December 2019

		Annual					Year to date
2018-19	ORIGINAL	REVISED	Recommended			CURRENT	YTD
Actual	Budget	Budget	changes for Council resolution			Forecast	Actual
\$'000	\$'000	\$'000	\$'000	Notes	\$'000	\$'000	
Income from continuing operations							
Rates and Annual Charges	211,058	210,131	208,844	670	1	209,514	209,395
User Charges & Fees	81,784	84,317	83,235	(541)	2	82,693	41,267
Investment Fees and Revenues	6,696	5,687	4,651		3	4,651	2,536
Other Revenues	25,641	24,926	27,173	1,234	4	28,406	13,924
Grants and Contributions - Operating Purposes	15,478	21,708	23,172	507	5	23,679	5,714
Grants and Contributions - Capital Purposes	18,111	29,246	30,480	(7,522)	6	22,957	10,473
Gains on disposal of Assets	176	1,073	1,071	(95)	7	976	733
Total income from continuing operations	358,944	377,089	378,625	(5,748)		372,877	284,042
Expenses from continuing operations							
Employee Benefits & Oncosts	(132,461)	(134,448)	(134,627)	(1,332)	8	(135,959)	(68,204)
Borrowing Costs	(3,277)	(3,441)	(3,049)	(5)	9	(3,055)	(1,534)
Materials and Contracts	(111,563)	(126,631)	(118,226)	(1,594)	10	(119,820)	(58,408)
Depreciation and Amortisation	(39,629)	(38,795)	(39,360)	154	11	(39,206)	(19,924)
Other Expenses	(43,989)	(39,868)	(49,233)	837	12	(48,396)	(21,048)
Total expenses from continuing operations	(330,919)	(343,183)	(344,496)	(1,941)		(346,437)	(169,118)
Surplus / (Deficit) from continuing operations	28,025	33,906	34,130	(7,689)		26,441	114,924
Surplus / (Deficit) before Capital Grants & Contributions	9,914	4,660	3,650	(167)		3,483	104,451
Less: Rates yet to be allocated							(67,473)
Surplus / (Deficit) before Capital Grants & Contributions							36,978

Northern Beaches Council

Income and expenses budget review statement
excluding Kimbriki Environmental Enterprises

For the period 1 July 2019 to 31 December 2019

Council is the majority shareholder (96%) in Kimbriki Environmental Enterprises Pty Ltd. Kimbriki operates a waste and recycling business with a 25-year lease over a Council owned site. As a subsidiary of the Council, the consolidated financial reports of the Council incorporate the Kimbriki operation. For the information of the Council, an Income Statement has been prepared to represent the financial results of the Council's operations, excluding Kimbriki.

	Annual				Year to date
	ORIGINAL	REVISED	Recommended	CURRENT	YTD
	Budget	Budget	Changes	Forecast	Actual
	\$'000	\$'000	\$'000	\$'000	\$'000
Income from continuing operations					
Rates and Annual Charges	211,730	208,844	670	209,514	209,395
User Charges & Fees	61,426	61,724	(16)	61,708	30,868
Investment Fees and Revenues	5,589	4,351	()	4,351	2,375
Other Revenues ¹	24,635	26,350	346	26,695	13,398
Grants and Contributions - Operating Purposes	20,312	23,172	507	23,679	5,714
Grants and Contributions - Capital Purposes	29,246	30,480	(7,522)	22,957	10,473
Gains on disposal of Assets	1,073	1,073	(95)	978	735
Total income from continuing operations	354,011	355,995	(6,111)	349,884	272,957
Expenses from continuing operations					
Employee Benefits & Oncosts	(129,016)	(129,407)	(1,503)	(130,909)	(65,834)
Borrowing Costs	(1,523)	(1,443)		(1,443)	(728)
Materials and Contracts ²	(117,338)	(118,049)	534	(117,514)	(56,924)
Depreciation and Amortisation	(37,066)	(37,066)		(37,066)	(18,886)
Other Expenses	(38,687)	(39,013)	428	(38,585)	(16,426)
Total expenses from continuing operations	(323,630)	(324,977)	(540)	(325,518)	(158,797)
Surplus / (Deficit) from continuing operations	30,381	31,017	(6,651)	24,366	114,160
Surplus / (Deficit) before Capital Grants & Contributions	1,135	538	871	1,408	103,687
Less: Rates yet to be allocated					(67,473)
Surplus / (Deficit) before Capital Grants & Contributions					36,214

¹ Other Revenues includes lease income received from Kimbriki

² Materials and Contracts includes disposal costs charged to Council by Kimbriki

Northern Beaches Council
Notes to the Income Statement
For the period 1 July 2019 to 31 December 2019

Recommended changes to the Revised Budget (other than classification adjustments)

Budget variations being recommended include the following material items:

Note	Proposed variation		Details
	Fav / (Unfav)		
	\$'000	%	
1	670	0.3%	Rates and Annual Charges Increase in rates income as a result of additional rate assessments issued following the receipt of supplementary valuations by the Valuer-General. The additional assessments principally relate to the higher than anticipated completion of residential development - \$0.670m.
2	(541)	(0.7%)	User Charges and Fees Decreases in: <ul style="list-style-type: none"> • Kimbriki tipping fees due to lower than anticipated landfill tonnage and the impact of low rainfall on incoming vegetation (\$0.525m). • Vacation Care income due to the closure of Beacon Hill during renovations and lower than anticipated utilisation. This has also been offset by reduced expenditure (\$0.103m). • Development Assessment income due to the continued decline in applications and pre-lodgement meetings (\$0.240m). These decreases have been partially offset by increases in income: <ul style="list-style-type: none"> • Increased patronage and membership at the Aquatic Centres' \$0.256m, partially offset by increased costs. • Mona Vale Cemetery increase in income \$0.150m. • Other adjustments in Parks & Rec \$0.016m, Community Arts and Culture (\$0.067m) and Corporate Services (\$0.030m)
4	1,234	4.5%	Other Revenues Increases in: <ul style="list-style-type: none"> • Kimbriki recycling and other income \$0.977m • Lease income reforecast, primarily for outgoings recovered \$0.193m • Insurance recovery \$0.080m • Sun run ticket sales \$0.085m and other event sponsorships \$0.020m Decreases in: <ul style="list-style-type: none"> • Legal Fees Recovered - (\$0.150m) (offset by reduction in expenses). • Other income in Corporate Services \$0.020m
5	507	2.2%	Grants and Contributions - Operating Purposes Additional operating grants and contributions including: <ul style="list-style-type: none"> • NSW Public Works Advisory - Natural Disaster payment June 2016 - \$0.356m. • Youth Diversionary Project - \$0.059m. • Department of Health Community - Gatekeeper grant - \$0.050m. • Ausgrid Contribution - Barrenjoey Road Newport - \$0.101m. Partially offset by the reallocation of the Local Priority grant to Capital projects- (\$0.084m).

Note	Proposed variation		Details
	Fav / (Unfav)	%	
	\$'000		
6	(7,522)	(24.7%)	Grants and Contributions - Capital Purposes <ul style="list-style-type: none"> • Re-phasing to future years capital grants and contributions associated with the timing of the capital works program including Connecting Communities Footpaths - (\$0.795m), Cycleways - (\$1.932m), Narrabeen Lagoon bridge- (\$1.644m), Currawong Cottages - (\$0.902m), Mona Vale Surf Life Saving Club - (\$1.350m), Long Reef Surf Lifesaving Club - (\$0.885m) and Duffys Forest Rural Fire Station - (\$0.670m) • Reclassification from operating to capital expenditure for Local Library Priority grants \$0.205m and 2018/19 grant for the Coast Walk Aboriginal Art and Signage \$0.180m • Increase in development contributions to the former Manly Plan \$0.281m
7	(95)	(8.9%)	Gains on disposal of Assets Proceeds on the sale of domestic waste compactors lower than anticipated - (\$0.095m).
	(5,748)		TOTAL INCOME VARIATIONS
8	(1,332)	(1.0%)	Employee Benefits and Oncosts Increases due to: <ul style="list-style-type: none"> • Additional seasonal lifeguard costs and staff in Community Arts & Culture, Building Compliance staff, Waste Management, Transport & Civil and Parks field staff • Additional staff to cover extra patronage at Manly Andrew Boy Charlton Aquatic Centre (offset by increased income)
9	(5)	(0.2%)	Borrowing Costs <ul style="list-style-type: none"> • Movement in Interest Lease on Kimbriki solar panels relating to new accounting standard - (\$0.005m).
10	(1,594)	(1.3%)	Materials and Contracts Increases in: <ul style="list-style-type: none"> • Kimbriki - Increases in costs for processing recyclables under new contracts and increase in tonnage from new customer - (\$2.120m). • Increase in funding for bushfire protection works - (\$0.050m) • Information Technology - Contract Services expenditure from Capital for intranet development - (\$0.156m). • Sun run event (offset by income) (\$0.085m) Decreases in: <ul style="list-style-type: none"> • Legal Fees - \$0.150m (offset by reduction in income for fees recovered) • Land Use Planning - Re-phasing of the Brookvale Structure Plan - \$0.094m. • Public place cleansing contract costs \$0.373m • Reduction in children services expenditure due to decreased utilisation \$0.077m
11	154	0.4%	Depreciation and Amortisation Decrease in depreciation for Kimbriki assets - \$0.154m.
12	837	1.7%	Other Expenses Decreases in: <ul style="list-style-type: none"> • Membership Fees - \$0.151m. • Bank Charges - \$0.094m. • Reallocation of IT operating expenses towards the capital expenditure costs for the new phone system - \$0.186m. • Kimbriki EPA levies as a result of lower than expected landfill tonnages- \$0.223m and other expenses \$0.185m
	(1,941)		TOTAL OPERATING EXPENDITURE VARIATIONS
	(7,689)		TOTAL RECOMMENDED CHANGES TO INCOME AND OPERATING EXPENSES

Northern Beaches Council
Capital Budget Statement
For the Period 1 July 2019 to 31 December 2019

	Original Budget \$'000	Revised Budget \$'000	Recommended changes for Council Resolution \$'000	Current Forecast \$'000	Actual 1 Jul 2019 to 31 Dec 2019 \$'000
Capital Funding					
Working Capital	18,470	20,224	(1,000)	19,224	6,356
Depreciation	38,972	40,795	986	41,781	11,322
Capital Grants and Contributions					
- New Grants	10,147	12,335	(2,685)	9,650	4,156
- Grants rolled over from prior year	10,800	11,226	(5,288)	5,938	2,805
Externally restricted reserves					
- Developer contributions	14,410	15,055	(2,829)	12,226	5,380
- Domestic waste	3,000	2,348	(851)	1,497	186
- Other	1,170	1,140	-	1,140	626
Internally restricted reserves					
- Merger Savings Fund	5,434	6,426	(930)	5,496	1,661
- Other	6,325	7,083	(1,048)	6,035	2,381
Income from Sale of Assets					
- Plant and equipment	1,582	1,582	(95)	1,487	1,490
Total Capital Funding	110,310	118,214	(13,740)	104,474	36,363
Capital Expenditure (by Service)					
Children's Services	2,366	2,576	100	2,677	1,220
Community, Arts and Culture Services	3,905	4,936	337	5,273	1,029
Corporate Support Services	4,945	5,551	(1,272)	4,279	702
Economic Development, Events and Engagement Services	4,634	4,754	(1,597)	3,158	1,407
Environment and Sustainability Services	16,269	16,611	20	16,632	6,407
Kimbriki Resource Recovery Centre	3,915	4,823	63	4,885	2,035
Library Services	2,176	2,270	14	2,284	773
Parks and Recreation Services	25,894	26,791	(3,831)	22,960	8,981
Property and Facilities Services	11,543	12,223	(1,713)	10,510	3,189
Transport, Traffic and Active Travel	31,528	35,181	(4,861)	30,318	10,433
Waste and Cleansing Services	3,135	2,498	(1,000)	1,498	187
Total Capital Expenditure	110,310	118,214	(13,740)	104,474	36,363

Capital Expenditure - recommended changes to the budget

			(13,740,180)	SOURCE OF FUNDS				
Job	Job Description	Budget Variation + INCR / (DECR)	Reason for Change	Developer Contributions	Externally restricted	Internally restricted	Grants and Contri	Dep'n / Working Capital
Budget funding reallocation between projects								
CN01056	Narrabeen Lagoon Trail - Aquatic Boardwalk	92,069	Minor increase in scope to improve habitat protection on the foreshore.	92,069				
CN01017	Dee Why Town Centre – Construction – Phase 1	(92,069)	Delay to finalisation of St David Park design.	(92,069)				
CR05001	Reserves Renewal Program	(37,425)	Re-distribution of capitalised employee costs.					(37,425)
CR05002	Foreshores Renewal Program	37,425	Re-distribution of capitalised employee costs.					37,425
CR05015	Public Amenities Works Program	(301,157)	Transfer funding to other amenities programs (North Narrabeen Rock Pool Amenities and Additional Sports Amenities Program (Reub Hudson)).					(301,157)
CR05025	North Narrabeen Rock Pool Amenities Works	48,307	Undertake additional works requested by clubs.					48,307
CR05043	Sport Buildings Works Program	252,850	To cover extra costs for arson remediation works at amenity building at Reub Hudson Oval.					252,850
CR05028	Community Buildings Works Program	(206,037)	Works at Mona Vale Memorial Hall have been deferred to 2021/22 pending project re-scoping					(206,037)
CR05037	Kangaroo St Preschool	100,134	To cover latent defects discovered during construction.					100,134
CR05066	Emergency Buildings Works Program	49,871	Additional works to the car park at Coal and Candle RFS station as requested by the RFS					49,871
CR05107	Manly Aquatic Centre Renewals	30,783	Additional costs to renew pool starting blocks					30,783
CR05120	Sydney Lakeside Holiday Park Renewal Works	25,249	Additional costs due to latent conditions discovered during cabin and amenities refurbishment works.					25,249
CR05074	Tidal Pools Refurbishment	105,000	Funding for works at Little Manly as per RFT 2019/184 December Confidential Council Report - Item 17.9					105,000

Job	Job Description	Budget Variation + INCR / (DECR)	Reason for Change	Developer Contributions	Externally restricted	Internally restricted	Grants and Contri	Dep'n / Working Capital
CR05075	Bridge Renewal	(105,000)	Cost reduced due to revised project phasing for Ocean Street and Oxford Falls bridges					(105,000)
CN01007	Collaroy-Narrabeen Coastal Protection Works	0	Capital grants to be received in current financial year					
Total budget funding reallocation between projects/funding sources		(0)		-	-	-	-	(0)

Budget funding reallocation from operating budget								
CN01158	Library Local Priority Grant Purchases	205,222	Re-allocate part of the Local Priority Grant to capital expenditure for library equipment and spaces.				205,222	
CR05127	IT Service Delivery - Replacement	205,075	Implementation costs for new phone system		19,075			186,000
CN01178	LGA Gateway Entry Markers	192,205	Funding transferred from operational budget for NCIF signage		192,205			
Total budget funding reallocation from operating budget		602,502		-	211,280	-	205,222	186,000

Increase in capital works budget								
CN01102	Youth Friendly Spaces - Merger Savings Fund	16,945	Skate park completed. Adjust for small variations.					16,945
CN01152	Headland fencing and other measures	26,508	Fence footing at Turimetta Headland required redesign following geotechnical investigations.					26,508
CR05003	Recreational Trails Renewal Program	17,513	Scope of works for Mona Vale headland increased following detailed design to include additional drainage and new boardwalk sections.					17,513

Job	Job Description	Budget Variation + INCR / (DECR)	Reason for Change	Developer Contributions	Externally restricted	Internally restricted	Grants and Contri	Dep'n / Working Capital
CR05030	Beacon Hill Community Centre and Youth Club	427,804	Increase in costs due to latent conditions associated with upgrading an old building. Additional works identified as being necessary include replacement of old non-compliant electrical wiring, replacement of sports floor due to water damage, unforeseen structural works to cater for new mechanical plant and upgrade of existing stormwater infrastructure that was identified as inadequate. Defective works installed by the previous builder also required rectification.					427,804
CN01140	Installation of Solar PV at MABC	20,000	Funding to provide water efficient showers at MABC			20,000		
CN01160	Coast Walk Aboriginal Art and Signage	210,000	Grant funding received in 2018/19 for interpretative indigenous signage and artwork along the Coast Walk Public Art Trail.			30,000	180,000	
CN01013	IT Software – New Works	240,000	Northern Beaches Council App and Salesforce Stage 1 Enhancement for Waste Services		130,000			110,000
Total increase in capital works budget		958,770		-	130,000	50,000	180,000	598,770
Decrease in capital works budget								
CN01053	Sports Club Capital Assistance Program	(45,000)	Reduction in program to adjust for reduced grant funding.					(45,000)
CR05054	Dinghy Storage	(40,000)	Project deferred due to on-going community engagement.					(40,000)
CR05017	Nolans Reserve Sports Amenities Works	(123,000)	Forecasted expenditure revised down.					(123,000)
CR05128	Warriewood Valley Community Centre - Renewal	(73,000)	Forecasted expenditure revised down for the 19/20 financial year					(73,000)
CR05132	Whistler Street Car Park Renewal	(51,763)	Whistler St car park remediation works are complete. Forecast reduced to align with final expected costs.					(51,763)
CR05112	Bin Replacements	(1,000,000)	Rollout of new bins contingency returned to domestic waste reserve - project complete.		(1,000,000)			
Total decrease in capital works budget		(1,332,763)		-	(1,000,000)	-	-	(332,763)

Job	Job Description	Budget Variation + INCR / (DECR)	Reason for Change	Developer Contributions	Externally restricted	Internally restricted	Grants and Contri	Dep'n / Working Capital
Brought forward from 2020/21								
CN01048	Foreshores - New and Upgrades	76,118	Increased scope of works for Mona Vale Seawall. Bring forward 2020/21 SRV from CR05091 Place Making Infrastructure			76,118		
CN01145	Off Leash Dog Infrastructure	50,000	Increased costs due to revised scope due to latent conditions for drainage works on Frenchs Forest Showground.					50,000
CR05002	Foreshores Renewal Program	470,000	Clontarf Seawall and Florence Reserve Seawall projects brought forward. Emergency work on collapsed Newport Seawall.					470,000
CR05004	Playground Renewal Program	140,000	Higher than expected costs for Manly Corso shade structure and playground.					140,000
CR05005	Rockpool Renewal Program	12,671	Scope increased to include a different type of ladder as requested by Swimming Club.			12,671		
CR05091	Place Making Infrastructure	69,472	Agreement was reached with businesses on Waratah Street, Mona Vale to extend paving works to the corner with Bungan Lane completing this section ahead of schedule.			69,472		
Total brought forward from 2020/21		818,261		-	-	158,261	-	660,000
Rollover to future years								
CN01046	Playgrounds - New and Upgrades	(187,342)	Further community engagement is required on the designs of Plateau Park Collaroy Plateau and Dunbar Park Avalon playgrounds which will likely push the majority of the construction phase back into the 2020/2021 financial year.					(187,342)
CN01054	Warriewood Valley - Pedestrian and Cycleway network	(130,882)	Roll over to 2022/23 to accumulate sufficient funding for Fern Creek Bridge.	(130,882)				
CN01055	Warriewood Valley - Public Space and Recreation	(449,287)	Roll over 20/21 to match accepted program of works from contractor.	(449,287)				
CN01144	Wyatt Avenue Futsal Centre	(123,580)	Project on hold pending further environmental investigations.	(123,580)				

Job	Job Description	Budget Variation + INCR / (DECR)	Reason for Change	Developer Contributions	Externally restricted	Internally restricted	Grants and Contri	Dep'n / Working Capital
CN01096	Mona Vale Library - Upgrades and New Works	(191,445)	Project has been deferred to 2020/21 to ensure best alignment with the Creative Arts space refurbishment			(191,445)		
CN01110	Currawong Cottages New Cottages, Games Room and Amenities	(902,130)	The work is slightly delayed due to DA and tender approval, and heritage considerations. (SCF)				(902,130)	
CN01124	Mona Vale SLSC	(1,900,000)	Project delayed due to design changes. (SCF)				(1,350,000)	(550,000)
CN01125	Long Reef Surf Life Saving Club	(885,440)	Project delayed due to design changes. (SCF)				(885,440)	
CN01139	Duffys Forest Rural Fire Station	(670,000)	Project to start in 2020/21 with sufficient funding.				(670,000)	
CN01017	Dee Why Town Centre – Construction – Phase 1	(982,394)	Delay to finalisation of St David Park design.	(982,394)				
CN01031	Connecting Communities - Footpaths Programs	(2,021,343)	Delay in consultation for Newport to Avalon and Whale Beach road.			(1,226,603)	(794,740)	
CN01032	Connecting Communities - Cycleways Program	(1,932,047)	Additional time required for community consultation for Newport to Avalon.				(1,932,047)	
CN01034	Connecting all Through Play - Active Play	(1,400,000)	Delays in design and approvals for Passmore reserve lighting, Frank Gray reserve lighting, Mona Vale SLSC and Long Reef SLSC.			(852,997)		(547,003)
CN01036	Manly Laneways	(522,100)	Roll over to 2021/22. Project Deferred to align with program for Manly Place plan development.	(522,100)				
CN01138	Narrabeen Lagoon Pedestrian and Cycle Bridge	(1,644,316)	Construction commencement delayed due to additional time required to undertake geotechnical investigations as part of detailed design.				(1,644,316)	
CN01121	Coast Walk Art Trail - Merger Savings Fund	(287,095)	Grant funding received in 2018/19 for interpretative indigenous signage and artwork along the Coast Walk Public Art Trail - transfer to new grant funded project CN01121 \$180,000 plus \$30,000 Merger Savings Fund. Less \$247,688 transferred to 2020/21 financial year			(107,095)	(180,000)	
CN01020	Warriewood Valley – Traffic and Transport Infrastructure	(620,681)	Reduction to align project to developer contributions available presently.	(620,681)				
Total rollover to future years		(14,850,081)		(2,828,924)	-	(2,378,140)	(8,358,672)	(1,284,345)

Job	Job Description	Budget Variation + INCR / (DECR)	Reason for Change	Developer Contributions	Externally restricted	Internally restricted	Grants and Contri	Dep'n / Working Capital
Kimbriki								
CN01087	Kimbriki Leachate Treatment Plant	63,132	Final certification expenses for the project.					63,132
Total Kimbriki		63,132		-	-	-	-	63,132
TOTAL VARIATIONS - Increase / (Decrease)		(13,740,180)		(2,828,924)	(658,720)	(2,169,879)	(7,973,450)	(109,206)

Northern Beaches Council
Cash and investments

For the period 1 July 2019 to 31 December 2019

	ACTUAL Balance 30 June 2019 \$'000	Annual				ACTUAL Balance 31 Dec 2019 \$'000
		ORIGINAL Budget Closing Balance 30 June 2020 \$'000	REVISED Budget Closing Balance 30 June 2020 \$'000	Recommended changes for Council resolution \$'000	CURRENT Forecast Closing Balance 30 June 2020 \$'000	
Total cash and investments	195,821	123,615	126,567	5,897	132,464	198,316
represented by:						
Externally restricted						
Development contributions	32,794	26,250	24,800	3,109	27,909	32,093
Unexpended grants - not tied to liability	943	443	3	-	3	943
Domestic waste management	10,558	7,682	5,718	705	6,423	9,115
Other	1,532	749	206	-	206	873
Total externally restricted	45,826	35,124	30,727	3,815	34,541	43,024
Internally restricted						
Deposits, retentions and bonds	13,169	12,599	13,169	-	13,169	13,169
Employee leave entitlements	6,809	6,180	6,809	-	6,809	6,809
Unexpended grants - tied to liability	3,001	7,413	1,303	(463)	840	3,554
Stronger Communities Fund - tied to liability	22,303	-	6,938	4,067	11,005	19,657
Cemetery reserve	4,084	3,417	4,318	150	4,468	4,260
Merger savings fund	8,503	1,390	1,506	930	2,436	6,655
Unexpended loans	1,479	1,479	1,479	-	1,479	1,479
Other	8,410	4,955	5,062	1,822	6,884	8,099
Total internally restricted	67,758	37,433	40,583	6,506	47,089	63,682
Total restricted cash and investments	113,584	72,557	71,309	10,321	81,630	106,705
Total unrestricted / available cash and investments	82,237	51,058	55,257	(4,424)	50,834	91,610

Northern Beaches Council
Cash flow statement
For the period 1 July 2019 to 31 December 2019

Original Budget 2019/20 \$'000	Actual For the period 1 Jul 2019 to 31 Dec 2019 \$'000
Cash flows from operating activities	
<u>Receipts:</u>	
210,131 Rates and annual charges	124,513
83,904 User charges and fees	40,628
5,687 Investment revenue and interest	3,498
34,074 Grants and contributions	16,350
- Bonds, deposits and retentions received	1,805
24,926 Other	22,507
<u>Payments:</u>	
(134,294) Employee benefits and on-costs	(67,952)
(129,131) Materials and contracts	(68,886)
(1,523) Borrowing costs	(1,571)
- Bonds, deposits and retentions refunded	(1,804)
(40,797) Other	(27,586)
52,977 Net Cash provided (or used in) Operating Activities	41,502
Cash flows from investing activities	
<u>Receipts:</u>	
- Sale of investments	140,548
Sale of investment property	-
1,582 Sale of infrastructure, property, plant & equipment	1,490
- Sale of non current assets held for resale	-
<u>Payments:</u>	
- Purchase of investment securities	(141,250)
(110,310) Purchase of infrastructure, property, plant and equipment	(37,368)
- Other	-
(108,728) Net cash provided from (or used in) investing activities	(36,580)
Cash Flows from financing activities	
<u>Receipts:</u>	
- Proceeds from borrowings and advances	-
<u>Payments:</u>	
(4,893) Repayment of borrowings and advances	(2,427)
- Finance lease liabilities	-
- Dividends paid to minority interests	-
(4,893) Net cash provided from (or used in) financing activities	(2,427)
(60,644) Net increase/(decrease) in cash and cash equivalents	2,495
184,260 Cash, cash equivalents and investments at beginning of reporting period	195,821
123,616 Cash, cash equivalents and investments at end of reporting period	198,316

Northern Beaches Council
Balance Sheet
as at 31 December 2019

Original Budget 2019/20 \$'000	Actual 31 Dec 2019 \$'000
ASSETS	
Current Assets	
6,012 Cash and Cash Equivalents	8,844
114,233 Investments	188,640
19,089 Receivables	103,482
82 Inventories	243
1,375 Other	3,100
- Non Current Assets Classified as "held for sale"	-
140,791 Total Current Assets	304,309
Non-Current Assets	
3,371 Investments	832
1,282 Receivables	1,159
5,047,337 Infrastructure, Property, Plant and Equipment	4,993,557
- Investments Accounted for using the equity method	-
6,085 Investment Property	5,965
- Intangible Assets	-
- Other	-
5,058,075 Total Non-Current Assets	5,001,513
5,198,866 Total Assets	5,305,822
LIABILITIES	
Current Liabilities	
38,192 Payables	40,741
8,392 Contract Liabilities	22,953
5,078 Borrowings	2,702
29,459 Provisions	33,595
81,121 Total Current Liabilities	99,990
Non-Current Liabilities	
- Payables	-
25,445 Borrowings	27,490
42,796 Provisions	43,428
68,241 Total Non-Current Liabilities	70,918
149,362 Total Liabilities	170,908
5,049,504 Net Assets	5,134,914
EQUITY	
4,889,951 Retained Earnings	4,963,668
158,417 Revaluation Reserves	171,246
5,048,368 Council Equity Interest	5,134,914
1,136 Minority Equity Interest	-
5,049,504 Total Equity	5,134,914

Northern Beaches Council

Contracts Listing

For the period 1 October 2019 to 31 December 2019

Contracts entered into during the three months to 31 December 2019 that exceed \$50,000 are detailed below:

Contract Number	Contractor's Name	Description	Total Value Ex GST(\$)	Actual Start Date	Expected Finish Date	Budgeted (Y/N)
2019/235	Dragonfly Environmental	Narrabeen and Attunga Projects	\$ 150,000	1/10/2019	12/06/2020	Y
2019/238	Phil Hunt	Aboriginal Heritage Office Senior Archaeologist	\$ 80,000	1/12/2019	30/11/2020	Y
2019/242	Soil Conservation Service	Fire Trail Maintenance, Repair and Upgrade (Booralie and Sturdee Fire Trails)	\$ 135,091	14/01/2020	30/03/2020	Y
2019/243	Randall Arts Management Pty Ltd	Glen Street Theatre, Use if Former Restaurant Space	\$ 50,000	23/10/2019	31/03/2020	Y
2019/126	Maxpak Australasia Pty Ltd	Dog Waste Bags	\$ 60,000	13/11/2019	12/11/2020	Y
2019/161	Glasscott Landscape and Civil Pty Ltd	Frenchs Forest Showground and Car Park Upgrade	\$ 1,449,477	10/12/2019	19/05/2020	Y
2019/181	Prophetable Hospitality Pty Ltd	Lease and Fit Out of the Cafe at Little Manly Beach, Manly	\$ 350,000	1/12/2019	30/11/2024	Y
2019/182	Aspect Studios Pty Ltd	Public Space Vision and Design Guidelines 2040	\$ 125,000	9/10/2019	9/04/2021	Y
2019/190	Witchell Consulting	Conduct Review Panel 2019	\$ 150,001	6/11/2019	5/11/2023	Y
2019/193	Undercover Group	Manly Dam Playground	\$ 220,800	1/12/2019	31/03/2020	Y
2019/199	Dragonfly Environmental	Cromer Beacon Hill Bush Regeneration & Hazard Reduction	\$ 160,000	1/11/2019	30/06/2020	Y
2019/206	Presence of IT Pty Ltd	Services to implement SAP EC Payroll & Rostering Time and Attendance by Kronos	\$ 834,550	12/11/2019	30/06/2020	Y
2019/208	Tract Consultants Pty Ltd	Millers Reserve Synthetic Upgrade Concept and Detailed Design	\$ 203,721	3/10/2019	2/06/2020	Y
2019/232	Australian Bushland Restoration Pty Ltd	Narrabeen Elanora Bushland Restoration	\$ 211,200	30/09/2019	30/06/2020	Y
2019/234	Terra Australis Regeneration	Manly Dam Southern Park Bush Regeneration	\$ 160,000	20/11/2019	30/06/2020	Y
2019/234	Terra Australis Regeneration	Manly Dam Southern Park Bush Regeneration	\$ 160,000	20/11/2019	30/06/2020	Y
2019/254	Tennant Australia Pty Ltd	Purchase of Tennant Sweeper 1xS30 2xS20	\$ 285,000	1/10/2019	6/11/2019	Y
2019/275	Gosford Quarries Pty Ltd	Winnerreremy Bay Reserve Seawall Construction	\$ 105,675	11/10/2019	19/12/2019	Y
2019/291	Coastal Cleaning Pressure Washing	Weekly Pressure Washing / Cleaning of Fairlight and Fairy Bower Pools	\$ 100,000	25/11/2019	3/05/2020	Y
2019/297	Taylor Event Development Pty Ltd	Sun Run Operational Delivery	\$ 80,000	4/11/2019	17/02/2020	Y
2019/302	Ally Civil Engineering	Driveway upgrade - 12 Bligh Crescent, Seaforth	\$ 116,212	12/11/2019	31/01/2020	Y
2019/176	BMT WBM Pty Ltd	Riparian Provisions and Controls for LEP and DCP	\$ 78,775	9/10/2019	31/03/2020	Y
2019/192	ATCO Structures & Logistics Pty Ltd	Balgowlah Oval Amenities	\$ 765,765	7/10/2019	6/03/2020	Y

Northern Beaches Council
Budget review of consultancy and legal expenses
For the period 1 July 2019 to 31 December 2019

The table below discloses expenditure to date on consultancies and legal expenses:

Expense	1 July 2019 to 31 Dec 2019 \$	Budgeted (Y/N)
Consultancies	174,866	Y
Legal services	2,258,354	Y



December 2019

Quarterly Report on Service

Performance -

Implementing the

Operational Plan 2019/20

Introduction

This is a report on progress in implementing the Operational Plan 2019/20 for the quarter ending 31 December 2019. It is structured by 16 key services, with detail on service highlights, progress of projects, and the performance of services and finances. An overview of performance is below with further detail on the accompanying service pages.

Of the 239 projects, 87% were either progressing or completed (90% operational and 85% capital). In total, 24 projects are completed. Council's target is for 80% of all projects to be completed or progressing on schedule by 30 June 2020.

Of the 34 quarterly performance measures, 70% have been met and 18% are approaching their target. One indicator is unable to be measured at this time as a mechanism for feedback is yet to be developed.

Performance at a glance

34 Performance indicators



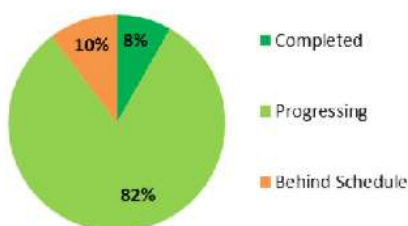
3 Awards and Recognition

N = National

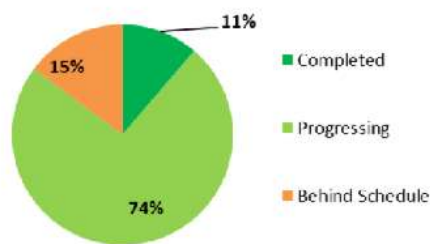
- **Winner - Australian Childcare Alliance NSW – Excellence in Early Childhood Education Awards - Educational Program Excellence** - Narrabeen Children's Centre
- **Winner - Australian Street Art Awards - Best Utility Art (N)** – for Sunset Dreaming mural in Manly Corso
- **Highly Commended - National Local Government Customer Service Network (N)** - Innovation in Customer Experience in Service Delivery

Project status: overall 87% completed or progressing on schedule

97 Operational projects



142 Capital projects



Each service summary includes a short update on projects for the quarter:

Key:  Complete  Progressing  Behind Schedule

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Environment and Sustainability

HIGHLIGHTS

Coast, catchment and estuary management

We completed bank stabilisation works at Manly Lagoon. The works involved the placement of geo-fabric bags filled with sand and sand scraping to stabilise the bank at Lagoon Park. These actions will significantly improve public access and use of this popular area.

We obtained two grants from the NSW Coast and Estuary Program. The grants are to prepare a Coastal Management Program Scoping Study and a Coastal Emergency Action Plan for the Northern Beaches. Both of these projects will assist in strategic management and emergency response for public and private land on the Northern Beaches.

Construction work to protect the Collaroy beachfront car park was completed, protecting 250 metres of this important public asset. A number of private development applications have been finalised and financial assistance for up to 20% of the cost of construction works is available for eligible properties (split 50/50 between Council and New South Wales Government). Applications for these funds are still open.

Managing our bushland and biodiversity

We are protecting and improving native habitat at 350 bushland reserves with over 40 bush regeneration contracts operating in 2019/20. We undertook on-the-ground bush regeneration works in over 50 reserves.

We continued our working partnership with Royal Botanic Gardens (RGB) Mt Annan, to conserve the critically endangered species Scrub Turpentine (*Rhodamnia rubescens*).

We completed the \$83,000 Swift Parrot and Swamp Forests threatened species conservation project. The project was jointly funded by the Local Land Service and Council.

More than 290 rabbits and 11 foxes were culled.

58 weed inspections and 113 weed and pest customer requests were completed.

We leased five traps for the control of vertebrate pest species on private property during the quarter.

We undertook community engagement on our draft Bushland and Biodiversity Policy, receiving 38 submissions. The submissions will be reported to Council and considered in adopting the Policy.

Preparing for the bushfire season

The Bushfire Team continued to proactively work with fire authorities to ensure asset protection zones (APZs) are maintained and prescribed burns on Council estate are ready. The team has completed a comprehensive audit and risk assessment of the more than 80 APZs across the northern beaches. The audit resulted in extra precautionary on-ground works undertaken due to the state of unprecedented fire conditions in NSW.

We facilitated two community meetings with the Bushfire Management Committee at Terrey Hills and Frenchs Forest. More than 100 residents attended at each meeting. The Wirrungulla and Sturdee fire trail works were completed on the western foreshores of Pittwater and they now meet Rural Fire Service (RFS) fire trail standards. Booralie in Duffys Forest will be completed by end of January.

On the 11 and 12 of November, a state-wide total fire ban was declared along with a prediction of catastrophic fire conditions. In response to this declaration, we closed our bushland tracks and

trails, including Manly Dam, Manly to North Harbour walk and Stony Range Regional Botanic Gardens. Council staff also assisted the RFS and the Incident Management Team over this period.

We opened Frenchs Forest Showground and North Narrabeen Reserve (Rat Park) for local residents to temporarily relocate large animals such as horses and extended the opening hours at our libraries to provide a safe and comfortable place for the community to take refuge from the conditions.

Milder weather on Wednesday 13 November allowed us to reopen the bushland trails and get back to business. We will remain on high alert for the remainder of the fire season to continue to care for our community.

Owing to strong winds and severe fire danger in the lead up to New Year, Council's fireworks displays at Bayview and Dee Why were cancelled. In these instances, community safety is always the priority.

Reducing the risk of flooding

During the quarter, we continued with holistic efforts to reduce flood risk. This included the preparation of Flood Studies and Floodplain Risk Management Plans across the Northern Beaches to better understand and manage flood risk.

We removed over 100 tonnes of sediment and debris from the stormwater system between Barrenjoey Road and 2 Polo Avenue, Mona Vale, in order to improve flows and reduce the potential for flooding in Seabeach Avenue.

A program of pipe patching remediation works was completed at 31 locations across the Northern Beaches as well as 405 metres of pipe relining.

The South Steyne stormwater outlet project was nominated for the Stormwater NSW Excellence Award. This project involved repairing the stormwater pipe at South Steyne Beach, which was damaged in the 2016 storms. As well as relining the pipe, we encased it with permanent beach seating which can now be enjoyed by beach users. We are proud of this project and happy for the nomination.

Delivering community environmental education

The Coastal Environment Centre was a hive of activity with a bee workshop which involved splitting native bee hives to share amongst schools. Two weeks of the successful Kids on the Coast program occurred in the October school holidays with over 145 children attending. The team assisted with the Ocean Festival and screened the "2040" movie along with stormwater pollution education demonstrations at the Centre. Numerous community rock platform tours and night walks were held along with assisting Elanora Heights and Bilgola Public Schools with their 'Green Days'.

Volunteers at Manly Environment Centre contributed 1,061 hours this quarter with a huge effort towards the Ocean Festival culminating in this year's Ocean Care Day. Over 34 events were held during the Ocean Festival which was heralded a success by all participating.

Development of the Sustainability Business Plan is now complete with planning underway for implementation. A big highlight was the Solar Workshop in December with 167 local residents in attendance showing the community commitment to installing solar.

We have also focused on building and refining the Water Savings Partnership program with Sydney Water. Highlights of this program include the installation of data loggers on six water meter locations, the engagement of four high water usage buildings for water efficiency assessments and the creation of web content for water efficiency on the Council website.

Focus on sustainability

This quarter, Council adopted the *Protect. Create. Live – Environment and Climate Change Strategy 2040*, to guide the protection of our environment and action on climate change for the next 20 years. The Strategy includes ambitious aspirations and commitments for both the community and Council.

Council continued to deliver programs to enhance environmental sustainability and increase resilience to climate change. This included the continued rollout of the accelerated program of replacing residential road lights with more energy efficient LED lights. Council continued to generate and claim Energy Saving Certificates for energy efficiency upgrades under the NSW Energy Saving Scheme with over \$68,000 in net returns received to date. These funds are being reinvested in Council's Energy Savings Initiatives Works Program to drive further reduction in corporate carbon emissions.

Performance measures – Environment and Sustainability	Target	September quarter	December quarter
Bush regeneration by contractors (hectares)	>45 ha	85.5 ha	322 ha

Results Key: ■ Achieved ■ Approaching - within 5% of target ■ Behind - more than 5% off target

Workload measures – Environment and Sustainability	September quarter	December quarter
No. sustainability education events	78	106
No. people attending sustainability education events	7,521	* 16,000
Gross pollutants removed from stormwater networks (tonnes)	183	151
No. DA referrals for assessment of environmental controls	315	710

Notes on results:

* This figure is approximate as it includes an estimate of people who visited Ocean Care Day

OPERATIONAL PROJECTS

Key: ✓ Complete 🔄 Progressing ! Behind Schedule

Progressing on schedule



Deliver programs to protect and restore our catchments, waterways and coast

Council is collaborating with a number of adjoining Councils to develop coastal management programs for the Hawkesbury-Nepean Estuary and Sydney Harbour. During the last quarter, we commenced planning for a scoping study for a Northern Beaches coastal management program, as well as a coastal zone emergency action sub-plan for the open coast.

**Deliver environmental sustainability programs and enhance resilience to climate change**

During this quarter Council continued to deliver programs to enhance environmental sustainability and increase resilience to climate change. Council continued to generate and claim Energy Saving Certificates for energy efficiency upgrades under the NSW Energy Saving Scheme with over \$68,000 in net returns this financial year. These funds are being reinvested in Council's Energy Savings Initiatives Works Program to further reduce our corporate carbon emissions.

Council continues to implement the Local Government NSW grant project to develop a Climate Resilience Design Guide. This guide is being developed in partnership with the Institute for Public Works Engineers Australia and Dubbo Regional Council. The quotation documents were finalised for release in January 2020.

Work with other foundation partners on the XDI Cross Dependency Initiative is also ongoing. This project aims to bring together asset level data sets with extensive climate models to provide deep analysis of an organisation's exposure to climate change and extreme weather risk. During this quarter further work was undertaken on the case studies.

**Deliver effective and engaging sustainability education and volunteering programs**

The Greener Communities Program includes activities of the Coastal Environment Centre (CEC) in Narrabeen, the Manly Environment Centre (MEC), environmental volunteers and a wide range of Community Sustainability initiatives.

At the MEC, cataloguing project is progressing well with more than 10,711 resources catalogued to date. MEC volunteers dedicated 388 hours this quarter.

The CEC conducted a native bee workshop, a roadshow at Warriewood Square and hosted the AUSMAP micro-plastics program. The CEC was also visited by students from Cromer High and Pittwater High Schools' additional needs units.

Other events held this quarter included community rock platform tours, community night walks, all school green days at Elanora Heights and Bilgola Public Schools, a beeswax wrap workshop with TAFE staff, family fishing clinic with Department of Primary Industries, the community sugar gliders club and community wildlings club programs.

A solar workshop was held on 17 December with 167 attendees. As a result of attending, 99% of feedback forms stated that they had a better understanding of solar and batteries. The draft solar program including the marketing campaign has been developed and solar webpages drafted.

The 26th Annual Ocean Care Day was expanded to a week-long festival with 34 events from Manly to Palm Beach. The festival celebrated our ocean and marine waters, which contribute so much to our lifestyle, our health and happiness on the Northern Beaches. Ocean Care Day for schools included an invitation to local primary school students to drop by the Manly Environment Centre to meet Tula the penguin and collect an Ocean Care Day pack with stickers, a marine creature mask and more.

We continue to engage with external partners to explore opportunities for water savings. We engaged with the Catholic Schools' Sustainability Department and installed three water loggers on various sites. A snap-shot report was produced for Manly Andrew Boy Charlton Swim Centre and with a water assessment being run at Glen Street Theatre. The 'Water Efficiency' webpage on our website has also gone live.

Over 120 volunteers attended the Greener Communities volunteer Christmas party. The team also held a volunteer workshop with 31 people in attendance. Bushcare volunteers

contributed 910 hours of work and corporate bushcare volunteers contributed over 346 hours of work.



Deliver programs to protect our community from the effects of flooding

The Manly to Seaforth Floodplain Risk Management Study and Plan Stage 1 report was delivered. The report includes a model review, updated preliminary options assessment and sensitivity analysis. The collection of flood prone property floor levels is underway to determine the economic impact of flooding.

Preliminary flood mitigation assessments for the Clontarf area are being finalised by an engineering consultant, and will be assessed by Council to inform any required drainage works as part of the Clontarf Reserve Masterplan.

Stage 1 of 5 of the McCarrs Creek, Mona Vale and Bayview Floodplain Risk Management Study and Plan has been completed. This included engaging with the community on their experience of flooding and preferred choice of floodplain management options in the catchment. A site inspection was undertaken with the engineering consultants and a shortlist of floodplain management options have been selected for further investigation.

The initial community consultation and flood modelling to establish flood behaviour, the impacts of climate change and the capacity of the existing stormwater system in the Greendale Creek catchment is nearing completion.

A major review of floodplain management data, processes and planning controls has commenced. This will help improve the clarity of the planning controls and provide a better customer experience through the development process for flood prone lots. An update to Council's internal flood data has been completed. A draft set of planning controls has been prepared to manage the existing flood risk on the Northern Beaches.



Investigate and implement viable options to reduce minor flooding on Wakehurst Parkway

The Wakehurst Parkway investigations focus on identifying and, if feasible, implementing options to reduce very frequent flooding of the Wakehurst Parkway roadway.

This quarter, we consulted with Roads and Maritime Services on the report and discussed the feasibility, permissibility and potential funding sources should the recommendations be implemented.



Investigate Scotland Island Wastewater feasibility

Council received funding from the New South Wales Government to conduct an independent investigation into the commercial feasibility of the supply of water and wastewater services to Scotland Island. The project is being administered by Council with the involvement of a working group comprising local representatives.

The consultants have finalised the options report and discussed preferred options with the community working group. They are currently completing the final step in the project by assessing the shortlisted options for commercial feasibility. Professional peer review of the project is continuing.

The project is on budget and is expected to conclude early in 2020.

**Deliver programs to protect and restore bushland including threatened species, pest species and bushfire risk**

Revegetation work at the Balgowlah Grey Headed Flying Fox colony was completed with the planting of 67 canopy trees. Staff also completed surveys of Flying Fox colonies as part national Flying Fox census.

Substantial community engagement was undertaken in Avalon to address unauthorised construction of bike tracks at Palmgrove Park. This included a community event at Avalon youth hub which was well attended with over 200 local children participating. Bushland staff participated in the Avalon Market day providing local environmental education and giving away 1,500 native plants.

We completed expert bushland and biodiversity advice for 154 development assessment referrals and provided advice for 35 pre-lodgement meetings.

The public exhibition of the draft Bushland and Biodiversity Policy concluded on 8 December 2019. Review of the 38 public submissions has commenced.

Council's Pest Animal Control Program operated in major reserves with 291 rabbits and 13 foxes culled.

The Invasive Species Team undertook 58 weed inspections and completed 113 weed and pest customer requests. Council's trap hire program leased five traps for the control of vertebrate pest species on private property during the quarter.

We have completed a comprehensive audit and risk assessment of over 80 asset protection zones (APZ) from the Northern Beaches Bushfire Risk Management Plan. The audit resulted in extra on-ground works due to unprecedented bushfires in NSW. Hazard complaints from the community have increased, and we are pleased the NSW Rural Fire Service (RFS) has assessed our APZ management as appropriate.

We attended community bushfire meetings at Terrey Hills and Frenchs Forest with the Bush Fire Management Committee, with over 100 residents attending each meeting.

Works on the Wurrungulla and Sturdee fire trails of the western foreshore of Pittwater to meet RFS fire trail standards was finalised. Booralie fire trail works in Duffys Forest will be completed end of February, weather permitting.

**Develop and implement the Environment and Climate Change Strategy**

The Environment and Climate Change Strategy 2040 (Protect. Create. Live) was adopted unanimously at the Council meeting on 17 December 2019. The community engagement and stakeholder report showed that there was significant community support for the strategy in both protecting our environment and taking action on climate change. The strategy is on Council's website and emails sent to people who made submissions.

**Environment Study**

The Environment Study is being developed to support the development of the Local Strategic Planning Statement, the Local Environment Plan and the Development Control Plan for the Northern Beaches. The Local Strategic Planning Statement was on public exhibition throughout October and November as well as the background paper 'Planning for our Environment'. The Environment Study is currently being developed following on from the background paper.



Narrabeen Lagoon Entrance Management Strategy

The Narrabeen Lagoon Entrance Management Strategy is investigating a long term sustainable plan for the management of Narrabeen Lagoon entrance. Data collection and input studies have been completed as well as a workshop with technical experts to determine the scope of the project.



Provide a range of inclusive and accessible environmental education programs

We are working to develop a program of inclusive and accessible educational events across the community. Venues, activities and workshops are developed to include accessible and inclusive locations and content for all abilities, in accordance with the Disability Inclusion Action Plan. Accessible toilet facilities have been installed at the Coastal Environment Centre.

Staff also attended accessible events training, hosted by an industry expert, to help improve the inclusivity of events offered.

We continue to offer inclusive opportunities for residents to work on their passion or assist with career and skills development.

CAPITAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Progressing on schedule



Coastal Protection Works



Collaroy-Narrabeen Coastal Protection

This project involves works to protect public and private property on Collaroy-Narrabeen Beach including road ends, public parks, South Narrabeen Surf Life Saving Club, and Collaroy carpark. The public works need to align with works undertaken by residents to protect private property.

All actions associated with the Collaroy Carpark works have been completed. The works have been covered in sand and revegetated with the public able to access this area through the Christmas period.

Stormwater program



Planned stormwater new

Community consultation was held in October on the construction of a new water quality treatment device and stormwater inlet screen at Crown of Newport Reserve. Feedback received from the community was positive and incorporated in the final design. Request for Quotation documentation for construction is currently being finalised. Council will seek quotations from qualified contractors during February 2020. It is anticipated that the construction works will commence in March 2020.

The detailed design for a gross pollutant trap in South Steyne Manly was finalised and Request for Quotation documentation for the construction is currently being prepared.



Warriewood Valley creekline works

This project will deliver creekline works to mitigate flooding and improve the ecosystem in Warriewood Valley, including reconstruction of creek bed and banks, and revegetation of the riparian corridor. Planning for the next section of works in upper Fern Creek, including detailed design and preparation of construction tender documents is continuing, with construction planned for 2020.



Planned stormwater renewals

This program renews existing stormwater infrastructure. Stormwater pipe relining of several deteriorated pipe assets was completed October to November. Tenders were also awarded for two new packages of pipe remediation.

Design updates are being finalised for water quality treatment devices at North Steyne, Manly following stakeholder feedback. A draft technical brief for construction of the gross pollutant trap in North Steyne was also prepared.

Detailed designs to renew the existing stormwater outlet at Fairy Bower pool, Manly, and Snapperman Beach, Palm Beach, have been developed and are currently being reviewed.

An onsite meeting with residents affected by the proposed works at Snapperman Beach, Palm Beach, was held during November. Construction drawings are currently being updated incorporating community feedback.



Reactive stormwater renewals

This program provides for minor renewal works on the existing stormwater network. This ensures that the assets are in good condition and local flooding issues are addressed.

Contract for multiple pipe patching repairs across the local government area is eighty percent completed. Polo Avenue, Mona Vale culvert was cleaned and designs for Malvern Avenue, Manly stormwater soak wells was completed in December.



Gross pollutant trap renewal works

Council is currently finalising the detailed design for the gross pollutant trap renewal works at North Harbour Reserve.

Water and Energy Saving initiatives



Andrew Boy Charlton Aquatic Centre installation of solar

Development consent was granted for installation of solar panels at Manly Andrew Boy Charlton Aquatic Centre in November. Tenders for the work have been called and close January 2020.



Energy Saving Initiatives works program - special rate variation

This project funds energy saving initiatives in the former Pittwater area including energy efficiency upgrades and solar panel installations.

During this quarter, quotes for additional solar panels at Council's Boondah Depot were obtained. These will be installed before the end of the financial year.

We are investigating works required to recognise Palm Beach Headland as a potential Urban Night Sky Place, which promotes authentic night time experience in the midst of significant

artificial light. The first meeting for the Urban Night Sky Place working group was held in early November.



Energy Saving Initiatives works program - revolving energy fund

This project funds energy saving initiatives and works including energy efficiency upgrades and solar panel installations. Quotes for solar panels were received for Glen Street Library, Manly Senior Citizen Centre, Belrose Childcare Centre and Harbourview Childcare Centre to be installed before the end of the financial year. Solar panel installation also commenced at Kangaroo Street Youth and Childcare Centre.



Water Saving and re-use initiatives - special rate variation

This project funds water savings and re-use initiatives in the former Pittwater area. Work was undertaken to install lead guard gutter protection on the amenities block at Sydney Lakeside Holiday Park in preparation for the re-commissioning of rainwater tanks on the site. We are continuing to monitor the water usage at Rat Park and North Narrabeen Reserve.

Biodiversity Protection

Hillside Road land acquisition, Newport

The Office of Strategic Lands - Department of Planning, Industry and Environment and Council are currently administrating the land transfer process. We are working towards the transfer of the land to Council in the coming months.

FINANCIALS

ENVIRONMENT AND SUSTAINABILITY SERVICES

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	13,565,829	13,565,829	0	28,964,012	28,964,012	28,964,012
User Charges & Fees	915,228	1,013,437	(98,210)	1,975,835	1,975,836	1,975,836
Investment Fees and Revenues	0	0	0	0	0	0
Other Revenues	0	0	0	0	0	0
Grants and Contributions - Operating Purposes	413,291	1,234,760	(821,469)	4,664,757	5,773,970	5,773,970
Grants and Contributions - Capital Purposes	1,652,172	2,100,666	(448,494)	2,058,000	2,100,666	2,100,666
Gains on disposal of Assets	0	0	0	0	0	0
Total Income From Continuing Operations	16,546,519	17,914,692	(1,368,173)	37,662,605	38,814,484	38,814,484
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(3,885,590)	(3,853,384)	(32,206)	(7,706,768)	(7,706,768)	(7,817,134)
Borrowing Costs	0	0	0	0	0	0
Materials and Contracts	(2,843,569)	(3,778,057)	934,488	(10,575,007)	(11,161,041)	(11,211,041)
Depreciation and Amortisation	(3,414,614)	(3,414,614)	0	(6,831,961)	(6,831,961)	(6,831,961)
Other Expenses	(3,214,282)	(3,205,929)	(8,353)	(6,341,215)	(6,357,496)	(6,357,496)
Internal Charges	(1,437,906)	(1,432,864)	(5,041)	(2,886,203)	(2,865,728)	(2,865,728)
Overhead Allocation	(1,484,520)	(1,484,520)	0	(3,442,970)	(2,969,041)	(2,969,041)
Total Expenses From Continuing Operations	(16,280,481)	(17,169,369)	888,888	(37,784,125)	(37,892,035)	(38,052,401)
Surplus / (Deficit) from Continuing Operations	266,038	745,323	(479,285)	(121,520)	922,449	762,083

Commentary – Year to Date Actuals and Annual Forecast

The Total Surplus from Continuing Operations of \$266,038 is lower than forecast at the end of December primarily as a result of lower than forecast income offset by lower than forecast expenditure during the first six months of the financial year.

Total Income from Continuing Operations of \$16,546,519 is lower than forecast by \$1,368,173 primarily due to the timing of receipt of Grants and Contributions for Capital and Operating Purposes. Income from engineering permits is lower than forecast due to a lower number of applications.

Total Expenses from Continuing Operations of \$16,280,481 are lower than forecast by \$888,888. This is principally the result of Materials and Contracts that are \$934,488 lower than forecast primarily due to phasing of works in the bushland and biodiversity and the floodplain management programs. The timing of bushfire protection works on Council's bushland were brought forward to ensure these areas received extra attention in light of the dangerous conditions that were experienced in November and December 2019. The finalisation of invoicing and works is being undertaken in January/February 2020.

For the full financial year, the surplus is forecast to decrease to \$762,083 primarily as a result of additional expenditure for bushfire protection works. Following reconciliation of the bushfire protection works further changes may be required at the March quarterly review. No changes are forecast for development engineering income at this stage, however if the decline in applications continues, we would expect to reforecast in the next quarter.

Waste and Cleansing

HIGHLIGHTS

Strengthening community knowledge on waste management

Our Waste Education team hosted interactive stalls at the Christmas by the Beach, Frenchs Forest Picnic in the Park, Avalon Market Day, Scotland Island Daze and Brookvale Picnic in the Park events to encourage residents to avoid single use plastics and choose alternatives. Children created their own design on a reusable bag, while their parents or carers made a bees wax wrap and a pledge to avoid single use plastics.

We have installed recycling stations at each of our four customer service offices to allow residents to responsibly dispose of unwanted X-ray films. Diverting them from landfill enables silver to be extracted and recovered from them.

Our school program involved 897 students in activities from Kimbriki tours, to school waste audits to Eco theatre performances.

We held 10 free community workshops to help residents reduce their waste to landfill.

Seventy five vendors participated in the Avalon Car Boot Sale with thousands of people attending to have a browse and purchase second hand items so they don't end up as landfill.

We screened the film '2040' for the community and at eight local schools.

Avoiding event waste

Council requires all event organisers to promote and practice waste avoidance principles and increase resource recovery at all public events held locally. This quarter we reviewed 60 event proposals to ensure they met the mandatory event waste management conditions, which include prohibiting the use of all single-use plastics, bottled water and balloons. We supported 11 events to be bottled water free, by lending portable refill water stations and bubblers.

Swap for Good Business Program

Council continued to deliver its Swap for Good Business Program. This program supports and empowers businesses in moving away from single-use plastics. It provides information, education, resources, supplier lists, events and collaboration opportunities – all with the aim of providing ideas, solutions and alternative to single-use plastics.

We hosted a free webinar on 19 November to help school and workplace canteens move forward without single-use plastics. One hundred and seventy people registered to view the webinar.

We took the opportunity of presenting the Swap for Good program at the "Doing Business with Council" and "5 points for 5 stars" workshops held by other teams in the organisation.

Additional Services

Additional vegetation clean-ups were implemented to the offshore communities during December in response to the potential bushfire threat in the adjacent national parks.

Performance measures – Waste and Cleansing	Target	September quarter	December quarter
Domestic waste and recycling services: Compliance with schedules	100%	* 99%	* 99%
Complaints on domestic waste collection service	<1%	** 1%	*** 1%

Results Key:  Achieved  Approaching - within 5% of target  Behind - more than 5% off target

Notes on results:

- * All scheduled runs have been completed on the allocated days. However, the volume of missed services over the period impacted the achievement of the target.
- ** The implementation of the new service has caused some disruption for residents. This resulted in an increase in customers contacting Council about service issues. The volume of service calls has reduced by 70% between July and September and this trend is expected to continue.
- *** The implementation of the new service continues to cause some disruption for residents. The volume of service calls has remained at similar levels to the previous quarter, however this is at a time when customer contact usually increases over the holiday period. The down trend in customer service calls is expected to continue in the next quarter.

OPERATIONAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Progressing on schedule



Implement strategies for waste, event waste and single-use plastics

The Waste education team hosted interactive stalls to encourage residents to avoid single use plastics at Christmas By The Beach, Dee Why, Picnic in the Park, Frenchs Forest, Avalon Market Day, Scotland Island Daze and Picnic in the Park Brookvale.

We reviewed 60 event proposals to ensure they met the mandatory event waste management conditions prohibiting the use of all single-use plastics, bottled water and balloons. We then inspected 380 stallholders out of which 16 had minor non-compliances.

We loaned our portable refill water stations and bubblers to 11 events which enabled them to be bottled water free.

Delivery of the Swap for Good business program continued with Council, community groups and organisations working towards reducing single-use plastics on the Northern Beaches.

We provided the '2040' movie DVD to eight local schools and invited school canteens to sign up to our special webinar encouraging canteens to be single use plastic free.



Deliver waste education and change initiatives for community and business

Our schools education program reached 897 students across seven schools on the Northern Beaches. Activities such as Kimbriki tours, recycling talks, waste audits and Eco Theatre presentations were used to help the schools and their students reduce their waste by providing advice on waste avoidance and recycling.

Community education programs to drive behaviour change and support the domestic waste service were delivered to 470 people this quarter. Workshop topics included composting and worm farming, reusable nappies, electrical repairs, ethical decluttering, making beeswax wraps and how to buy and sell online.

The team also held waste education stalls at Avalon Market Day, Scotland Island Daze, Dee why Christmas by the Beach, and Picnic at the Park in both Brookvale and Frenchs Forest.

Presentations were given at Council staff new starter induction sessions, Belrose Country club retirements village, to the Tibetan students at Brookvale TAFE and to Seniors Australia.

We screened the film '2040' to 1501 people at a single use plastic free event.

Our Swap for Good business engagement team worked with local businesses and school canteens to support people in changing to alternatives to single use plastic.



Review waste service and infrastructure for offshore communities

This project commenced with a market stall and survey at Scotland Island "Island Daze" festival in November 2019, and feedback on the recent implementation of a scheduled vegetation clean-up service will be incorporated into the overall review of waste services to the offshore communities.

Feedback from vegetation collections has continued and further collections organised due to the extreme bush fire risk. Feedback is being consolidated for reporting. This has delayed the commencement of meetings with stakeholder groups, which will occur in early 2020.



Review the cleansing service

A report on the paver scrubbing contract is being prepared for Council approval and work has now started on reviewing the street sweeping service contract.

Behind schedule



Implement and manage new contracts for domestic waste collection and processing

This project is experiencing delays whilst Council seeks contract management solutions. Transfer of bin delivery obligations to URM and implementation of the radio frequency identification (RFID) technology are components of the contract that are yet to be completed. Better data collection will be possible for Council once these contract components are in place.

CAPITAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Completed



Waste and cleansing



Compactor bins trial

Bins are in place and operational for the trial at Shelly Beach. They are being monitored by Waste staff, and the success will be later evaluated. This is part of the Smart Cities project at Shelly Beach.

Plant and equipment



Bin replacements

The bin replacement project was completed in August.



Ride on sweepers

We completed the purchase of two ride-on sweepers and a transport trailer in November and this equipment is now in use.

FINANCIALS

WASTE MANAGEMENT & CLEANSING

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	47,161,141	47,318,097	(156,957)	56,643,652	53,758,115	53,758,115
User Charges & Fees	23,790	44,753	(20,963)	165,811	51,348	51,348
Investment Fees and Revenues	30,382	34,986	(4,604)	70,000	70,000	70,000
Other Revenues	0	5,600	(5,600)	11,200	867,764	867,764
Grants and Contributions - Operating Purposes	258,501	329,500	(70,999)	250,000	329,500	329,500
Grants and Contributions - Capital Purposes	0	0	0	0	0	0
Gains on disposal of Assets	242,457	300,000	(57,543)	400,000	400,000	305,000
Total Income From Continuing Operations	47,716,270	48,032,937	(316,666)	57,540,663	55,476,727	55,381,727
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(4,058,018)	(3,906,062)	(151,955)	(7,813,530)	(7,813,530)	(7,924,942)
Borrowing Costs	0	0	0	0	0	0
Materials and Contracts	(22,109,649)	(23,111,631)	1,001,982	(47,322,572)	(45,463,997)	(45,091,343)
Depreciation and Amortisation	(818,502)	(818,502)	0	(1,637,003)	(1,637,003)	(1,637,003)
Other Expenses	(44,292)	(80,178)	35,886	(183,212)	(133,212)	(133,212)
Internal Charges	(1,342,626)	(1,344,609)	1,983	(2,742,976)	(2,742,976)	(2,742,976)
Overhead Allocation	(849,015)	(849,015)	0	(1,698,030)	(1,698,030)	(1,698,030)
Total Expenses From Continuing Operations	(29,222,101)	(30,109,997)	887,896	(61,397,323)	(59,488,748)	(59,227,506)
Surplus / (Deficit) from Continuing Operations	18,494,169	17,922,940	571,229	(3,856,660)	(4,012,021)	(3,845,779)

Commentary – Year to Date Actuals and Annual Forecast

The Total Surplus from Continuing Operations of \$18,494,169 is higher than forecast by \$571,229 at the end of the December quarter primarily as a result of lower than forecast expenditure.

Income of \$47,716,270 is lower than forecast by \$316,666, due to both the lower than anticipated proceeds on the sale of the former Manly domestic waste compactors together with the lower than anticipated requests for additional domestic waste bins.

Expenses from Continuing Operations of \$29,222,101 are also lower than forecast by \$887,896. This is the result of lower expenditure in Materials and Contracts due to the phasing of waste disposal costs and lower than anticipated costs for the cleaning of carparks, ovals and sportsfields. The higher than forecast Employee Benefits and Oncosts are related to lower than anticipated vacancies throughout the year and an increase in additional casual staff to support residents through the implementation of the new waste collection contract.

For the full financial year, the result is forecast to remain in deficit at \$3,845,779. The budget has been reforecast to reflect the reduction in proceeds from the sale of waste compactors, lower public place cleansing contract costs and an increase in employee costs due to expenditure associated with the new domestic waste service and the provision of an additional cleansing officer for the Public Place Cleansing team.

Kimbriki Resource Recovery Centre

HIGHLIGHTS

The holiday period provided unique challenges and opportunities for waste management at Kimbriki. Additional staffing was implemented in the weeks leading up to Christmas to meet the needs of residents keen to tidy up and clean up their yards prior to the celebrations. Despite the high demand, no significant delays or outages were experienced ensuring the customer experience remained positive.

The free disposal of paper and cardboard was well received after Christmas as many new presents were unwrapped and unboxed and residents also took advantage of the ongoing resident subsidy for vegetation disposal to recycle their Christmas trees into composts and mulches.

A new contract to manage resident's household recycling commenced on 1 December 2019 resulting in more of these commodities being value added and reused locally including plastics and fibres. Glass derived from resident's yellow bins is now being put to use in road and building works as well as for filtering stormwater from South Steyne, Manly as part of an innovative arrangement between Kimbriki's new contractor IQRenew and Star Water.

Arrangements were put in place to allow for residents to bring used globes and fluorescent tubes to Kimbriki for recycling with a set of receptacles established in the reception area to cater for both fluorescent tubes and compact fluorescent globes at no charge.

Negotiations were complete to allow for the retrieval of resident's left over paints under a partnership with industry-funded provider Paintback. This service will accept both water and oil based paints up to 100 litres per visit at no charge. The containers are recycled and the waste paint is treated in a number of ways including energy recovery from oil based paints and liquid/solid separation for water-based paint, significantly minimising landfill over alternative practices. Paintback is also committed to researching new ways to repurpose unwanted paint materials.

Performance measures – Kimbriki	Target	September quarter	December quarter
Total waste diverted from landfill (onsite at Kimbriki Resource Recovery Centre)	82%	* 80.3%	*** 81.1%
Domestic dry waste diverted onsite from landfill	10%	** 3.5%	** 3.6%

Results Key: ■ Achieved ■ Approaching - within 5% of target ■ Behind - more than 5% off target

Notes on results:

- * Downturn in demolition and construction has resulted in a significant drop in incoming tonnes of recyclable brick and concrete.
- ** Changes in the new Northern Beaches' collection arrangements have seen a reduction in recoverable metal from kerbside arriving at Kimbriki. Kimbriki's new landfill processing contract (commencing in February 2020) contains improved technologies to boost mechanical recovery from hard waste.
- *** A down-turn in construction waste and vegetation waste adversely impacted the total site recovery rate. Individual recycling rates at the different areas remained constant with the exception of comingled recycling where additional contamination is being removed at Kimbriki rather than being transported off-site for disposal elsewhere.

OPERATIONAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Progressing on schedule



Develop long term Business Plan endorsed by shareholder Councils

The draft Business Plan has been completed and presented to the shareholder Councils.



Research and develop improved resource recovery consistent with the endorsed Business Plan

Kimbriki has finalised the procurement of all major contracts. The new landfill management contract provides for improved resource recovery and compaction. This will provide more airspace and should depending upon fill rate, extend landfill life.

The Paintback agreement has been completed. This will provide an opportunity for residents to drop off paint for recycling.

Kimbriki have proposed a Sustainability Hub providing improved resource recovery and community engagement.

CAPITAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Progressing on schedule



Kimbriki Improvements



Kimbriki high level drain

Work continued on preparation of the detailed design and environmental assessment for the clean water diversion system, which will support the application to the Consent Authority.



Kimbriki landfill cell development Area 4A

Excavation and cell lining preparation works have been completed.



Kimbriki gas capture system

Installation of additional pipework in contingency landfill area not required until January/February due to design revision.



Kimbriki landfill cell development Area 4B

Project suspended due to revision of site master plan.

**Kimbriki vehicles**

The replacement site truck was delivered in October. No other purchases were made this quarter.

**Kimbriki renewal program**

The purchase and installation of new boom gate for weighbridge D was undertaken this quarter.

**Kimbriki other**

An upgrade to the server and weighbridge PC was undertaken this quarter with purchase and installation of new equipment.

FINANCIALS

KIMBRIKI RESOURCE RECOVERY CENTRE

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	0	0	0	0	0	0
User Charges & Fees	15,747,665	16,272,674	(525,009)	34,359,840	33,364,993	32,839,984
Investment Fees and Revenues	161,125	160,963	162	97,500	299,713	299,875
Other Revenues	2,231,454	2,020,827	210,627	3,228,226	4,281,739	5,272,829
Grants and Contributions - Operating Purposes	0	0	0	0	0	0
Grants and Contributions - Capital Purposes	0	0	0	0	0	0
Gains on disposal of Assets	(1,985)	(1,985)	0	0	(1,985)	(1,985)
Total Income From Continuing Operations	18,138,259	18,452,479	(314,220)	37,685,566	37,944,460	38,410,703
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(2,370,555)	(2,506,452)	135,897	(5,431,996)	(5,220,348)	(5,049,951)
Borrowing Costs	(1,067,061)	(1,067,061)	(0)	(1,917,604)	(2,134,095)	(2,134,095)
Materials and Contracts	(7,099,864)	(6,640,233)	(459,631)	(12,337,521)	(12,553,497)	(14,673,395)
Depreciation and Amortisation	(1,360,985)	(1,307,630)	(53,355)	(1,729,530)	(2,930,468)	(2,794,094)
Other Expenses	(5,499,598)	(5,792,975)	293,377	(12,743,747)	(11,993,385)	(11,733,714)
Internal Charges	0	0	0	0	0	0
Overhead Allocation	0	0	0	0	0	0
Total Expenses From Continuing Operations	(17,398,063)	(17,314,351)	(83,712)	(34,160,398)	(34,831,793)	(36,385,249)
Surplus / (Deficit) from Continuing Operations	740,196	1,138,128	(397,932)	3,525,168	3,112,667	2,025,454

Commentary – Year to Date Actuals and Annual Forecast

The performance from continuing operations was a surplus of \$740,196 which was \$397,932 lower than the forecast primarily as a result of lower incoming volumes of material to the site.

Total Income from Continuing Operations of \$18,138,259 was lower than forecast by \$314,220. Construction & Demolition tonnages are down as the market slows in line with the general economy and is \$280,736 below forecast. Landfill tonnes from Councils have stabilised after the adjustment to the new on-demand collection system. General landfill tonnes are relatively steady vs 2018 but have not had the expected increase after the introduction of the Queensland Levy which has not been enough to deter the lower cost option of transporting of waste to Queensland and, as a result revenue is \$283,780 below forecast. Vegetation revenue is \$66,789 over forecast after an influx of material in December due to heavy storm activity. Other revenues are \$210,627 over forecast due to increases in income from recycled materials.

Investment Fees and Revenues were as forecasted.

Total Expenses from Continuing Operations were \$17,398,063 which were higher than forecast by \$83,712. Materials and Contracts were \$459,631 higher than forecast mainly due to increased processing costs on Vegetation.

Depreciation & Amortisation YTD were \$53,355 higher than forecast due to the timing of capitalisation of work in progress.

Employee Benefits & Oncosts were \$135,897 lower than forecast due to the cost control of overtime and the program to reduce excess annual leave entitlements. Other expenses were \$293,377 lower than budget, mainly from the saving on EPA levy expense due to the reduced landfill volumes.

Forecast

User Charges and Fees are forecasted \$525,009 lower after consideration of the Year to date variance.

The Investment Fees and Revenues of \$299,875 is in line with the previous forecast. Other revenues have increased by \$991,089 due to increased tonnages of recyclables as a result of securing a new customer from December 2019 and higher metal recycling.

The Materials & Contracts cost is forecasted to increase by \$2,119,899. This includes the full costing of increases from the 4 new major processor contracts and increases in processing tonnages of recyclables from the new customer mentioned above.

The decrease in forecasted Depreciation and Amortisation of \$138,374 is due to anticipated minor delays in capitalisation of work in progress for cell 4a.

Employee Benefits and Oncosts are forecasted to reduce by \$170,397 due to control of overtime and the program to reduce excess leave entitlements.

Other Expenses are forecast to reduce by \$259,670 due to reductions in EPA levies from lower than expected landfill tonnages.

A reduction of \$1,087,215 in the full year Surplus from Operations is forecasted as a result of the changes above.

The major impact on the forecasted profit vs budget is the loss of the Ku-ring-gai vegetation processing contract. Management are exploring options to replace these profits but other than the new recyclables customer, no others are at an advanced enough stage to include in this forecast. It is hoped by the March forecasts other opportunities currently under negotiation will come to fruition and will improve the outlook for the full year.

Strategic Land Use Planning

HIGHLIGHTS

Towards 2040 – Northern Beaches draft Local Strategic Planning Statement

The six week public exhibition of *Towards 2040*, Northern Beaches Council's first local strategic planning statement concluded on 10 November 2019. Over 320 public submissions and 16 NSW Government agency responses were received.

A preliminary review of submissions confirms overall support for *Towards 2040*, either with or without changes (88%). The matters raised most frequently were related to population growth, infrastructure and concerns with the current backlog, natural environment and climate change, retention of tree canopy, and the importance of place and character in our future planning.

A report on the final adoption of *Towards 2040* will be presented to Council on 25 February 2020.

Northern Beaches Council Voluntary Planning Agreements (VPA) Policy

The Northern Beaches Council Voluntary Planning Agreements (VPA) policy was adopted by Council on 17 December. The Policy applies to all land in the Northern Beaches local government area. It provides a set of guiding principles for transparency and accountability in the negotiation of these agreements, along with a guideline that sets out all the requirements. The adopted policy and guidelines are in place to ensure that the use of voluntary planning agreements is lawful, reasonable and provides the best possible outcome for our community.

OPERATIONAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Complete



Amend DCPs to provide for 10% adaptable housing in new medium and high-density developments

At the Council Meeting on 27 August 2019, Council adopted amendments to the Warringah Development Control Plan 2011 (DCP) to require that a minimum of 10% adaptable housing be provided for all new dwellings in medium and high density residential developments. These amendments came into effect on 14 September 2019.

All other Northern Beaches Council DCPs currently require a minimum of 10% adaptable housing.

Progressing on schedule



Frenchs Forest Precinct Planning for a sustainable town centre and precinct with a Green Star Communities rating

Council staff continue to liaise with NSW Department of Planning, Industry & Environment staff on outstanding matters requiring resolution prior to public exhibition.



Develop Aquatic Reserve Masterplan with a state-of-the-art education and recreation precinct

The relevant technical studies to inform the masterplan have been completed. Potential sporting group re-locations continue to be discussed with affected stakeholders and a number of meetings have been convened with relevant State government departments to progress the masterplan to exhibition.



Complete Brookvale Structure Planning and Rezoning - to revitalise Brookvale town centre

We are awaiting finalisation of the Brookvale / Dee Why Traffic and Transport study and the Northern Beaches Employment study which will inform the preparation of the Brookvale Structure Plan. Once the technical studies have been completed the preparation of the Structure Plan will re-commence.



Prepare Local Strategic Planning Statement and associated technical studies

The public exhibition of the Local Strategic Planning Statement concluded on 10 November 2019 with over 320 public submissions and submissions 16 from NSW Government Agencies received.

A comprehensive review of all submissions commenced in December 2019 and a report on the LSPS exhibition process will be presented to Council on 25 February 2020.



Seek to establish a university presence on the Northern Beaches

The opportunity to provide appropriate floor space to accommodate a university at Frenchs Forest is being considered by the NSW Department of Planning, Industry & Environment. It will be considered as part of the Frenchs Forest Precinct Plan.

It is expected that the Frenchs Forest Precinct Plan will be exhibited later this year, however this process is being managed by the State Government.



Implement the Affordable Housing Policy

A Housing Discussion Paper was released in conjunction with Council's exhibition of the draft Local Strategic Planning Statement (LSPS) in October and November 2019. The Discussion Paper and LSPS address affordable housing issues on the Northern Beaches.

A workshop with Councillors held in November 2019 on housing issues and options was convened which highlighted general support for affordable housing and the need for diversity of housing. The feedback received during the public exhibition of the Discussion Paper (and Councillor workshop) is being considered prior to the finalisation of the Housing Strategy.

Behind schedule



Prepare Northern Beaches Local Environmental Plan and associated studies

Work on the Northern Beaches Local Environmental Plan (LEP) has been delayed due to the finalisation of the draft Council's Local Strategic Planning Statement and progressing Council's Local Housing Strategy.

A LEP delivery program has been developed which anticipates an LEP Discussion Paper being prepared for public consultation by mid-2020 and a Planning Proposal being submitted to Council for consideration after the September 2020 local government elections.



Develop Place Plans for Avalon, Mona Vale, Manly and other centres

The draft Avalon Beach Place Plan has been prepared and an internal review of the draft document has been completed. Council's Design Studio have commenced final drafting of the document and once the design review is completed, copies will be distributed to the Avalon Community Reference Group in early 2020. It is expected that the draft Avalon Place Plan will be reported to Council in early 2020.

The preparation of the Mona Vale Place Plan was placed on hold whilst the draft LSPS was being finalised (including submissions review and finalisation of relevant studies such as employment, housing, and open space and infrastructure). An update report on the Mona Vale Place Plan is scheduled to be presented to Council in early 2020.

The project planning work has commenced culminating in the preparation of a draft Project Initiation Document (PID) for the Manly Place Plan project. The draft PID is currently being reviewed by internal stakeholders and the endorsement of a final work plan and program is expected in February 2020.



Ingleside Precinct - work with Department of Planning, Industry and Environment on the potential land release

The Department of Planning, Industry and Environment (the Department) have advised that the Bushfire Evacuation Modelling for the Ingleside Precinct is being finalised, with a view to releasing the findings in early 2020. The Department issued a project update to the Community on 19 December 2019.



Prepare a Local Housing Strategy

SGS Planning have been engaged to prepare Council's Local Housing Strategy. A Housing Discussion Paper was placed on public exhibition in late 2019 together with Council's draft Local Strategic Planning Statement. Responses to the Housing Discussion Paper were generally supportive of increased diversity of housing and affordable housing options, subject to the provision of sufficient infrastructure. It is anticipated that a draft Local Housing Strategy will be released for public comment in mid-2020.

FINANCIALS

STRATEGIC AND PLACE PLANNING

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	2,907,806	2,907,806	0	6,075,883	6,075,883	6,075,883
User Charges & Fees	460,124	486,865	(26,741)	974,103	974,103	974,103
Investment Fees and Revenues	0	0	0	0	0	0
Other Revenues	350	0	350	0	0	0
Grants and Contributions - Operating Purposes	110,755	218,125	(107,370)	305,250	363,125	363,125
Grants and Contributions - Capital Purposes	0	0	0	0	0	0
Gains on disposal of Assets	0	0	0	0	0	0
Total Income From Continuing Operations	3,479,036	3,612,796	(133,760)	7,355,237	7,413,112	7,413,112
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(2,042,076)	(2,016,991)	(25,085)	(4,085,285)	(4,085,285)	(4,085,285)
Borrowing Costs	0	0	0	0	0	0
Materials and Contracts	(444,973)	(998,706)	553,733	(1,336,726)	(1,777,567)	(1,684,067)
Depreciation and Amortisation	(23,033)	(23,033)	0	(46,065)	(46,065)	(46,065)
Other Expenses	(572,829)	(450,738)	(122,091)	(880,669)	(894,652)	(894,652)
Internal Charges	(139,240)	(138,639)	(600)	(277,279)	(277,279)	(277,279)
Overhead Allocation	(179,893)	(179,893)	0	(729,213)	(359,787)	(359,787)
Total Expenses From Continuing Operations	(3,402,044)	(3,808,001)	405,957	(7,355,237)	(7,440,634)	(7,347,134)
Surplus / (Deficit) from Continuing Operations	76,991	(195,205)	272,197	0	(27,523)	65,977

Commentary – Year to Date Actuals and Annual Forecast

The Total Surplus from Continuing Operations of \$76,991 is higher than forecast at the end of December primarily as a result of lower than forecast expenditure.

Total Income from Continuing Operations of \$3,479,036 is slightly lower than forecast by \$133,760 primarily as a result of lower User Charges & Fees associated with planning proposals along with lower Grants and Contributions – Operating Purposes.

Total Expenses from Continuing Operations of \$3,402,044 is lower than forecast by \$405,957. Materials and Contracts are \$553,733 lower than forecast principally due to the timing of budgeted expenditure on the Northern Beaches Local Environmental Plan project. The project will continue to progress this financial year within the allocated budget.

Other expenses were also impacted by the timing of the Department of Environment and Planning Levy payment.

For the full financial year, the Total Deficit from Continuing Operations is forecast to increase to \$65,977 primarily as a result of the re-phasing of the Brookvale Structure Plan implementation.

Development Assessment

HIGHLIGHTS

In the December quarter a total of 650 applications (development applications, modification applications and review applications) were received. In addition, 80 pre-lodgement meetings were held.

Significant improvements have been made to application processing times. During the quarter the average time taken to determine DAs was 79 days, with a median time of 54 days.

A focus over the quarter has been on improving customer experience of the DA service. This has included a facilitated workshop with frequent customers to better understand opportunities for improvement and what parts of the service are working well. A customer survey has also commenced, which seeks feedback from customers once an application is determined. All feedback received will be carefully considered with the objective of improving our DA service and enhancing customer experience. Staff have also been trained in customer journey mapping and customer experience.

Work was carried out to prepare for the implementation of paperless lodgement of applications. This initiative came into effect on 1 January 2020 and applicants are now only required to submit applications via a USB – no more paper copies of DAs and accompanying documents. This initiative reduces our impact on the environment.

We also now display all plans online, including internal floor plans. This has been implemented to provide greater transparency to our community and allow easy access to all relevant information lodged with a development application.

Performance measures – Development Assessment	Target	September quarter	December quarter
DAs determined under delegation within 60 days	60%	* 44%	** 55%

Results Key: ■ Achieved ■ Approaching - within 5% of target ■ Behind - more than 5% off target

Notes on results:

- * Performance against the target has improved from 39% in the previous quarter. This has been achieved by introduction of a fast track system that identifies certain types of development applications that are able to be determined in less than 40 days. This new process has reduced overall DA determination times.
- ** The result has further improved in the December quarter, confirming internal process changes implemented in September are having a positive effect. During this quarter, 422 Development Applications were received and 376 were determined, 207 were determined in under 60 days. Further process changes and improvement initiatives will be implemented in the March quarter.

FINANCIALS

DEVELOPMENT ASSESSMENT

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	1,405,570	1,405,570	0	2,809,817	2,809,817	2,809,817
User Charges & Fees	1,799,531	2,006,745	(207,214)	4,015,057	4,015,057	3,775,057
Investment Fees and Revenues	0	0	0	0	0	0
Other Revenues	0	0	0	0	0	0
Grants and Contributions - Operating Purposes	0	0	0	0	0	0
Grants and Contributions - Capital Purposes	0	0	0	0	0	0
Gains on disposal of Assets	0	0	0	0	0	0
Total Income From Continuing Operations	3,205,100	3,412,314	(207,214)	6,824,874	6,824,874	6,584,874
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(2,535,947)	(2,600,278)	64,330	(5,200,556)	(5,200,556)	(5,200,556)
Borrowing Costs	0	0	0	0	0	0
Materials and Contracts	(222,084)	(229,865)	7,781	(459,914)	(459,914)	(459,914)
Depreciation and Amortisation	(43,402)	(43,402)	0	(86,804)	(86,804)	(86,804)
Other Expenses	(100,533)	(92,280)	(8,253)	(184,621)	(184,621)	(184,621)
Internal Charges	(141,595)	(143,747)	2,152	(287,495)	(287,495)	(287,495)
Overhead Allocation	(302,742)	(302,742)	0	(605,485)	(605,485)	(605,485)
Total Expenses From Continuing Operations	(3,346,305)	(3,412,314)	66,010	(6,824,874)	(6,824,874)	(6,824,874)
Surplus / (Deficit) from Continuing Operations	(141,205)	0	(141,205)	0	0	(240,000)

Commentary – Year to Date Actuals and Annual Forecast

The Total Deficit from Continuing Operations of \$141,205 is higher than forecast at the end of December which relates to lower than anticipated income and lower than forecast expenditure in the second quarter of the financial year.

Total Income from Continuing Operations of \$3,205,100 is lower than forecast by \$207,214 primarily as a result of lower User Charges and Fees due to a lower number of applications submitted and pre-lodgement meetings.

Total Expenses from Continuing Operations of \$3,346,305 are lower than forecast by \$66,010. Employee Benefits & Oncosts are \$64,330 lower than forecast due to a number of vacancies. Other expenses are higher than forecast by \$7,781 as a result of additional Local Planning Panel Meetings offset against a lower than forecast expenditure on contract services.

A \$240,000 reduction in income has been forecast for the financial year. This is a result of a continued decline in applications and pre-lodgement meetings.

Environmental Compliance

HIGHLIGHTS

Exhibition of the Draft Keeping of Animals Policy

The draft Keeping of Animals Policy was exhibited for an extended period due to strong community interest. The draft policy seeks to replace the current animal management policies of the three former Councils. The policy seeks to ensure compliance with legal (statutory) requirements and the application of acceptable community and health standards in relation to the keeping of certain animals. Council's aim is to maintain public and private amenity across the Northern Beaches and to encourage responsible ownership of companion animals.

We received over 1,200 comprehensive and informative submissions from the community. Staff are meeting with representatives of the various animal groups to better understand their concerns and a revised policy will be reported to Council in 2020.

Beat the heat

As part of our role in safeguarding public health during the quarter we issued advice for everyone on how they can beat the summer heat. We are working to keep everyone safe during this hot and dry summer.

Christmas food safety

Our Environmental Health team were very active over the Christmas season, inspecting restaurants and food businesses to ensure compliance with strict food hygiene requirements. We issued a timely reminder to businesses and households alike that it's essential to maintain food standards, such as keeping benches and utensils clean and sanitised and avoiding cross contamination between cooked and raw foods.

Over the quarter, we undertook 336 food premise inspections (215 fixed food shops, 111 temporary food stalls and 10 mobile food vans/trucks) to keep everyone safe.

Dog attacks

Seventy eight dog attacks were reported in the quarter. Investigations remain ongoing for most matters, however four menacing dog and two nuisance dog declarations have been put in place.

The Animal Management Team also had two very successful outcomes in Court regarding dog attacks. A local court prosecution at Manly Court on 17 December 2019 convicted the owner of a dog. The magistrate imposed a penalty of \$5,000, ordered them to pay Council's costs and disqualified them from owning or being in charge of a dog in a public place for a period of three years.

In an earlier prosecution in October, the Magistrate convicted the owner of dog, imposed a penalty of \$6,000, ordered payment of Council's costs and disqualified the owner from owning or being in charge of a dog in a public place for a period of 12 months.

Manly alcohol free zones

Council Rangers continue with the night patrols of alcohol free zones in Manly seven days a week between 5.30pm and 10.30pm. The busy Christmas and New Year period was successful with no major incidents to report. Council and the Police are forming a strong working relationship in this line of work responding and addressing all community safety incidents. The night patrols recently have also attended to the overnight stay/camping offences at Mackillop Park, Freshwater and enforcing the 'no vehicles' restrictions at the overflow carpark, Dee Why Beach.

Get the site right

Environmental Health carried out over 50 proactive inspections of sediment and erosion controls at construction sites throughout the Northern Beaches between 15 and 18 October 2019.

'Get the Site Right' is an initiative put forward by Sydney Coastal Councils Group and the October program is an extension on the back of positive feedback from our involvement in their month long May 2019 program.

As a result of the inspections 19 non-compliant construction sites were identified which resulted in Council issuing five verbal warnings, 11 written warnings, one Prevention Notice under the *Protection of the Environment Operations Act*, one instance of illegal clearing/unauthorised works and one site requiring future monitoring.

Performance measures – Environmental Compliance	Target	September quarter	December quarter
Critical and high risk retail food premises inspections completed, in line with schedule	100%	100%	100%
Critical and high risk public health inspections completed, in line with schedule	100%	* 82%	** 83%

Results Key: ■ Achieved ■ Approaching - within 5% of target ■ Behind - more than 5% off target

Notes on results:

- * This year's inspection program has been expanded to include wastewater systems. Additional resourcing to fulfil the inspection program is being sought and compliance with the inspection schedule is expected to improve during the year.
- ** Alternative inspection programs are being developed. The wastewater inspection program is continuing despite being unable to fill one vacancy or establish a trainee position.

FINANCIALS

ENVIRONMENTAL COMPLIANCE

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual	YTD Forecast	YTD Variance	Annual Budget	Approved Forecast	Current Forecast
	\$	\$	\$	\$	\$	\$
Income From Continuing Operations						
Rates and Annual Charges	928,318	928,318	0	1,839,224	1,839,224	1,839,224
User Charges & Fees	1,005,860	1,203,067	(197,207)	2,404,982	2,404,982	2,404,982
Investment Fees and Revenues	0	0	0	0	0	0
Other Revenues	4,154,370	4,463,754	(309,384)	8,931,074	8,931,074	8,931,074
Grants and Contributions - Operating Purposes	0	0	0	0	0	0
Grants and Contributions - Capital Purposes	0	0	0	0	0	0
Gains on disposal of Assets	0	0	0	0	0	0
Total Income From Continuing Operations	6,088,548	6,595,138	(506,591)	13,175,280	13,175,280	13,175,280
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(4,161,393)	(4,480,476)	319,083	(8,960,953)	(8,960,953)	(9,278,433)
Borrowing Costs	0	0	0	0	0	0
Materials and Contracts	(1,471,793)	(972,065)	(499,727)	(1,935,392)	(1,935,392)	(1,935,392)
Depreciation and Amortisation	(73,899)	(73,899)	0	(147,798)	(147,798)	(147,798)
Other Expenses	(53,500)	(59,389)	5,889	(112,520)	(112,520)	(112,520)
Internal Charges	(460,275)	(465,482)	5,207	(930,964)	(930,964)	(930,964)
Overhead Allocation	(543,826)	(543,826)	0	(1,087,653)	(1,087,653)	(1,087,653)
Total Expenses From Continuing Operations	(6,764,686)	(6,595,138)	(169,548)	(13,175,280)	(13,175,280)	(13,492,760)
Surplus / (Deficit) from Continuing Operations	(676,139)	(0)	(676,139)	0	0	(317,480)

Commentary – Year to Date Actuals and Annual Forecast

The Total Deficit from Continuing Operations is \$676,139 at the end of December. Materials and Contracts are higher by \$499,727 as a result of increased agency costs to manage a number of vacancies within the Building Control team as well as due to Council's animal management contract (with increased services in this area). This impact is somewhat offset by savings of \$319,083 from Employee Benefits and Oncosts as a result of existing vacancies.

Total Income from Continuing Operations is \$6,088,548, which is lower than forecast by \$506,591 as a result of a drop in User Charges & Fees and the phasing of income received from fines.

Total Expenses from Continuing Operations are higher than forecast by \$169,548. This is principally the result of higher than anticipated Materials and Contracts by \$499,727 partially offset by lower Employee Benefits & Oncosts. The lower Employee Benefits & Oncosts are largely resulting from vacant positions, with the higher Materials and Contracts resulting from the animal management contract and from the engagement of agency personnel to cover these vacancies.

Employee Benefits & Oncosts have been reforecast \$317,480 to provide additional staff within the Building Compliance team. No further changes have been made at this stage, however if animal management contract expenditure continues at the present level, we would expect to reforecast in the next quarter.

Parks and Recreation

HIGHLIGHTS

Beach safety

The beaches have been extremely busy as a result of the weather and surf conditions. During this quarter 8,620,583 people attended the patrolled beaches with lifeguards performing 172,628 preventative actions, 314 rescues and 2,249 first aid actions.

The lifeguard hours were extended at Dee Why, Freshwater and North Curl Curl beaches on the very warm days due to the high visitation numbers.

Council is working with Lake Macquarie Council and the University of Technology Sydney to develop technology that will provide real time data on wave conditions and swell movements. This will provide information on potential hazardous conditions. The technology will also provide more accurate visitation numbers, which will assist Council in the management and planning of the beaches. A trial will commence in January at Shelly and Manly Beaches.

Maintaining our sportsgrounds

Turf and drainage works were carried out at St Matthews Farm fields 3 and 4, Cromer. These works will improve the resilience of the surface especially in wet weather.

In November we undertook returfing of bare areas, such as goal mouths, on sportsgrounds that have smart irrigation systems. This encompassed an area of approximately 35,000m². Only those fields with smart irrigation systems are permitted to operate during the current water restrictions.

A full grass surface renovation was undertaken at James Morgan Reserve in October, including preparation of the ground, returfing, top dressing and fertilising.

New sand slit drainage was installed in Brookvale Oval in October to further improve the playability of the field throughout the season.

Sport and Recreation Infrastructure Grants Program

At the meeting 22 October 2019, Council approved the following 2019/2020 Sport and Recreation Infrastructure Grants Program projects:

- Narraweena Tennis Club; to replace the perimeter and interior court fencing at the Narraweena Tennis Centre - \$25,000.
- Mona Vale Golf Club; to improve drainage on the 3rd and 13th fairways at the Mona Vale Golf Course - \$20,000.
- Manly Warringah Touch Association; to upgrade the canteen at the northern clubhouse building at Nolan Reserve - \$16,680.
- Belrose Tennis Club; to resurface one synthetic grass tennis court at the Belrose Tennis Centre, \$14,950.
- Balgowlah Tennis Club; to upgrade lighting on two tennis courts with LED lights at the Balgowlah Tennis Centre - \$12,440.
- Wakehurst Golf Club; for a new path on the 10th hole and an upgrade of the stairs at the 13th tee at the Wakehurst Golf Course - \$10,930.

Town centres and villages

The upgrades to the southern section of Dee Why Square were completed. This area has been transformed with the installation of new seating, a paved pathway, a number of feature garden beds and a row of advanced palm trees.

Recreation planning, management and improvements

The new regional playground at Lionel Watts Reserve, Frenchs Forest was opened in December. The new facility provides a focal point for the community, facilitating a diverse play experience for children of all abilities. This follows the opening of the new skate park at Lionel Watts in October, which provides older children and teenagers additional recreational opportunities in the area.

Council adopted the Masterplan for Little Manly Beach and Point in November. This plan outlines future improvement works including the demolition of 40 Stuart Street in 2022/23 financial year which will enhance community use, access and enjoyment of these popular areas.

Upgrade works at Bilgola Beach were completed providing improved amenities, better safety and more accessibility. The Turrimetta Headland lookout has also been completed and was reopened to the public just prior to Christmas. These works included new fencing, sandstone paving and seating.

Council replaced the majority of the concrete promenade at Narrabeen Rockpool in October, making the area safer and more user friendly.

An on-leash dog area was approved and established at a specified section of Station Beach (south end) at specific days and times.

A six month trial was approved for Parkrun Australia at the October Council meeting to conduct weekly community running events at Mona Vale beach and South Mona Vale Headland Reserve.

A twelve month trial was approved in the December Council meeting for Castle Tribe Inc. to conduct 10 community drumming events at McCarrs Creek Reserve between January 2020 and December 2020.

An Off-Road Cycling Stakeholder Group was formed to provide input for off-road cycling matters including about mountain bike riding for the Open Space and Recreation Strategy project.

Council hosted an event for the plaque unveiling and naming of the reserve at Ocean Street, Narrabeen on 17 December. The iconic reserve in Narrabeen was officially named 'Surfrider Gardens' paying tribute to local identity Tom Kirsop and the Surfrider Foundation Australia.

Tree Management

Tree Services received and processed 403 requests to remove or prune trees on private land during this quarter.

There were 2,651 requests from the community involving trees on public land. Over 1,100 of these were related to the 26 November storm event. The storm was declared a natural disaster measuring 34.7 km² area which included Davidson, Frenchs Forest, Forestville, Belrose, Terrey Hills and Killarney Heights.

There was however considerable damage to trees in surrounding suburbs which also required attention. There was 5,100 m³ of vegetation debris cleared up to 30 December 2019.

Performance measures – Parks and Recreation	Target	September quarter	December quarter
Rockpools cleaned weekly during summer season and every two weeks outside of summer	95%	95%	99%
Sportsfields mowed weekly in summer playing season and monthly in winter	95%	100%	100%

Results Key: ■ Achieved ■ Approaching - within 5% of target ■ Behind - more than 5% off target

Workload measures – Parks and Recreation	September quarter	December quarter
Number of preventative actions by professional lifeguards on patrolled beaches	* 8,045	** 172,628

* Preventative actions are highly seasonal and reflect the increase in beach visitors. These figures relate to patrols at Manly Beach for the entire quarter, Dee Why and Freshwater beaches for September and one weekend for all other patrolled locations.

** This figure covers all 21 patrolled beaches for the entire quarter.

OPERATIONAL PROJECTS

Key: ✓ Complete 🔄 Progressing ! Behind Schedule

Progressing on schedule



Develop a Mountain Bike Strategy

In December 2019, a site visit to Red Hill was held with members of the stakeholder group and a meeting was held with Trail Care about future upgrades of the Manly Dam mountain bike trail. An Off Road Cycling online survey was also developed and distributed to stakeholders.



Develop an Open Space Strategy, including playgrounds

In December 2019, an initiation meeting was held with the project consultant and community engagement commenced. The Open Space & Recreation Strategy online project page and social pinpoint engagement was launched and an Off Road Cycling online survey was distributed to stakeholders.



Review and consolidate the Pesticide Use Notification Plan

Work continued on the draft consolidated Pesticide Use Notification Plan. A report will be prepared for Council's consideration in the coming months to place the plan on public exhibition.



Develop replacement and compensatory principles for the removal of trees on public open space

This project aims to develop a set of the guidelines identifying the number of replacement trees required should any trees be removed due to an internal or external project. A draft set of guidelines has been developed for review.



Implement an online private tree application process

The online form to apply for removal or pruning of trees on private property has been completed and it is expected to be operational by the end of January 2020



Develop an 'Iconic Tree Register'

Following review and feedback on the project by consultants, the register will be developed utilising a community facing, interactive application containing a criteria for selection.



Review Plans of Management related to Crown Lands transfer

A report has been prepared for the Council for proposed categories for 35 Crown reserves. The report will be considered at the 25 February 2020 Council Meeting. The proposed categories for the Crown reserves will be submitted to the State Government following Council approval.



Implement recommendations from the review of beach life saving services

Work is continuing on the collection of data regarding the beach visitations. This data will assist planning for service improvements.



Implement Smart Cities at Manly and Shelly beaches to monitor beach conditions and visitations

The implementation of Smart Beaches is progressing well. We have completed engagement activities with key stakeholders and held a Smart Beaches Project Stall at Ocean Care Day Manly Beach in December 2019, to inform the public on how we plan to use smart technology to monitor waves, wind and people movements to improve beach safety and visitor experience.

Cameras and antennas have been installed at pre-selected locations including Manly Surf Life Saving Club. A series of data collection devices eg. smart watches and tablets are undergoing testing to enable better data collection. A Request for Quotation has also been prepared for a Digital Information Kiosk to be installed in Manly.



Undertake accessibility audit of open space and implement priority improvements

This project is scheduled to commence in January 2020.

CAPITAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Completed



Foreshore and Building Improvements



Rockpool renewal program

Work on the renewal of the North Narrabeen rockpool boardwalk is complete and the rockpool was reopened in September 2019.



Headland fencing and other measures

This project was completed in December 2019.

Recreational trails



Narrabeen Lagoon Trail aquatic boardwalk

The new boardwalk was opened in November 2019 and has met all project objectives. Planting has been deferred to autumn to ensure the best chance for successful establishment.

Parks and Recreation Improvements



Youth facilities

The skate park at Lionel Watts Reserve has been completed and has been very well received by the community.

Town Centre and Village Upgrades



Place making infrastructure

The works to upgrade the paving on the corner of Waratah Street and Pittwater Road, Mona Vale were completed on 29 November 2019.

Progressing on schedule



Foreshore and Building improvements



Foreshores new and upgrades

Work has commenced on the Winnererremy Bay seawall with the first stage completed prior to Christmas. Work will recommence in early 2020. The wall will protect the park from coastal erosion and increase accessibility to the foreshore. The concept design for East Esplanade Stage 2 has been finalised with work scheduled to commence on site in February 2019.



Mona Vale Surf Life Saving Club – new and renewal works

Expressions of Interest are being evaluated to identify up to five contractors suitable to be invited to tender for the Surf Life Saving Club building works. Work is scheduled to

commence in May 2020. An architect has been appointed and initial concept of the Mona Vale Beach Amenities have been circulated for comment. Sydney Water approved contractor to commence design for new sewer to SLSC, Beach Amenities and Apex Park. The documentation for the Apex Park Amenities is being finalised for request for quotations to be released in mid-January.



Long Reef Surf Life Saving Club - new building works

This project is progressing to plan. Council officers are working through some design refinements with the Club and the appointed Architect, before proceeding to lodge the Development Application by February. Construction work is scheduled to commence mid 2020.



Surf Life Saving Club minor renewal works

Garage doors at Whale Beach have now been installed and work at South Narrabeen has been completed. All other projects are in the planning or early delivery stage. Due to phasing requests from clubs, not all projects will be completed this financial year.



Surf Life Saving Club major renewals fund

As per the August Council meeting, these funds were allocated to minor works across six surf clubs. The remaining funds will be allocated to projects as they arise.



Foreshores renewal program

Works in the foreshore renewal program are progressing well, the renewal of Aitken Reserve seawall is completed and the tender for the reconstruction of the seawall and new bleachers at Clontarf Beach has been approved with construction scheduled to commence in February 2020. Bilgola Beach carpark and landscaping upgrades are complete.



Dinghy storage renewal works

Dinghy rack works at Clontarf Beach and Sandy Bay Beach will be undertaken following consultation with users and the local community. The construction of the outrigger racks at Middle Creek, Narrabeen will commence shortly.



Tidal pools refurbishment

Tenders awarded at 17 December 2019 Council meeting for the works at Little Manly and Forty Baskets Tidal Pools. Work to commence in May 2020.

Playground improvements



Allambie Oval, Allambie - new playground, multi-use court, paths and landscaping

A contract has been awarded for the construction of the new playground and half court at Allambie Heights Oval. Work on the site will begin in early 2020.



Playgrounds new and upgrades

Community engagement has concluded for the proposed playground at Plateau Park, Collaroy Plateau. A Request for Quotation to construct the park will be issued in early 2020 with construction scheduled to be completed in winter 2020. The design and construction request for quotation for Dunbar Park, Avalon will be released in early 2020 for completion by winter 2020.



Playground renewal program

The contractors to install the replacement shade structure and playground at Manly Corso have been selected with work to commence in February 2020. The contract to design and install the renewed playground at Birdwood Park, Narrabeen has been awarded with work to commence on site in early 2020.

Recreational trails



Recreational trails renewal program

Work has been completed on planned renewal works on Manly Dam pedestrian trails. Work is complete on the renewal of the stairs from Allen Avenue to The Serpentine, Bilgola. Design of the next stage of the Manly to Spit Walk is progressing with work due to commence in March 2020.

Reserves and Parks improvements



North Curl Curl youth facility

Community engagement has concluded on the proposed skate park at North Curl Curl community centre. Expressions of interest to be a member of the design reference group were received in December and a Request For Quotation released in January 2020.



Reserves new and upgrades

Detailed design is continuing to be prepared for scheduled works at Ivanhoe Park. Once completed, a Request for Quotation will be issued with works due to commence in March 2020.



Warriewood Valley - public space and recreation

The tender for construction of the Boondah Road, Warriewood netball courts has been approved by Council at its meeting in December 2019. Work to commence on site in February 2020.



Glen Street masterplan implementation

The implementation of the Glen Street Open Space Masterplan is progressing well. The new regional all abilities playground has been completed. The tender for the construction of shared paths, the new car park and landscaping within Frenchs Forest playground has been approved by Council and work will commence on site in January. Work has commenced on the stairs and shared paths in Lionel Watts reserve and will be completed in January 2020.



Freshwater Beach masterplan implementation

The feasibility studies are complete for the two proposed boardwalks, with McKillop Park boardwalk progressing to detailed design. Council will appoint a design team to undertake the Freshwater Beach reserve documentation in 2020 with a view to completing the detailed design in mid-2021.



Off leash dog infrastructure

A contractor has been engaged to undertake drainage works on Frenchs Forest Showground and this will be undertaken in two stages through summer. The cost of the works was higher than budgeted for and a forecast change will be made at third quarterly review.



Reserves renewal program

The contract for the design and construction tender of the replacement bridge a Lidwina Reserve, Cromer has been awarded. It is expected a contractor will commence work on site in March 2020. The design for the Stirgess Park upgrade has been finalised and a contractor appointed. Work is scheduled to be completed in February 2020.

Sportsgrounds improvements



Sports Club Capital Assistance Program

Owners' consent to construct was provided to the Mona Vale Golf Club for their project to improve drainage on the 15th and 18th fairways at the Mona Vale Golf Course as per the variation approved in November 2019. There are no major issues currently affecting progress of this program.



Synthetic sportsground conversion

Design work is progressing well on the conversion of Miller Reserve to synthetic. The draft landscape and engineering plans are currently being reviewed, with community engagement expected to commence in early 2020.



Newport Beach Basketball Court

A draft concept plan has been developed and is currently out for community engagement over the summer with construction scheduled for Autumn 2020. A design reference group will be drawn together from key stakeholders to review the feedback and finalise the design.



Sportsfield renewal program

The Sportsfield Renewal program is progressing with the renewal of the irrigation system at Manly Oval completed, drainage and turfing at St Matthews Farm, Cromer, completed and lighting renewal at Porter Reserve, Newport, completed.

Other works including the renewal of Beacon Hill Oval lighting, the renewal of the BMX facility at Seaforth and the renewal of fencing at Manly Oval are all in the planning phase.

Town Centre and Village Upgrades



Commercial centre upgrade program

The concept design for Killarney Heights Shops was released for community engagement in mid-November and received significant positive feedback prior to the engagement period closing in mid-December. The feedback will be integrated into the final design to be documented for tender and construction. Construction is expected to commence in April 2020.



Public space protection program

Internal review of the detailed design is completed and is now being reviewed by a third party risk assessment. A tender for the works is expected to be released early in 2020.



Commercial centre renewal program

Design work is progressing on the renewal of the public areas for Killarney Heights shops, the next stage of Balgowlah Shops, North Narrabeen shops and Forestville shops. Work is

expected to commence in Killarney Heights in April 2020 following the conclusion of community engagement for the proposed design in December 2019.

Behind schedule



Sportsgrounds improvements



Brookvale Oval upgrade

Council resolved on 23 July 2019 to align the upgrade of Brookvale Oval with the club's timing to develop its Centre of Excellence. There will be no further action on this task this year.



Sportsgrounds new and upgrades

Council resolved at its September meeting to proceed with the amended concept plan for the netball courts at Avalon Beach. A request for quotation has been issued to construct the courts and work is expected to commence in February 2020, while the procurement of the lighting for the courts has concluded.

The development application and attached documents for Tania Park sportsfield lighting have been prepared and will be lodged following community engagement to be held in early 2020. Community engagement will result in a slight delay to the lodgement of the development application.



Connecting All Through Play - Active Play

South Narrabeen Surf Life Saving Club works are now complete. Lionel Watts Western clubhouse design has been finalised and construction is in progress.

The lighting designs at Frank Grey and Passmore Reserves have been delayed, however they are both now currently being finalised.

Playground improvements



Connecting All Through Play - Inclusive Play

The Lionel Watts inclusive playground was completed and opened to the public in November 2019.

The playground at Manly Dam is behind because the original procurement phase was unsuccessful and the project had to be re-tendered.

Foreshore and Building improvements



Manly Life Saving Club design works

This project focuses on the preparation of a design to lodge with the development application for the redevelopment of Manly Life Saving Club. The project is delayed whilst we seek additional funding.

FINANCIALS

PARKS & RECREATION

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	14,361,880	14,361,880	0	28,185,774	28,185,774	28,185,774
User Charges & Fees	1,382,197	1,301,356	80,841	2,331,884	2,331,884	2,348,276
Investment Fees and Revenues	0	0	0	0	0	0
Other Revenues	148,995	86,483	62,512	182,016	182,016	211,450
Grants and Contributions - Operating Purposes	218,142	126,662	91,480	41,332	425,320	526,419
Grants and Contributions - Capital Purposes	1,915,759	1,482,634	433,125	4,646,592	4,677,032	2,441,592
Gains on disposal of Assets	0	0	0	0	0	0
Total Income From Continuing Operations	18,026,973	17,359,015	667,958	35,387,598	35,802,026	33,713,511
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(6,234,292)	(5,913,036)	(321,257)	(11,722,189)	(11,722,189)	(12,140,355)
Borrowing Costs	0	0	0	0	0	0
Materials and Contracts	(6,583,406)	(6,568,146)	(15,259)	(12,955,951)	(13,340,939)	(13,427,939)
Depreciation and Amortisation	(2,495,343)	(2,495,343)	0	(4,990,686)	(4,990,686)	(4,990,686)
Other Expenses	(237,837)	(315,416)	77,579	(437,265)	(437,265)	(437,265)
Internal Charges	(807,062)	(808,107)	1,045	(1,619,373)	(1,619,373)	(1,619,373)
Overhead Allocation	(1,831,067)	(1,831,067)	0	(3,662,134)	(3,662,134)	(3,662,134)
Total Expenses From Continuing Operations	(18,189,007)	(17,931,115)	(257,892)	(35,387,598)	(35,772,586)	(36,277,752)
Surplus / (Deficit) from Continuing Operations	(162,034)	(572,100)	410,066	0	29,440	(2,564,241)

Commentary – Year to Date Actuals and Annual Forecast

The Total Deficit from Continuing Operations of \$162,034 is lower than forecast at the end of December primarily as a result of higher than anticipated income.

Total Income of \$18,026,973 is higher than forecast by \$667,958 primarily due to the receipt of grants for Long Reef Surf Life Saving Club (\$181,818) and the Sportsfield Renewal Program for lighting (\$194,000).

Total Expenses of \$18,189,007 is \$257,892 higher than forecast. Employee Benefits & Oncosts are \$321,257 higher than forecast primarily due additional costs associated with the lifeguard service. This includes the provision of a new lifeguard service for the Bold and Beautiful group to ensure the safety of this large early morning swim group.

The budget has been reforecast by \$2,593,681 primarily due to the rollover of the Stronger Communities Fund grants to the 2020/21 financial year for Mona Vale and Long Reef Surf Life Saving Clubs (\$2,235,440) and an increase in employee costs of \$418,166 for the lifeguard services noted above and additional field staff.

Children's Services

HIGHLIGHTS

The service continues to provide quality education and care that meets or exceeds the National Quality Standard. Our childcare and preschool centres ran a multitude of exciting, engaging and stimulating activities for children and their families, including picnics, discos and interactive music programs this quarter. We had visits from a range of interesting people including members of the Australian Federal and Local Police, who talked to the children about what it's like to be in the police service and taught them about being safe.

The end of the year saw our children's centres and pre-schools celebrate the graduation of the older children and assist them in their transition to school. Activities with local primary schools were held, along with graduation events ranging from discos to picnics.

Social responsibility featured across our service this quarter. Our families collected 'Lids for Kids' to help make prosthetic limbs for children in need. We also collected beautiful goodies to send to the 'Ladies of the Land' charity to cheer up people affected by drought over Christmas.

Our children participated in educational programs about healthy lifestyles, eating well and looking after our teeth. They also learnt about living sustainably with visitors presenting on organic growing in our garden beds and the joy of making music instruments from recycled materials.

Our education staff benefited from a 'Yarn Up' visit by Professor Jakelin Troy, who spoke about endangered Aboriginal languages. 2019 was the Year of Indigenous Languages, so the timing of the visit was important. We incorporated cultural awareness into our programs in many ways, and notably when the children from the Dee Why Children's Centre attended the 'Grand Connections' event at the Northern Beaches PCYC to present the Acknowledgement of Country in November.

Also in November, the staff and educators came together for our own Children's Service mini conference entitled 'Inspire, Connect, Belong, Share' where staff and educators were provided with a range of workshops and opportunities to build on and extend their knowledge and understanding of Aboriginal and Torres Strait Islander cultures. The Mayor launched the Children's Services Reconciliation Action Plan at this event.

Our team also benefited from members' attendance and sharing of knowledge from the Early Childhood Australia Conference and the Little Scientist Conference. Sharing staff learning enables everyone to come together and improve our service.

Results of our Annual Family Satisfaction Surveys were very pleasing with Brookvale Children's Centre and Preschool, Harbour View Children's Centre and Narrabeen Children's Centre achieving 4.7/5, 4.5/5 and 4.8/5, respectively. We always listen to parent feedback and do what we can to actively improve our service.

A large amount of effort across the service has resulted in the development of the draft Children's Services Strategy, which was exhibited from 29 November 2019. Submissions will be reported to Council in 2020.

Performance measures – Children's Services	Target	September quarter	December quarter
No. children attending Long Day Care programs	> 700	770	754
No. children attending Family Day Care programs	> 380	394	381
No. children attending Preschool programs	> 100	133	128
No. children attending Vacation Care programs	Q1 > 400 Q2 > 400	482	488

Results Key: ■ Achieved ■ Approaching - within 5% of target ■ Behind - more than 5% off target

OPERATIONAL PROJECTS

Key: ✓ Complete 🔄 Progressing ! Behind Schedule

Progressing on schedule



Providing quality education and care – meeting or exceeding the National Quality Standard

Our centres are in full compliant with the National Quality Standard.

Our annual parent satisfaction survey showed an overall satisfaction rating of 4.6 out of 5 which was an outstanding result across our early learning centres, family day care and vacation care services.

The community and families participated in providing feedback to inform the draft Children's Services Strategy. The Strategy was placed on exhibition in November 2019 and submissions will be reported to Council in 2020.

The National 2019 Excellence in Family Day Care Awards named an educator registered with our services as the Regional Winner for the North Shore and Northern Beaches Regions. The educator was also presented with the Perpetual Star Award, which recognises the contribution the educator has made to the family day care sector for over 30 years.



Support children from diverse socio-disadvantaged backgrounds to participate in quality early education and vacation care programs

Children's Services supported 52 children and families with additional needs across early childhood services in December. There were 29 children with additional needs receiving Inclusion Development funding so additional educators can be employed to support the children to participate in the early learning programs at the centre. The additional needs of another 23 children were managed by educators in the room.

The federal government's child well-being subsidy supported 11 children at risk to receive early childhood education and care. Child care fees for another child is paid for by another organisation while parents study or attend training. Four families with children at pre-school were eligible for reduced fees through the Government's Start Strong program.

CAPITAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Progressing on schedule



Childcare buildings



Kangaroo Street Preschool new works

The upgrade is progressing well with completion of the building works expected early February 2020.



Kangaroo Street Preschool renewal works

The upgrade is progressing well with completion of the building works expected early February 2020.



Children's centres works program

Minor renewal works are underway at Roundhouse Children's Centre Fairlight, due for completion in January 2020. Additional funding has been provided for further renewal works at the centre to be carried out across April and May of 2020.

Behind schedule



Childcare buildings



Dee Why Children's Centre design works

The Dee Why Children's Centre is located in the grounds of Dee Why Public School. An 'in principle' agreement has been reached to extend the existing lease on the current site and the design work for a new building is on hold.

FINANCIALS

CHILDREN'S SERVICES

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	525,367	525,367	0	1,250,968	1,250,968	1,250,968
User Charges & Fees	6,427,158	6,592,710	(165,553)	13,310,361	13,185,490	13,082,488
Investment Fees and Revenues	0	0	0	0	0	0
Other Revenues	204	6,818	(6,615)	9,091	9,091	9,091
Grants and Contributions - Operating Purposes	807,484	966,500	(159,016)	620,832	1,273,266	1,273,266
Grants and Contributions - Capital Purposes	0	0	0	0	0	0
Gains on disposal of Assets	0	0	0	0	0	0
Total Income From Continuing Operations	7,760,212	8,091,395	(331,183)	15,191,252	15,718,814	15,615,812
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(5,627,435)	(5,562,796)	(64,639)	(11,237,713)	(11,174,459)	(11,148,459)
Borrowing Costs	0	0	0	0	0	0
Materials and Contracts	(1,172,057)	(1,245,696)	73,640	(2,311,407)	(2,377,106)	(2,300,107)
Depreciation and Amortisation	(98,100)	(98,100)	0	(346,117)	(121,261)	(121,261)
Other Expenses	(84,406)	(168,392)	83,987	(311,543)	(311,543)	(311,543)
Internal Charges	(98,219)	(99,218)	999	(228,096)	(203,394)	(203,394)
Overhead Allocation	(378,188)	(378,188)	0	(756,376)	(756,376)	(756,376)
Total Expenses From Continuing Operations	(7,458,405)	(7,552,391)	93,987	(15,191,252)	(14,944,139)	(14,841,140)
Surplus / (Deficit) from Continuing Operations	301,807	539,004	(237,197)	0	774,675	774,672

Commentary – Year to Date Actuals and Annual Forecast

The Total Surplus from Continuing Operations of \$301,807 is lower than forecast by \$237,197 at the end of December.

Total Income from Continuing Operations of \$7,760,212 is lower than forecast by \$331,183, primarily as a result of timing of anticipated grant revenue. User Charges & Fees are lower than forecast due to the closure of Beacon Hill Vacation Care while the building is being renovated, and lower than anticipated utilisation.

Other Revenues are lower than forecast due to a lower uptake of Vacation Care brochure advertising.

Grants and Contributions for Operating Purposes are lower than forecast by \$159,016 due to the timing of the Legacy funding grant for Long Day Care and Preschools.

Total Expenses from Continuing Operations of \$7,458,405 are lower than forecast by \$93,987.

This is principally the result of the timing of maintenance costs and other expenditure. Materials and Contracts are lower than forecast changes by \$73,640 as a result of phasing of expenditure.

For the full financial year, no changes to the annual forecast are anticipated at this stage.

Community Arts and Culture

HIGHLIGHTS

Managing our community centres

The Draft Community Centre Strategy was on public exhibition in November. The Community Centre Strategy will provide a framework for the current and future management and delivery of the community centres service. We received some valuable input from the community and will be reporting the results of community engagement to Council in March 2020.

Renovations commenced at Bilarong Scout Hall, North Narrabeen. When completed in the first half of 2020 the Elanora Scouts will return to the hall as their base, and the community will be able to hire the hall for meetings and other activities outside of the Scouts' usage.

Caring for young people and families

Over 600 people attended the Northern Composure Unplugged Competition in 2019. Heats were held at Manly and Mona Vale Libraries and YOYO's Youth Centre at Frenchs Forest. The final, held at the Council Chambers in Dee Why, where performer Jordyn Richards was announced as first place winner.

The Youth Services team partnered with local business, Skater HQ, to facilitate the opening of Council's newest skate park located at Lionel Watts Oval, Frenchs Forest.

An Under 18 band night was held at the Northern Beaches PCYC in December with local band Lime Cordiale headlining, supported by two local high school aged bands. The event sold out four weeks before the event date.

Twenty students took part in the annual Sister City Student Exchange with Odawara in Japan.

The Adolescent and Family Counselling Service provided 235 free client counselling sessions to young people and their families. The service also hosted a specialised workshop "Connecting as Dads" to increase parenting knowledge and skills for men.

Supporting our seniors

Meals on Wheels Service delivered 4,489 meals to older people in the community to enable them to live at home for longer and prevent social isolation. This included 475 community lunch and social outing meals to increase social connections for older people.

Community development

Council continues to address relevant social issues and provide support to vulnerable members in our community with 18 activities involving 2,645 participants, including the recent Big Ideas Forum on The Ageing Revolution with Susan Ryan AO and Wendy Harmer.

The second Religious and Cultural Leaders Forum on mental health was held at the Northern Beaches PCYC. The forum brought over 100 people from over 60 different religious and cultural communities together, with over 20 stalls of local service providers.

The Discussion Paper developed out of the first Housing and Homelessness Forum for the Northern Beaches in August was submitted to James Griffin MP in advance of his meeting with the Minister for Housing.

Valuing our volunteers

Volunteers have been active across the Northern Beaches, assisting Council teams including bushcare, community gardens, cemeteries, libraries, events, Meals on Wheels, Manly Art Gallery & Museum, Manly Environment Centre, Manly Visitor Information Centre and the Aboriginal Heritage Office.

Volunteers worked in operational and customer service roles to help Council present the Manly Jazz Festival in October.

Volunteers at the Manly Environment Centre contributed a wonderful 1,061 hours of community work including helping to deliver the 34 events as part of the Ocean Festival and Ocean Care Day.

Our bushcare volunteers recorded an incredible 913 hours in the quarter with our corporate volunteers also recording over 346 hours of bush regeneration in the same reporting period.

End of year team functions were held throughout November and December to thank volunteers for their contribution to Council and the community.

Achievements in arts and culture

The Arts and Creativity Strategy, *Connected through Creativity 2029*, was adopted by Council on the 27 October 2019. The strategy sets out Council's commitment to supporting and growing a vibrant creative culture, authentic to the Northern Beaches over the next 10 years.

Sculpture exhibition *3D Poolside* launched at the Warringah Aquatic Centre in October, encouraging audiences to engage with artworks in surprising places. The exhibition will be open at the Centre throughout the summer.

Creative Made Makers Market, now in its fifth year, was held in November and supported 40 makers with professional development and a platform to connect local artisans and the over 1000 community members.

Our Creative Space at North Curl Curl hosted 1,850 visitors across six exhibitions including *Replay - Celebrating five years of the Creative Space*, *Collage and Performance* by the Kimbriki Artists in Residence and *The act of making* by the resident artists of the Northern Beaches Artist Studios program.

Glen Street Theatre held another successful dance season from October to December with 43 concerts presented by 23 local dance schools that attracted over 6,500 patrons. The Glen Street Theatre Education program was also launched to teachers in October and tickets to the *91 Storey Treehouse* and *Edward the Emu* in 2020 have already sold out. November saw the successful launch of the 2020 Theatre and Morning music programs with Glen Street subscribers accessing their priority pre-sale booking period, and tickets on sale to the general public from 6 January 2020. *Spiegellesque Too* concluded the 2019 season with final shows selling out.

Manly Art Gallery and Museum welcomed 14,000 visitors during the quarter to see exhibitions including Wendy Sharpe's *Wanderlust* paintings and drawings, Mick Glasheen's drawings, Stu Spence's photographs, Brookvale TAFE ceramics; local artists' *Home affairs*; and the SMH photographic collection of Northern Beaches scenes.

The new exhibition *The Manly Dam Project*, opened as the third in the *Art / Science* series and features the works of eight artists who collaborated with engineers from the University of NSW Water Research Laboratory, with public programs continuing until February 2020. Forty-seven public programs during the quarter catered to 2,438 participants, including two Sound Lounge concerts, four Sydney Chamber Music Festival concerts and the annual Poetry Slam, as part of the Manly Arts Festival. Permanent works added to the collection include two Wendy Sharpe paintings

of Manly from her *Wanderlust* exhibition, a Joshua Smith painting of the artist Dora Toovey painting at Manly (1943) and the donation of a Nick Hollo pastel work from the artist.

The new Public Art Working Group was convened, meeting in October and December to progress the implementation of the Coast Walk Public Art Strategy. The working group undertook two tours of key sites along the Coast Walk in November and will recommend the first five priority sites for artworks to Council for endorsement in February 2020.

Performance measures – Community Arts and Culture	Target	September quarter	December quarter
Community centres bookings	Q1 > 9,270 Q2 > 8,450	9,417	* 8,367
Volunteers who actively participate in ongoing programs across Council	> 650 per quarter	659	777
Direct services: Meals services	> 4,500 per quarter	4,846	** 4,489

Results Key: ■ Achieved ■ Approaching - within 5% of target ■ Behind - more than 5% off target

Notes on results:

- * Community centre bookings are down this quarter owing to renovations taking place at Beacon Hill, Manly Youth and Lionel Watts. Proposed works at Nelson Heather Centre have also resulted in fewer hirers.
- ** There was a minor reduction in the number of meals this quarter owing to people having respite or visiting family of the Christmas period.

OPERATIONAL PROJECTS

Key: ✓ Complete 🔄 Progressing ! Behind Schedule

Completed ✓

- ✓ **Funding support for construction of Barrenjoey Community Performance Space**
Council provided \$1.05m in grant funding via the NSW Government's Stronger Community Fund to the Department of Education to design and build a 200 seat community performance space. This project is now complete and in use by the school and community.

Progressing on schedule 🔄

- 🔄 **Conduct youth activities at PCYC**
Over 300 people attended the performance by well-known Pacific Island performer Tofiga Fepulea'i in his "Sorry Bout It" show at the PCYC on 2 November. Supporting Tofiga was Lapi Mariner and three local high school aged performers. Connected with this performance were two mentoring sessions at the PCYC. The first was targeted towards high school students while the second session targeted the wider community.

An under 18 band night was held on 14 December and featured headline Australian act Lime Cordiale supported by three bands, including two local high school bands. Tickets sold out for the event, which was attended by 800 people. The event coincided with Lime Cordiale's 100th show of the year and last on their national tour. Lime Cordiale are a local act who came up through Council's Northern Composure Band Competition.



Support the youth and wellbeing hub at Avalon

The Avalon Youth Hub held 69 counselling sessions from October to December with referrals and assessments made to local youth service providers when they were needed.

Over an eight week period, we ran the Waves of Wellness Surf Therapy Program and an average of 12 young people attended each session.

Workshops held during the period included meditation, managing your mood and safe skateboarding.

Youth Hub staff attended the music festival 'A Day For The Beaches' and hosted Council's consultation with young people on possible sites for dirt bike jumps in Avalon.

The calendar year finished with a barbeque that was attended by 80 young people.



Conduct a feasibility study into the potential use of former restaurant site at Glen Street Theatre

The first draft of the feasibility study has been received and is undergoing internal review.



Implement the Coast Walk Public Art Strategic Plan

The Public Art Working Group met on 31 October and 5 December and conducted site tours to select the first five priority sites for public art on the Coast Walk. Minutes of the working group meetings will be reported to Council in February 2020.



Funding support for design of Mona Vale Performing Arts Centre

This project is being managed by the Department of Education, with the feasibility study provided for consideration by the Department.



Review the Manly Arts festival and Northern Beaches Art Prize

The review of the Manly Arts Festival and the Northern Beaches Art Prize was completed in November. The report is under consideration by relevant internal business units.



Develop and promote an online disability inclusion and access information hub

The online disability inclusion and access information hub content has been completed. It will be necessary to make a few changes to the site to ensure that it complies with accessibility standards. We are currently assessing our capacity to meet the recommendations.

Behind schedule



Develop a Social Plan and supporting plans for target demographics

Consultation with key stakeholders has been taking place, and additional community engagement identified to be undertaken. This has extended the timeline to complete the Social Plan by the end of 2020.

CAPITAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Progressing on schedule



Art Works



Manly Art Gallery - art works

We purchased a Joshua Smith painting from Lawson's Auctions for \$1,875.



Theo Batten Bequest - art works

No purchases to date.

Community Centre Improvements



Community buildings works program

The Mona Vale Memorial Hall project is on hold while Project Steering Group considers plans for precinct.

A design layout for the Manly Seniors Kitchen has been received that will be the basis for requesting quotations.



Community centres minor works program

Re-roofing works at Collaroy Plateau Community Centre are now complete.

The Kitchen door has been replaced and an awning added to the Tramshed at Narrabeen, along with works to the traffic island (relating to power upgrade works).



Warriewood Valley Community Centre new and renewal works

Work to design and build the new multi-use community centre on the existing site of the Nelson Heather Centre in Warriewood is ongoing. This project will be delivered over the next 2-3 years. An Architect has been appointed to progress with design works from early 2020.



Beacon Hill Community Centre and Youth Club

Construction is ongoing and completion is expected in February 2020.

Cultural Improvements



Manly Art Gallery renewal works

Air Conditioning system to be replaced following design works.

Minor roofing works scheduled.

Minor alterations will be done to the external area, including possible removal of the columns.



Glen Street Theatre renewal works

Planning is in progress for a major upgrade to the air conditioning system at Glen Street

We have completed roof restoration works to sections of the building to eliminate leaks. Further work may be required.

A full Building Condition Audit will be ordered early in 2020.



Coast walk – art trail

The Public Art Working Group met on 31 October and 5 December 2019 and undertook two site tours of the Coast Walk in November/December to select sites for the first four artworks to be commissioned for the Coast Walk in 2020. These sites will be reported to Council in February 2020 for endorsement.

Behind schedule



Cultural Improvements



Creative arts space - Mona Vale

Work is on hold pending direction on Mona Vale Village Park, administration building, Library and Memorial Hall precinct options.



Creative arts space - Avalon Golf Course

This project was awaiting heritage planning approval to be able to progress. Heritage exemption was received in October. Following extensive consultation, the final design for the building alterations has been agreed and the tender documents will be produced to allow the project to be tendered.

FINANCIALS

COMMUNITY ARTS & CULTURE

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	4,119,178	4,119,178	0	7,871,567	7,871,567	7,871,567
User Charges & Fees	1,985,902	2,036,610	(50,708)	3,984,760	3,987,909	3,921,552
Investment Fees and Revenues	0	0	0	5,000	0	0
Other Revenues	434,977	399,739	35,238	743,535	743,535	743,535
Grants and Contributions - Operating Purposes	908,429	1,810,152	(901,723)	3,368,980	3,697,068	3,805,769
Grants and Contributions - Capital Purposes	0	9,407	(9,407)	0	9,407	180,000
Gains on disposal of Assets	0	0	0	0	0	0
Total Income From Continuing Operations	7,448,486	8,375,086	(926,600)	15,973,841	16,309,486	16,522,423
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(3,585,389)	(3,350,303)	(235,086)	(6,697,606)	(6,697,606)	(6,899,804)
Borrowing Costs	0	0	0	0	0	0
Materials and Contracts	(1,561,775)	(1,557,832)	(3,943)	(2,949,276)	(3,049,764)	(3,133,165)
Depreciation and Amortisation	(495,728)	(513,828)	18,100	(991,456)	(1,046,181)	(1,046,181)
Other Expenses	(880,704)	(2,227,375)	1,346,671	(3,713,294)	(4,092,605)	(4,089,605)
Internal Charges	(187,316)	(189,911)	2,594	(368,006)	(375,117)	(375,117)
Overhead Allocation	(507,389)	(507,389)	0	(1,384,204)	(1,014,778)	(1,014,778)
Total Expenses From Continuing Operations	(7,218,302)	(8,346,637)	1,128,335	(16,103,841)	(16,276,050)	(16,558,649)
Surplus / (Deficit) from Continuing Operations	230,185	28,449	201,736	(130,000)	33,436	(36,227)

Commentary – Year to Date Actuals and Annual Forecast

The Total Surplus from Continuing Operations of \$230,185 is higher than forecast at the end of December primarily as a result of the delay in a number of projects that will be all be completed by 30 June 2020.

Total Income from Continuing Operations of \$7,448,486 is lower than forecast by \$926,600. This is largely due to the timing of expenditure for the Stronger Communities grant funded projects for Mona Vale Public School Performance Space and the Barrenjoey High Performance Space. Income is also down for a number of community centres due to centre closures for renovations, the impact of the increased percentage of not-for-profit hirers of a number of centres (lower fees) and decreased demand for casual children's party bookings. This is countered by an increase in income at Glen Street Theatre of \$227,324 due to higher ticket and associated beverage sales.

Income has also increased by an unexpected grant for \$49,800 for community safety youth initiatives and the first installment of \$58,901 from the \$339,596 grant for suicide prevention gatekeeper training over three years. These grants have resulted in corresponding increases in Materials and Contracts and Other Expenses.

Total Expenses from Continuing Operations are \$7,218,302 which is lower than forecast by \$1,128,335. This is largely due to the timing of the Stronger Communities Funded Mona Vale Public School Performance Space and the Barrenjoey High School Performance Space. Employee benefits and costs are \$235,086 higher than forecast due to the employment of the additional Arts & Culture staff. Other expenses are also lower than forecast by \$234,266 due to delays in the community engagement component of the Social Plan (\$25,500), expenditure for the PCYC Youth Events (\$87,020), and a grant payment to the Avalon Youth Hub (\$90,000). These will all be expended by 30 June 2020.

Changes are proposed to the annual forecast to address the variances noted above. These include:

- Reduce both income and expenditure for community centres by \$28,000.
- Increase Employee Benefits & Oncosts by \$202,198 for Arts and Culture staff
- Increase in grant funding by \$108,701 for the community safety and suicide prevention initiatives, with a corresponding increase in Materials and Contracts
- Increase in capital grants for the Coast Walk \$170,593

Library Services

HIGHLIGHTS

Connecting and building our community

Our residents' use of the service continued to grow this quarter. Library membership grew by 1,951 to a total 188,343 people and our Home Library service expanded its reach by a further 12 customers and now has a reach of 445 clients. We received 80,400 visits to the library website and our eLoans remained steady, reaching 63,839 for the quarter.

Efforts continued to identify volunteering opportunities and the service now has 227 volunteers supporting areas such as Home Library deliveries, Family History and Justice of the Peace services.

The service also delivered 475 programs in the quarter attended by 14,230 people. Events included school holiday and Christmas activities, 134 adult programs including nine author talks and 599 attendees at the Northern Composure Unplugged band competition.

Improving the service

Improvements are underway in managing how items are loaned, returned and secured, with a new system installed at Manly Library following successful implementation at four branches in the previous quarter. We are also improving access to our local history archives, by capturing Local Studies items onto a digital platform expected to be launched in the coming quarter.

Manly Library relocated their Local Studies section and repurposed the former location to a quiet space. Manly and Mona Vale libraries have upcoming refurbishments. Meeting room technology is also being improved across the service.

A priority for the service is to develop a new library strategy for the amalgamated service which will outline the key priorities over the next 5 years. The strategy will be drafted for review by the end of the financial year.

Library working groups have been exploring ways to increase partnership opportunities for the service, implement a digital literacy framework, implement a long term funding plan and increase customer use of the collection.

All six branches hosted workshops as part of the Be Connected program in October, showcasing new technology that customers may not have experienced previously and to introduce the concept of 'smart homes'.

We have applied for grant funding from the State Library with a view to making our service available 24/7. If we are successful, we will test the concept with the community in the latter part of the year.

The work on enhancing the Glen Street Library amphitheatre space continued with vendors attending the site to quote and develop a concept drawing for the construction of an all-weather structure inclusive of outdoor lighting and sound. The agreed concept drawing will be used to engage with the community to ensure the space will meet the expectations of the community.

Performance measures – Library Services	Target	September quarter	December quarter
No. library memberships	> 180,000	186,392	188,343
No. youth memberships	> 32,000	34,102	34,475

Results Key: ■ Achieved ■ Approaching - within 5% of target ■ Behind - more than 5% off target

OPERATIONAL PROJECTS

Key: ✓ Complete 🔄 Progressing ! Behind Schedule

Progressing on schedule



Review and improve eServices in line with customer needs and demands

The library eResource collection has been expanded to include an applied visual arts database for adults and a new resource for children based on the popular Animalia picture book by Graeme Base.



Digitise the Local Studies collection

The Local Studies team continued to work on the digitisation of the collection throughout December. The team focused predominantly on the Pittwater collection which includes 11,749 images, 8,785 newspaper articles, 104 audio files and one ephemera - Green Frog Visitor Book.



Improve and expand library programs in line with customer needs and demands

In December, the Library Service expanded the popular Christmas Pantomime from three shows in 2018 to four shows in 2019. A total of 231 children and 171 adults attended across four locations.



Review opportunity to provide 24/7 access to the physical library space

The project team continued research and will present various models of 24/7 service delivery at the next meeting on 14 January. The group will analyse findings and progress towards making recommendations.



Increase the reach of the Home Library service

The team welcomed four new clients to the service in December.

One client received an in home e-resource tutorial and the service was promoted through the Benevolent Society.



Increase youth engagement with library programs and activities

Several youth focused programs have been held throughout the quarter. Northern Composure Youth band competition Final was held at Dee Why Council Chambers with 250 attendees.

New youth programs have been added to the calendar of events, starting with a youth photography competition and workshops, six sessions of role playing club and a showcase tournament day launching in January as part of Youth Week.



Optimise volunteering opportunities across the service

At the end of December, the library engaged 192 adult volunteers across the service and a new Lego Club facilitator was inducted to Mona Vale Library.

New volunteer opportunities will continue to be identified in 2020.



Review library opening hours to improve consistency and access

Approval sought from Director, Community & Belonging to launch improved opening hours before the end of the financial year. This project has resulted in the delivery of four additional hours of service.

CAPITAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Completed



Community Space and Learning



Library books new

This project has been completed ahead of schedule.

Progressing on schedule



Community Space and Learning



New library technology

Loan, returns and security equipment has been installed and is operational in Manly Library. Installation in Mona Vale Library is scheduled for February 2020.



New library furniture

Consultation with a library furniture representative has resulted in the modification of furniture and shelving requirements. New quotes are being sought as a result.



New library technology community spaces

Upgraded display signage technologies and workflow software has been purchased for all six library branches.

Meeting room equipment including an interactive whiteboard has been purchased for Warringah Mall Library.

A laptop has been purchased for Dee Why Home Library Service to improve the efficiency of loans to clients.



Library books – replacement

Purchases this quarter comprised of 28% Adult Fiction, 16% Adult Non Fiction, 15% Junior items, 13% DVDs and 19% Young Adult and Audio Visual items. We also spent 9% of the budget on eLibrary content.

Library Upgrades



Library buildings works program

Funds will be used towards the costs of blinds at Belrose Library.



Forestville Library renewal works

This project is in the planning stage and is awaiting the outcome of a grant application. The result of that application will determine the extent of the work that can be achieved.



Manly Library renewal works

New returns room completed. Planning commenced for remaining ground floor works in April.

Behind schedule



Library Upgrades



Mona Vale Library upgrades and new works

This project is on hold pending the outcome of a review of Mona Vale Village Park, administration building, Library and Memorial Hall precinct options.

FINANCIALS

LIBRARY SERVICES

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	5,278,464	5,278,464	0	10,229,935	10,229,935	10,229,935
User Charges & Fees	101,491	87,340	14,151	174,984	174,984	174,984
Investment Fees and Revenues	0	0	0	0	0	0
Other Revenues	61,633	89,538	(27,905)	179,096	179,096	179,096
Grants and Contributions - Operating Purposes	229,222	150,919	78,303	144,441	339,109	254,668
Grants and Contributions - Capital Purposes	500,000	0	500,000	500,000	500,000	705,222
Gains on disposal of Assets	0	0	0	0	0	0
Total Income From Continuing Operations	6,170,809	5,606,261	564,549	11,228,456	11,423,124	11,543,905
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(3,544,756)	(3,585,638)	40,882	(7,153,123)	(7,153,123)	(7,153,123)
Borrowing Costs	0	0	0	0	0	0
Materials and Contracts	(274,736)	(300,772)	26,035	(772,447)	(943,752)	(859,311)
Depreciation and Amortisation	(867,188)	(867,188)	0	(1,734,376)	(1,734,376)	(1,734,376)
Other Expenses	(304,284)	(313,710)	9,425	(460,643)	(454,006)	(454,006)
Internal Charges	(77,526)	(79,635)	2,110	(159,270)	(159,270)	(159,270)
Overhead Allocation	(474,299)	(474,299)	0	(948,597)	(948,597)	(948,597)
Total Expenses From Continuing Operations	(5,542,788)	(5,621,241)	78,452	(11,228,456)	(11,393,124)	(11,308,683)
Surplus / (Deficit) from Continuing Operations	628,021	(14,980)	643,001	0	30,000	235,222

Commentary – Year to Date Actuals and Annual Forecast

The Total Surplus from Continuing Operations is \$628,021 higher than forecast at the end of December as a result of timing differences in the receipt of grant funding earlier than forecast and lower than forecast expenditure.

Total Income from Continuing Operations of \$6,170,809 is higher than forecast by \$564,549 due to the earlier than anticipated receipt of grant funding.

Total Expenses from Continuing Operations of \$5,542,788 is lower than forecast by \$78,452. This is primarily due to lower Employee Benefits & Oncosts of \$40,882 and a reduction in Materials and Contracts costs equating to \$26,035. The lower Employee Benefits & Oncosts are due to existing vacancies as a result of natural staff turnover and the underspend in Materials and Contracts is due to a reduction in cleaning and waste service costs.

Part of the Local Priority Grant income (\$205,222) has been re-allocated from the operating budget to capital expenditure for library equipment and spaces, resulting in a forecast reduction in operating expenditure and an increase in capital grant income.

No further changes in budget forecasts are required or anticipated at this time.

Transport, Traffic and Active Travel

HIGHLIGHTS

Tidal pools

We completed our pool designs and awarded tenders for work to reconstruct Little Manly and Forty Baskets Tidal Pools in December 2019. Work is scheduled to take place between May and September 2020, weather permitting.

Maintaining and improving roads and footpaths

Our road resurfacing program has commenced with 20 roads completed, including a number of regional roads part funded by the Roads and Maritime Services (RMS).

Car parking improvements have been completed in Middleton Road, Cromer, at Aitken Reserve, North Manly, and at Mona Vale Beach.

The reconstruction of the Palm Beach heritage bus shelter at Surf Road was completed in December.

Making travel on our roads and paths safer

Road safety education is a critical accompaniment to transport infrastructure. Education is provided through a series of campaigns and free workshops to raise community awareness of road rules and to promote and encourage positive and safe behaviour on our roads and paths. We undertook direct engagement activities with over 11,000 people across the Northern Beaches in the December quarter.

At Manly Beach we presented a campaign to kerb speeding on the Northern Beaches – the highest contributing factor to car crashes in this region. We presented a car that had been in a collision at 100km per hour and another that had been in a 60km per hour collision. Over 1,000 people, including parents and new drivers, attended the display to hear about how to improve road safety in our area.

We are also continuing the 'Slow down' sign campaign, with signs and garbage bin stickers in strategic locations.

Nearly 10,000 road safety calendars were distributed at 87 locations across the Northern Beaches, including schools, medical centres, libraries, sports centres and seniors' venues. Each month a messages reminds us of how to use our roads safely, including responsible mobile phone use, responding to yellow traffic lights and watching out for school children.

Our child restraint checking service checked 76 restraints and found that 69 needed correcting. We encourage families to use RMS-approved fitters to check restraints for your own peace of mind and for protection of your family.

Our road safety around schools campaign delivered road safety education at seven schools in conjunction with kindergarten orientation, reaching 280 people. Forty six additional road safety signs have been installed at local schools as part of the campaign and 200 brochures outlining the road rules around schools were also distributed.

Northern Beaches Council has a vision for 'Safe Movement Always'. The draft Road Safety Plan sets out the directions and actions required to help the Northern Beaches local area to be a place that provides a safe travel environment for all users. An opportunity for the community to provide feedback starts on 28 January 2020.

In the last quarter 66 people from three local seniors groups were updated with rules and safety tips on using our roads and paths. Roundabouts continue to be one of the most questioned topics.

Enhancing active transport

Bicycle parking has been increased in Narrabeen, at Berry Reserve and at Waterloo Street, and also in Warriewood to support the B-line and local area bus services.

Bicycle maintenance stands that include tools and air pumps have been installed in Seaforth, Terrey Hills, Narrabeen, Church Point and Brookvale.

Further work is underway to develop an active to schools project that will explore walking improvements and behavioural change.

A strategic approach to transport

Council released an Expression of Interest (EOI) to the market to support an increase in electric vehicle charging infrastructure. Six responses to the EOI were received and a report will be prepared outlining the proposed way forward.

Council is currently developing an integrated transport approach across the Northern Beaches local government area which considers all transport modes and future innovation. Further strategies and plans to be developed this financial year are Bike Plan; Road Safety Plan; Electric Vehicle Plan and Car Share Plan.

Parking

The Manly Resident Parking Permit Scheme was approved by Council at the meeting held 17 December 2019.

Public Place Officer Team

The Public Place Officer team conducted regular inspections of Council public places including beaches and commercial centres prior to Christmas events. The Team assisted Waste Services with the bin roll out and Council's Community Engagement & Communications section with the delivery of items for the Avalon Surf Club Bush Fire Appeal and with taking donated clothing to the Red Cross.

Performance measures – Transport and Active Travel	Target	September quarter	December quarter
Works on schedule for active travel assets	100%	100%	100%
Road renewals program on schedule	100%	100%	100%

Results Key: ■ Achieved ■ Approaching - within 5% of target ■ Behind - more than 5% off target

OPERATIONAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Progressing on schedule



Expand the Active to Schools initiative to encourage walking and cycling to school, in partnership with NSW Department of Transport

Mapping of student information completed and Active to School Program on track. Second Inter-agency working group meeting attended at Transport for NSW on 18 November 2019. A detailed assessment of schools is underway with road safety officers and traffic engineers.



Develop Transport Plans to support the Transport Strategy - Parking, Road Safety, Public Transport

The Draft Bike Plan has been completed and is going to the February Council meeting for endorsement to commence community exhibition. The Draft Road Safety Plan is on Public Exhibition to the end of January. A Draft Parking Plan is underway and a Public Transport Plan is expected to be presented at the April Council meeting.



Implement Transport Plans which support the Transport Strategy - Parking, Bike, Road Safety, Public Transport

The Draft Bike Plan is going to the February Council meeting for endorsement to commence community exhibition.



Implement Walking Plan and Pedestrian Access and Mobility Plans

Tender process for large package of works has closed. Footpath program has commenced with designs and works underway for 2019/20.

CAPITAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Completed



Active travel – cycleways and footpaths



Soldier's Memorial Walk Freshwater

Completed in July 2019. This completes a missing link in the 'Avenue of Honour'.

Road and related infrastructure upgrades



Parking station and meters infrastructure

Completed in August 2019.



Bus stop renewal

Palm Beach Heritage Shelter construction is completed.

Progressing on schedule



Active travel – cycleways and footpaths



Footpath new

The new footpath program on track, with work completed on the southern side of Park Street, Mona Vale.



Footpath renewal works

The footpath renewal works program is on track, with the following sites completed:

- Powderworks Road, North Narrabeen
- Eustace Street, Manly
- Oakway Parade, North Manly



Narrabeen Lagoon pedestrian and cycle bridge

This project is on track with construction expected to commence in mid 2020.

Car parks and parking stations



Whistler Street Car Park renewal works

The Whistler Street Car Park remediation project is almost complete, with final work to upgrade lighting and paintwork on level 1 to happen early in the new year.



Multi storey car parks renewal works

Air handling fans will be replaced at Pacific Waves Car Park in May 2020. New sprinklers, fire doors and frames will be added to the three plant rooms. Carbon dioxide monitoring has been installed.



Car park renewal works

Projects at Mona Vale Beach, Middleton Road, Cromer, and Aitken Avenue, Queenscliff, completed.

Lake Park Road car park is scheduled to commence in March 2020.

Plant and fleet



Major plant renewal

Program on track.



Light fleet renewal

Program on track.

Road and related infrastructure upgrades



New traffic facilities

The new traffic facilities program is on track. The installation of traffic islands was complete on Warraba Road, North Narrabeen.



Church Point - new infrastructure

The detailed design and environmental approvals process is currently being undertaken.



Scotland Island roads and drainage improvements

Construction scheduled for fourth quarter of the financial year.



Kerb and gutter new

Design of the new kerb and gutter projects has been complete. Program to commence in March 2020.



Kerb and gutter renewal works

This program is on track. Kerb and gutter renewals at high priority streets have been taking place as part of the road re-sheeting program. About 65% of the kerb and gutter renewal works have been completed, as at the end of December.



Retaining wall renewal works

This program is on track. Palomar Parade Stage 1, Freshwater, has been completed. McCarrs Creek Road to commence in February 2020. Moore Street to commence in March 2020.



Road resheeting program

This program is on track. We have completed road 40 resheeting projects at various sites across the Northern Beaches.



Warriewood Valley - traffic and transport infrastructure

Designs are ongoing for the various projects in Warriewood Valley. Construction for all delivery projects is due to commence in February 2020.

Wharf upgrades



Wharves works program

Program on track. Preparation of documents and studies being undertaken.



Sea wall renewal works

This program has been integrated into Foreshore Renewal Program. The renewal of Aitken Reserve seawall is completed and the tender for the reconstruction of the seawall and new bleachers at Clontarf Beach has been approved with construction scheduled to commence in February 2020. Bilgola Beach carpark and landscaping upgrades are complete

Behind schedule



Road and related infrastructure upgrades



Bridge renewal works

Ocean Street project design complete. Delivery delayed and will coincide with the next lagoon clearance to reduce the impact to the lagoon during construction.

Wharf upgrades



Church Point Masterplan Wharf extension

Contractor appointed and design complete. Construction is on hold until land ownership is finalised.



Carol's Wharf renewal works

This project has been delayed to ensure that the outcomes of community engagement are appropriately reflected in the final works and to plan the construction period around Ausgrid's Energy Reliability Project on Scotland Island.



Bells Wharf renewal works

This project has been delayed to ensure that the outcomes of community engagement are appropriately reflected in the final works and to plan the construction period around Ausgrid's Energy Reliability Project on Scotland Island.

Active travel – cycleways and footpaths



Dee Why to Long Reef Walkway

Investigations and preliminary environmental studies are ongoing to identify possible routes to connect Dee Why and Long Reef.



Bike Plan implementation - new works

This project is behind schedule whilst we collect further geotechnical information for the Allambie Road project and consult with the Roads and Maritime Services on the Gladstone Street project design.



Warriewood Valley - pedestrian and cycleway network

Council is preparing a brief for the design and construction of the proposed pedestrian bridge across Fern Creek. Geotechnical investigations have been undertaken and a survey has been prepared as has a concept plan for the bridge. The extent of works is significantly greater than what is envisaged in the Warriewood Valley Development Contributions Plan and additional funding will be required. The bridge works will be undertaken in conjunction with the Fern Creek rehabilitation works.



Connecting Communities - cycleways program

Design and community consultation is ongoing for the Newport to Avalon section of the cycleway. Additional time has now been allowed in the program for consultation activities and construction commencement will be delayed until consultation is complete.



Connecting Communities - footpaths program

The Ocean Road, Palm Beach, from Black Rock to Governor Phillip Park path concept has been completed and consultation to commence in early 2020.

Design work and consultation is ongoing for the Whale Beach Road, from Norma Road to Florida Road section of the Coast Walk.

This project has been delayed by the need to manage the outcomes of community engagement on the Avalon to Newport project.

FINANCIALS

TRANSPORT, TRAFFIC AND ACTIVE TRAVEL

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	4,586,722	4,586,722	0	6,135,545	6,135,545	6,135,545
User Charges & Fees	6,964,606	7,504,195	(539,589)	14,600,498	14,600,498	14,600,498
Investment Fees and Revenues	0	0	0	0	0	0
Other Revenues	695,721	707,113	(11,392)	760,000	917,000	917,000
Grants and Contributions - Operating Purposes	716,095	1,918,008	(1,201,913)	4,745,864	4,786,864	4,786,864
Grants and Contributions - Capital Purposes	2,236,700	4,032,927	(1,796,227)	9,672,177	12,140,235	7,769,133
Gains on disposal of Assets	616,876	311,534	305,342	673,373	673,373	673,373
Total Income From Continuing Operations	15,816,720	19,060,499	(3,243,779)	36,587,458	39,253,516	34,882,413
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(5,820,251)	(5,610,451)	(209,801)	(11,187,176)	(11,187,176)	(11,481,322)
Borrowing Costs	0	0	0	0	0	0
Materials and Contracts	(7,832,393)	(6,623,741)	(1,208,652)	(12,938,654)	(13,015,407)	(13,015,406)
Depreciation and Amortisation	(5,622,117)	(5,620,617)	(1,499)	(11,244,233)	(11,244,233)	(11,244,233)
Other Expenses	(2,104,993)	(2,935,288)	830,295	(5,790,212)	(5,801,157)	(5,801,157)
Internal Charges	4,606,537	4,609,211	(2,673)	9,299,207	9,328,464	9,328,464
Overhead Allocation	(1,917,379)	(1,917,379)	(0)	(4,308,688)	(3,834,759)	(3,834,759)
Total Expenses From Continuing Operations	(18,690,595)	(18,098,265)	(592,330)	(36,169,756)	(35,754,266)	(36,048,411)
Surplus / (Deficit) from Continuing Operations	(2,873,875)	962,234	(3,836,109)	417,701	3,499,249	(1,165,998)

Commentary – Year to Date Actuals and Annual Forecast

The Deficit from Continuing Operations of \$2,873,875 is lower than forecast at the end of December largely as a result of lower than forecast Income.

Total Income from Continuing Operations of \$15,816,720 is lower than forecast by \$3,243,779. This principally relates to lower Grants and Contributions for Capital Purposes of \$1,796,227 due to phasing of receipt of this income. Grants and Contributions for Operating Purposes are lower than forecast by \$1,201,913, which relates to the timing of receipt of the Traffic Route Lighting Subsidy and RMS Block Grant. The lower Other Revenues of \$11,392 primarily relates to phasing of receipt of Revenue for Advertising on Council's Structures. The lower User Charges & Fees of \$539,589 mainly relates to lower than predicted parking trend activity at Whistler Street and Pay and Display Reserve Parking, and lower than predicted Road Restoration works. There is also a higher gain on the disposal of assets by \$305,342 from the sale of plant and equipment scheduled for replacement.

Total Expenses from Continuing Operations of \$18,690,595 are higher than forecast by \$592,330. This is principally the result of higher than anticipated Materials and Contracts of \$1,208,652 due to Accelerated Lighting program of works completing ahead of schedule of \$919,125, and higher than anticipated contract works for Traffic Facilities of \$330,889. Other Expenses is higher than forecast by \$830,295 mainly due to Street Lighting variance of \$726,296 due to the timing the receipt of invoices. The increase of \$209,801 in Employee Benefits & Oncost is due primarily to lower than anticipated vacancy rates to date.

For the full financial year, the result is forecast to decrease by \$4,665,247 to a deficit of \$1,165,998 primarily due to the carry forward of capital grants for the Connecting Communities – Footpaths and Cycleways Programs (\$2,726,786) and Narrabeen Lagoon Pedestrian and Cycle Bridge (\$657,496). Employee costs have also been reforecast due to additional resources for maintenance, construction and transport services.

Economic Development, Events and Engagement

HIGHLIGHTS

Supporting Small Business

Council participated in the NSW Small Business Month which encourages councils and business support organisations across NSW to deliver a range of events and activities to support small businesses during October. Building on from a series of Doing Business with Council events last year, the Place and Economic Development and Procurement teams partnered to run a 'Doing Business with Council' workshop, to update local suppliers on changes to procurement thresholds and also to NSW Government guide for 'Doing Business with your local Council'.

Working with Council's Environmental Health team we held a workshop on 'Food Safety: 5 Tips for 5 Stars', which explained the regulatory processes to start or grow a food business and how to increase your "scores on doors" rating. We also partnered with Council's Corporate Strategy team to run a 'Grant Writing for Business' workshop to provide businesses with tips on how to write a successful grant submission and demonstrate Council's Grant Guru hub. These events showcased the diverse ways that different parts of Council support local businesses to grow and prosper.

Australia Cyber Security Council also ran a workshop on "Cyber Security for Small Business", identifying the increasing threat of cyberattacks for small businesses and tips and tools to protect them from these. In November, Council partnered with Federal Government's Innovative Manufacturing Cooperative Research Centre (IMCRC) to run a hands-on workshop "Future Proofing Manufacturing" to assist local manufacturers to use digital technology to remain competitive in the fourth industrial revolution of digital manufacturing.

We had over 200 businesses registered to attend these business events, with post event surveys showing high levels of satisfaction (96%) overall with the events.

Council has continued to partner with Service NSW to deliver the "Easy to do Business" program to streamline red tape for local businesses that want to start or grow. This quarter there were 117 customers on the program, 62 of which were starting a business and 27 growing a business.

Sustaining tourism

The Manly Visitor Information Centre has seen nearly 45,000 people through its doors this quarter, with an early onset of visitors in October with the arrival of many cruise ships into the Harbour. The VIC Manly Map has also been reproduced, showcasing a great range of local visitor experiences, including for the first time a number of attractions beyond Manly.

The Northern Beaches Destination Management Plan (DMP) is also progressing. The DMP will set directions for growing a sustainable visitor economy over the next five years. The draft plan is proposed to go on public exhibition in early 2020.

Activating local places

Placemaking is all about collaboration and creating vibrancy in an area that helps a place become a location where people want to visit and spend time. Some of the key outcomes this quarter across the Wards include:

Pittwater Ward

- *Newport Shopfest* event coordination and business liaison
- Assisted events team with business liaison for Spring into Mona Vale event.
- Newport Activation working group meetings and actions
- Liaison and collaboration with Chambers of Commerce
- Fairy lights installed, Robertson Road, Newport

Narrabeen Ward

- Narrabeen Snapshot research document
- Liaison with local businesses regarding the potential for Narrabeen Active at Berry Reserve
- Dedicated staff and CEO site visits to Collaroy

Frenchs Forest Ward

- *Christmas in the Forest* event and business liaison
- Forestville Business Working Group – monthly meetings on local needs

Curl Curl Ward

- Small Business Month events, including cyber security, grant writing, food safety and how to do business with Council
- *Future-proofing local manufacturing* session
- Pop-up fresh produce market trial continued in Freshwater
- Christmas activity, including *Freshwater Fair* street festival and supporting *Carols in the Square* in Dee Why town square
- Music programming Dee Why town square

Manly Ward

- Small business Month events,
- *Spooky Seaforth* event
- *Manly Street Sale* event
- Monthly tax essentials sessions for small business
- Regular liaison with Manly Business Chamber
- Shop local signage, Sydney Road, Manly
- *Manly Mainstreet Newsletter* aimed at the business owners of Manly.

Whole of Northern Beaches

- Christmas decoration campaign across town and village centres expanding on previous years.
- Commencement of engagement for new street performance policy development – internal and external engagement

Events for everyone

Manly Jazz Festival was held over the October long weekend in Manly CBD. Over 100,000 visitors enjoyed a diverse range of live music across multiple outdoor music stages. Highlight artists included internationally renowned bassist Rodney Whitaker (USA), soul vocalist Jade MacRae and the Latin inspired Cumbiamuffin. This year free Swing Dancing lessons were held for the public in the lead up to the event, culminating in a celebration of swing music and dancing on the Saturday afternoon. Local businesses also participated in the Official Venue program, offering live music and dining specials as part of the festival period.

We celebrated the 40th Birthday of Warringah Aquatic Centre on 3 November with a family fun day of activities. Plus the 3D Poolside Exhibition was officially opened in the outdoor garden, showcasing contemporary sculpture works of 17 emerging and established artists.

Memorial services for Remembrance Day were held at Manly War Memorial and Manly Dam in November. Manly local school children were involved with the services as wreath layers and speakers, as we acknowledged the service and dedication of those who paid the ultimate sacrifice in times of armed conflict.

The Picnic in the Park children's community event was held on 1 December at Frenchs Forest to celebrate the opening of Lionel Watts Reserve. In addition to a circus stage show, roving entertainment and circus themed activities, there were also skateboarding activities to make use of the new skate park.

We kicked off Christmas celebrations with the Christmas Choral Concert at Manly Oval on 5 December. Over 9,000 people enjoyed a concert featuring the Northern Beaches Orchestra, Community Choir plus local emerging vocalists as well as talented singers such as Jack Vidgen, Prinnie Stevens and Jay Laga'aia. At Dee Why, the Christmas By the Beach event was held on 13 December and saw 3,000 local families come down to James Meehan Reserve to enjoy a children's Christmas stage show as well as free Santa photos and carols.

Due to the challenging weather conditions around the state this year, New Year's Eve events at Bayview and Dee Why were cancelled. However good crowds of over 10,000 people still turned out at Manly Cove to watch the annual 9pm fireworks display presented by local businesses with support from Council.

Three citizenship ceremonies were held during the quarter, with more than 340 people becoming Australian citizens in a celebratory atmosphere hosted by Council.

Engaging our community

In total, 49 projects were actively engaged on during the quarter.

Key projects included:

- Planning Our Sustainable Future - Towards 2040 (draft)
- Environment and Climate Change Strategy (draft)
- Northern Beaches Parking Permit Scheme Framework (draft)
- Community Gardens Policy (draft)
- Castle Tribe Inc. Proposed Trial (McCarrs Creek Reserve)

Council received over 30,000 unique visitors to the Your Say website with project pages visited over 43,000 times.

We received 3,130 unique pieces of online feedback through project pages including 2,879 online completed submissions/comment forms. In addition, 2,034 survey were completed across 6 surveys.

Twenty four face to face sessions were held with 580 people during the quarter.

Performance measures – Economic Development, Events, Engagement	Target	September quarter	December quarter
High impact projects with a Community Engagement Plan	100%	100%	100%
Satisfaction with Council's key community events	80%	87%	86%
Satisfaction with Council's business events	80%	* N/A	96%

Results Key: ■ Achieved ■ Approaching - within 5% of target ■ Behind - more than 5% off target

Notes on results:

* No business events were scheduled in Quarter 1.

OPERATIONAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Progressing on schedule



Develop Place Activation Strategies for key centres

A Christmas activation program was delivered across the LGA including programs run at Forestville Shopping Centre and Freshwater Village.

Activation planning has been completed for town and village centres including centre assessments.



Prepare an Economic Development Plan

The Employment Study findings are complete and are being reviewed by internal stakeholders.



Implement the Events Strategy

Council continues to implement the Events Strategy. We are aligning the events we deliver to these goals as well as working with the community to complement the current portfolio with other event on the Northern Beaches.



Revise the Community Engagement Framework to address inclusion and new planning requirements

The Community Participation Plan (CPP), adopted by Council in November, has been provided to the Department of Planning, Industry and Environment.



Develop guidelines to ensure Council's media platforms, forms, documents and web content are accessible

Work has continued to investigate appropriately qualified external agencies who can support the delivery of this initiative.

Behind schedule



Develop accessibility maps for all major town and village centres

This project is behind schedule due to conflicting priorities however is expected to be completed by the end of financial year.

CAPITAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Progressing on schedule



Town and Village Centre Activations



Dee Why Town Centre – design

Design for St Davids Park has been ongoing this quarter and is nearing completion. Construction work at St Davids Park are scheduled for mid 2020.



Dee Why Town Centre - construction phase 1

Overall works on Dee Why Town Centre are on target. The paving on the east side of Pittwater Road is complete. Minor upgrade works are in progress on Triangle Park South.



Manly laneways new works

The Market Lane redevelopment which includes the removal of the fire stairs from Manly Library and all associated works has been deferred waiting for the Manly Place Plan to be finalised so Council can align future works with the new place plan.

FINANCIALS

ECONOMIC DEVELOPMENT, EVENTS AND ENGAGEMENT SERVICES

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	4,778,135	4,778,135	0	9,572,974	9,572,974	9,572,974
User Charges & Fees	11,671	11,445	227	22,893	22,893	22,893
Investment Fees and Revenues	0	0	0	0	0	0
Other Revenues	366,222	394,012	(27,789)	1,081,136	1,081,136	1,186,136
Grants and Contributions - Operating Purposes	0	0	0	0	0	0
Grants and Contributions - Capital Purposes	0	0	0	0	0	0
Gains on disposal of Assets	0	0	0	0	0	0
Total Income From Continuing Operations	5,156,029	5,183,591	(27,563)	10,677,003	10,677,003	10,782,003
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(2,684,812)	(2,617,209)	(67,603)	(5,089,318)	(5,214,317)	(5,214,317)
Borrowing Costs	0	0	0	0	0	0
Materials and Contracts	(1,551,585)	(1,659,391)	107,805	(3,533,163)	(3,466,102)	(3,777,176)
Depreciation and Amortisation	(35,923)	(35,923)	0	(71,846)	(71,846)	(71,846)
Other Expenses	(300,889)	(419,724)	118,835	(872,197)	(872,197)	(872,197)
Internal Charges	(137,292)	(134,881)	(2,411)	(339,493)	(339,493)	(339,493)
Overhead Allocation	(594,344)	(594,344)	0	(1,188,688)	(1,188,688)	(1,188,688)
Total Expenses From Continuing Operations	(5,304,845)	(5,461,471)	156,626	(11,094,705)	(11,152,643)	(11,463,717)
Surplus / (Deficit) from Continuing Operations	(148,816)	(277,879)	129,063	(417,701)	(475,640)	(681,714)

Commentary – Year to Date Actuals and Annual Forecast

The Total Deficit from Continuing Operations of \$148,816 is \$129,063 lower than forecast at the end of December primarily as a result of lower than forecast expenditure during the quarter relating to lower than expected expenses with regards to the Visitor Information Centre, Christmas events and town centre decorations, and a delay in the commencement of two key tourism projects.

Total Income from Continuing Operations of \$5,156,029 is lower than forecast by \$27,563. The variance relates in part to lower than anticipated income from sales at the Visitor Information Centre (VIC) with retail sales being down throughout the entire industry.

Total Expenses from Continuing Operations of \$5,304,845 is lower than forecast by \$156,626. Employee costs were higher than forecast primarily as vacancy rates are low. Materials and Contracts were \$107,805 lower than forecast due in part to lower than anticipated costs for Christmas decorations, timing of the commencement of two tourism projects and lower than anticipated expenses at the Visitor Information Centre (as a number of services are now provided in-house as the service is back under Council management). Other Expenses are also lower than forecast by \$118,835, in part due to lower than anticipated Event Grants and Sponsorship program funds awarded.

For the full financial year, the Deficit from Continuing Operations is forecast to increase to \$681,714, with forecast changes for expenditure offset by income raised for the Sun Run event and a transfer of New Council Implementation funding from the Corporate Support Service for the new intranet project.

Property and Facilities

HIGHLIGHTS

Manly Andrew Boy Charlton Aquatic Centre (MABC)

MABC had 171,302 attendances for the quarter, the highest number of visits for the second quarter since its opening in August 2016. The swim school and the fitness centre continue to receive strong community support with 1,480 children enrolled in the weekly swim program, 945 enrolled within the squads program and over 1,460 active fitness members.

Warringah Aquatic Centre

The Centre finished the quarter with 73,152 attendances, 10% higher than the same period last year. The facility celebrated its 40th birthday and the commencement of "Sculptures by the Pool" with a free family fun day which was well supported by the community. The 'Splash pad' and pool inflatable continued to attract families particularly on the weekends.

The swim school is maintaining a steady 800 enrolments this quarter. Council commenced direct management of the kiosk from late September, and this is producing a steady income stream.

Celebrating completion at South Narrabeen Surf Life Saving Club

In November South Narrabeen SLSC celebrated the finalisation of a number of refurbishments to the club, including increasing and improving the layout of the car park, replacement of fences, installation of an lift for accessibility and repainting and signing of the entire building. These changes have had a major impact to the visibility and usability of the club for members and the public.

Storm response and fire preparedness

Significant resources were applied to the response to the storm that hit the Northern Beaches on 25 November 2019. We were involved in repairing damage and handling disruption caused to buildings, parks, and infrastructure. Restoring services safely to the community was of primary concern through this period and Council staff worked with other agencies to ensure the best response possible for our affected community.

Additionally, in preparation for Catastrophic Risk Rating fire conditions forecast for 13 November, Council staff worked with other State Agencies to prepare for potential fire impacts, including the creation and activation of two large animal evacuation centres and keeping our libraries open for extended hours.

Performance measures – Property and Facilities	Target	September quarter	December quarter
Availability of Council buildings for use by the community	100%	* 99.4%	* 99.4%
Total visitation to swim centres (Manly and Warringah Aquatic Centres)	Q1 > 167,000 Q2 > 215,000	194,506	244,454

Results Key: ■ Achieved ■ Approaching - within 5% of target ■ Behind - more than 5% off target

Notes on results:

- * Three buildings out of 536 are currently unavailable due to planned revitalisation.

OPERATIONAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Progressing on schedule



Beach building works program - including the Narrabeen Swimming Club and SLSCs at Mona Vale, Long Reef and Manly

Work at North Narrabeen Rockpool is now complete. A development application modification for the Mona Vale Surf club project was approved in November. Designs for Long Reef Surf Club are being finalised prior to being submitted and additional funding is being sought for Manly Surf club.



Community building works program

Warriewood Valley Community Centre planning is progressing with construction scheduled for next financial year.

Plans are underway for upgrades to the kitchen at Manly Seniors Centre.

The complete refurbishment and renewal of the Bilarong Scout Hall, North Narrabeen, is proceeding to plan and should be completed by April 2020.



Review and implement the Buildings Asset Management Plan, which advises Council's Capital Expenditure program

The draft Asset Management Plan has been prepared with the intent to have a final complete version by April 2020.



Implement priority accessibility improvements to Property assets

A range of accessibility improvements are underway to key Council facilities, including:

- accessibility improvements including the provision of a lift at Queenscliff SLSC
- the new public amenities planned for East Esplanade, Manly, will include accessible and ambulant facilities
- the new public amenities planned for Jacka Park, Freshwater, will include accessible and ambulant facilities

The new public amenities installed at Lionel Watts Oval in the new playground include a facility that meets "Changing Places" standards and an additional accessible facility.

A new lift was recently installed at South Narrabeen SLSC.



Work with Department of Education on future recreation needs for Warringah Aquatic Centre and associated reserves

Sporting group re-locations continue to be discussed with affected stakeholders and State government departments. This work remains ongoing. It is anticipated that the Aquatic Reserve Masterplan will be exhibited concurrently with the Government's Frenchs Forest Precinct Plan.

Behind schedule



Deliver a new Creative Arts Space

Work on the Mona Vale Creative Arts Space is behind schedule to ensure that the project takes place in conjunction with other projects planned for the building and surrounding precinct. The development application for the Avalon Creative Space Project has been lodged.



Crown Land Transfer Program - Review, consolidate and transfer suitable lands to Council

This project is on hold whilst Crown Lands conducts an independent external review which is scheduled for completion in the first quarter of 2020.



Currawong Cottages and surrounds - refurbishment and modernisation

Tenders have been awarded for building and restoration works to the games room, three holiday cottages, pathway and retaining wall. Development consent has been received for proposed refurbishments to the remaining six cabins.

Landscaping and building works will commence in February 2020 and carry on until November 2020.

Commencement of the building works has been delayed until after the summer holiday period. The site will be closed to bookings for the duration of the works which will carry on throughout the quieter winter months.

CAPITAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Completed



Public amenities improvements



North Narrabeen rockpool amenities works

Building work has been completed for the upgrades to be rockpool amenities comprising male, female, accessible and family change facilities, along with improved swim club areas.

Aquatic centre improvements



Manly Aquatic Centre renewal works

Works completed on capital upgrades to plant and equipment at pool.

Civic building and compliance works



Sydney Lakeside Holiday Park renewal works

Cabin refurbishment and the southern amenities external refurbishment works have been completed.

Rural Fire Service program



Rural fire service building works program

Upgrades to the access road and car park at Coal and Candle have been completed.

Progressing on schedule



Aquatic centre improvements



Warringah Aquatic Centre renewal works

Ongoing replacement of plant and equipment for the building has continued.

The design has been completed for construction of an on-deck office and planning is in progress for alterations to the entrance foyer.

Cemetery works



Cemetery works program

The new garden has been completed and new memorial stones installed. Some minor work is to be completed and there will be a maintenance program to ensure that the new garden becomes well established.

Civic building and compliance works



Elanora Heights Scouts Group Hall renewals

Works are progressing well with the remediation works to the building to address the termite damage.



Operational buildings works program

Progress with office accommodation works, air conditioning upgrades at various locations and roof repairs at Dee Why Civic Centre is progressing to plan.



Sport buildings works program

Additional works at Melwood Oval Amenities are underway.

The quote for Rheub Hudson Oval Amenities has been accepted and work commenced in December 2019.

The tender for the work at LM Graham Reserve Sports Amenities extension has been approved by Council and work will commence in February 2020.



Wyatt Avenue, Belrose futsal centre new works

Planning and stakeholder engagement has begun on the development of the proposed Recreation Centre at Wyatt Avenue, Belrose. It is anticipated that broader community engagement will commence in mid 2020.



Beach buildings works program

Internal and external works to the Dee Why swim club sections of the building have been completed.

Minor rectification works will proceed to public toilets near the pool following the summer holiday period.



Disability access compliance works (DDA)

Work will be undertaken at Queenscliff SLSC building to improve the accessible amenities to bring them in line with the latest version of the access standards.



Building Code of Australia compliance works (BCA)

Funds will be used initially at Glen Street Theatre to address some upgrades to meet the latest version of the Building Code.



Pittwater Golf Driving Range renewal works

Replacement of the Pirates party deck is completed, orders have been placed for replacement of three nets on the driving range and onsite stormwater works have been completed.

Planning is underway for improvements to the "Caves" Putt Putt Course.



Raglan Street, Manly building upgrade

The Development Application has been approved for the proposed use and fit out of the lower ground floor of the Soldiers Memorial Hall, Manly as a Community Facility.

The tender has been released for the building upgrade and fit out works package and additional funding is being sought from external sources.

Public Amenities improvements



Public amenities works program

The works to the Coastal Environment Centre are now complete.

Designs for Dee Why Beach amenities are finalised with tenders to be advertised in early 2020.

The request for quotations for Jacka Park amenities has closed and submissions are being assessed with works to commence in early 2020.

The tender for East Esplanade Reserve has closed and works will commence in March/ April 2020.

Draft designs for Dee Why Beach Amenities and Bilarong Reserve Amenities upgrades have been prepared



Palm Beach Pavilion renewal works

The majority of the work on this project has been completed with the most evident work being the reinstatement of the awning to the ocean side.



Balgowlah Oval amenities

The project is on track with expected completion in February / March 2020.



Nolan Reserve sports amenities works

Site works are ongoing for this project and works are expected to be completed early 2020, weather permitting.

Rural Fire Service program



Duffys Forest Rural Fire Station new works

Council is currently working with the Duffy's Forest Brigade and the appointed architect to finalise the design for DA lodgement in early 2020.

Behind schedule



Rural Fire Service program



Terrey Hills Emergency Services Headquarters - design works

The project is currently on hold until Council receives funding commitments from the relevant organisations.

Civic building and compliance works



Currawong Cottages - new cottages, games room and amenities

Tender awarded by Council for building and restoration works to the games room, three holiday cottages, pathway and retaining wall. Development consent received for proposed refurbishments to the remaining six cabins.

Landscaping and building works will commence in February 2020.

Commencement of the building works has been delayed until after the summer holiday period. The site will be closed to bookings for the duration of the works which will carry on throughout the quieter winter months.

FINANCIALS

PROPERTY AND FACILITIES SERVICES

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	8,210,181	8,210,181	0	11,554,131	11,554,131	11,554,131
User Charges & Fees	8,711,196	8,050,300	660,895	15,686,500	16,221,419	16,627,919
Investment Fees and Revenues	0	0	0	0	0	0
Other Revenues	6,688,214	5,943,314	744,900	12,412,144	12,279,824	12,541,495
Grants and Contributions - Operating Purposes	0	0	0	0	0	0
Grants and Contributions - Capital Purposes	905,154	373,048	532,106	4,069,330	4,132,910	2,560,780
Gains on disposal of Assets	(124,360)	0	(124,360)	0	0	0
Total Income From Continuing Operations	24,390,384	22,576,842	1,813,542	43,722,105	44,188,285	43,284,325
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(5,719,202)	(5,559,403)	(159,798)	(10,906,004)	(11,078,139)	(11,153,139)
Borrowing Costs	0	0	0	0	0	0
Materials and Contracts	(7,284,423)	(6,987,341)	(297,082)	(13,094,147)	(13,182,722)	(13,179,722)
Depreciation and Amortisation	(3,393,455)	(3,286,009)	(107,446)	(6,460,381)	(6,630,512)	(6,630,512)
Other Expenses	(3,324,827)	(3,878,822)	553,995	(7,675,121)	(7,723,246)	(7,758,745)
Internal Charges	(524,227)	(531,995)	7,767	(920,250)	(1,050,250)	(1,050,250)
Overhead Allocation	(2,333,102)	(2,333,102)	0	(4,666,203)	(4,666,203)	(4,666,203)
Total Expenses From Continuing Operations	(22,579,236)	(22,576,672)	2,564	(43,722,105)	(44,331,071)	(44,438,571)
Surplus / (Deficit) from Continuing Operations	1,811,148	170	1,810,978	0	(142,786)	(1,154,246)

Commentary – Year to Date Actuals and Annual Forecast

The Total Surplus from Continuing Operations of \$1,811,148 is higher than forecast at the end of December primarily due to phasing of capital grants, greater than forecast lease income and outgoings recoveries received, greater than anticipated revenues from Learn to Swim and Fitness Centre patronage at the Manly Andrew Boy Charlton Aquatic Centre (MABC) as well as the delayed timing of management fees from third party managed Council businesses.

Total Income from Continuing Operations of \$24,390,384 is greater than forecast by \$1,813,542. This result is due to a number of factors including the positive position against phasing of incomes relating to capital grants. The forecast for Grants and Contributions - Capital Purposes for the full year, however, has been forecast to reduce \$1,572,130 due to the timing of the renewing of the Currawong Cottages and the proposed new Duffy's Forest RFS building. The greater than forecast User Charges & Fees are the result of greater than anticipated incomes relating to the Mona Vale Cemetery, higher than anticipated Learn to Swim and Fitness Centre patronage at the Manly Andrew Boy Charlton Aquatic Centre (MABC). The greater than forecast Other Revenue are due to increased outgoings received for Council leases as well as increased forecast lease revenue for the Kimbriki site. There has also been a one-off accounting loss accounted for in the second quarter relating to the demolition of an administration building in Cromer depot. The year-end position has been reforecast to reflect these changes.

Total Expenses from Continuing Operations of \$22,579,236 are trending to forecast position. Employee Benefits & Oncosts are \$159,798 higher than forecast primarily due to the Aquatic Centres higher than budgeted casual staff costs in response to the increase in customers noted above, with the budget reforecast to reflect this increase. Materials and Contracts are currently trending near to budget being only slightly greater than forecast by \$297,082 due to the timing of maintenance works. Other Expenses are \$553,995 lower than forecast due to the timing of receipt of utilities invoices as well as the delayed timing of receipt of management fees from third party managed Council businesses.

For the full financial year, the Deficit from Continuing Operations is forecast to increase to \$1,154,246 as a result of the changes noted above.

Governance and Assurance Services

HIGHLIGHTS

A strong community voice

Over 70 people are members of our six Strategic Reference Groups (SRGs), either as interested residents, a business, a non-government organisation or as a Government representative. They meet regularly to contribute to Council's functions at a strategic level, with feedback on the community's needs, as well as Council initiatives and plans.

Each SRG has several Councillors as members, to ensure they hear this community voice first hand. During the quarter, the SRGs engaged on:

Improving our planning and transport frameworks

- Draft Local Strategic Planning Statement - Towards 2040
- Shared Mobility Policy
- Parking Plan development
- Transport Strategy
- Northern Beaches Bike Plan
- Northern Beaches Walking Plan

Sustaining our environment and open space

- Draft Environment and Climate Change Strategy 2040
- Waste management
- Draft Protection of Waterways and Riparian Land Policy

Supporting our community and culture

- Australia Day Awards
- Community Arts and Culture Grants Program
- Draft Arts and Creativity Strategy and draft Cultural Policy
- Draft Community Centre Strategy and draft Community Centre Policy
- Community Safety Plan
- Community engagement
- Northern Beaches Open Space Strategy

Stimulating our economy

- Destination Management Plan
- Smart Beaches
- Leases and licences register

Strengthened governance and assurance measures

In December, a new Fraud and Corruption Control Policy and Plan were enacted to strengthen Council's fraud and corruption control environment. The reviewed policy and plan enhance council's fraud and corruption risk management practices, and outline how Council prevents, detects and responds to concerns about fraud and corruption.

Sound risk management

Following Council's adoption of a risk appetite statement in September 2019, and the review of Council's related risk assessment tables, our Enterprise Risk and Opportunity Framework and Assessment Guidelines have been updated. An improved system for risk assessment has been implemented over the quarter with training rolled out to relevant staff managing risk registers. A review of Council's strategic, operational and functional risk registers is now underway to coincide with the roll-out and improved functionality of the risk management system and to ensure its ongoing currency and relevance.

Professional development of Councillors

Our Councillors receive ongoing opportunities for professional development, to build their capacity for performing their role. Councillors have engaged in the following professional development initiatives over the quarter:

- Professional development and skills training courses:
 - Doing Business with Council – Dee Why - 17 October 2019
 - Get The Night Right – Night Time Economies Masterclass – Sydney – 18 November 2019
 - Cyber Security Awareness Training – Dee Why – 10 December 2019
- Three council meetings and six councillor briefings on significant community issues, operational and governance matters
- Conferences and forums, with a strong focus on social issues:
 - Women Leading Change – Networking Event – Sydney – 2 October 2019
 - Australasian Society of Association Executives – Not-for-Profit Governance Forum – Sydney – 11 October 2019
 - Local Government NSW Annual Conference – Sydney – 14-16 October 2019
 - International Cities, Town Centres & Communities Conference (ICTC) Townsville – 23-25 October 2019
 - Community Care Northern Beaches – Community Project Screening on Terminal Illness – Frenchs Forest – 20 October 2019
 - Religious and Cultural Leaders – Mental Health Forum – Dee Why – 22 October 2019
 - LG Professionals - Communities In Action – Sydney - 31 October 2019
 - International Day for the Elimination of Violence Against Women – Parliament House – 21 November 2019
 - Northern Beaches Says No To Domestic Violence Walk – Manly – 22 November 2019
 - Big Ideas Forum: The Ageing Revolution – Belrose – 22 November 2019
- Committee meetings and workshops with:
 - Community Safety Committee
 - Flood Committee
 - Little Penguin Program Meeting
 - Northern Beaches Youth Advisory Group
 - Newport Combined Community and Business Workshop
 - Manly Warringah War Memorial State Park Advisory Committee
 - Avalon Community Reference Group

- Computer Pals
- Rotary Clubs
- Community Northern Beaches
- Zonta Club of Northern Beaches
- Link Community Care
- Public Art Working Group
- Community SLSC, RSL, Leagues and other sporting clubs
- Northern Beaches Community Housing Advocates
- Currawong State Park Advisory Committee
- Remembrance Day Events throughout Northern Beaches on 11 November 2019
- Attended various school end of year events throughout the community
- Royal Far West's Centre For Country Kids
- Northern Beaches Country Music Club
- Links to Learning
- Avalon Preservation Association
- Palm Beach & Whale Beach Association
- Northern Beaches Domestic Violence Network
- Manly Art Gallery & Museum and The Creative Space, Curl Curl
- Aboriginal Support Group
- Meals on Wheels
- Manly Ward Residents Group

Councillors also attended community-driven events, with opportunities to learn and share information with the community, businesses, and other organisations

- Practical Steps for Dealing with Disruption – Manly – 1 October 2019
- Community Meetup – Digital Marketing – Seaforth – 2 October 2019
- Future Map & Business Entrepreneurs Program – Dee Why – 21 November 2019
- Tax Essentials For Small Business (ATO) – Manly – 3 December 2019

Councillors receive newsletters, updates and information from Council and other peak industry or oversight bodies in relation to community matters, latest sector developments, industry changes and new initiatives. Councillors also engage in peer-to-peer learning to share information, outcomes and understanding gained from the conferences and seminars they have attended.

Performance measures – Governance and Assurance	Target	September quarter	December quarter
Council meeting minutes finalised and published within 3 working days of meetings	95%	100%	100%
Council's compliance with Governance Framework to meet Governance statutory requirements	100%	100%	100%

Results Key: ■ Achieved ■ Approaching - within 5% of target ■ Behind - more than 5% off target

OPERATIONAL PROJECTS

Key: ✓ Complete 🔄 Progressing ! Behind Schedule

Progressing on schedule 🔄



Deliver the Internal Audit program in line with the Internal Audit Strategic Plan

Internal audits undertaken in accordance with the Internal Audit Annual Plan 2019-20.

We undertake ongoing monitoring and reporting on the implementation of internal audit recommendations.

Progress on our internal audit program and implementation of internal audit recommendations was reported and assessed at the Audit Risk and Improvement Committee (ARIC) meeting held on 10 December 2019.



Conduct training and testing for business continuity management

A business continuity workshop was conducted on 28 June 2019. The next training and testing exercise will be conducted in 2020.



Support the professional development of Councillors

Councillor professional development continues with councillors attending conferences, various training courses, sharing knowledge through peer to peer interactions, and attending councillor briefings and special interest briefings.



Support the Local Government election

Work has commenced on preparing for the next Council election with an initial meeting held between staff and the induction program advisor.



Facilitate Code of Conduct training and awareness for Councillors and staff

Our new starter induction program has a Code of Conduct module.

The ongoing reporting on Code of Conduct training compliance for all staff is facilitated through Learning and Development reporting, with monitoring and compliance driven at the Business Unit level.

**Deliver initiatives identified in the Integrity and Complaints three-year strategic plan**

Following recent organisational changes, the Strategy is under review.

**Establish a complaints reporting framework for feedback to Council and the Audit, Risk and Improvement Committee**

The complaints reporting framework was presented to the Audit Risk and Improvement Committee (ARIC) at the 10 December 2019 meeting and endorsed for ongoing reporting.

Code of Conduct complaint statistics were reported to Council on 17 December 2019 and to the Office of Local Government on 19 December 2019.

**Establish online customer information including FAQs relating to complaints handling**

Phase 2 of system development scheduled for January to June 2020.

FINANCIALS

GOVERNANCE & RISK SERVICES

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	6,007,946	6,007,946	0	12,062,585	12,062,585	12,062,585
User Charges & Fees	0	0	0	0	0	0
Investment Fees and Revenues	0	0	0	0	0	0
Other Revenues	90,702	0	90,702	0	0	0
Grants and Contributions - Operating Purposes	0	0	0	0	0	0
Grants and Contributions - Capital Purposes	0	0	0	0	0	0
Gains on disposal of Assets	0	0	0	0	0	0
Total Income From Continuing Operations	6,098,648	6,007,946	90,702	12,062,585	12,062,585	12,062,585
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(1,608,184)	(1,728,516)	120,332	(3,457,032)	(3,457,032)	(3,457,032)
Borrowing Costs	0	0	0	0	0	0
Materials and Contracts	(2,410,236)	(1,961,219)	(449,017)	(4,017,430)	(4,018,180)	(4,081,180)
Depreciation and Amortisation	(23,543)	(23,543)	0	(47,085)	(47,085)	(47,085)
Other Expenses	(1,352,686)	(1,654,449)	301,763	(3,320,383)	(3,319,633)	(3,319,633)
Internal Charges	(10,372)	(13,057)	2,685	(101,114)	(26,114)	(26,114)
Overhead Allocation	(559,770)	(559,770)	0	(1,119,541)	(1,119,541)	(1,119,541)
Total Expenses From Continuing Operations	(5,964,791)	(5,940,554)	(24,237)	(12,062,585)	(11,987,585)	(12,050,585)
Surplus / (Deficit) from Continuing Operations	133,857	67,392	66,465	0	75,000	12,000

Commentary – Year to Date Actuals and Annual Forecast

The Total Surplus from Continuing Operations of \$133,857 is higher than forecast at the end of December primarily as a result of higher than forecast income offsetting higher than forecast expenditure.

Total Income from Continuing Operations of \$6,098,648 is higher than forecast by \$90,702. This is due to the recovery of legal costs incurred in the course of operations.

Total Expenses from Continuing Operations of \$5,964,791 is higher than forecast by \$24,237. This is principally the result of higher than anticipated Materials and Contracts of \$449,017 due to legal services expenditure offset by lower Employee Benefits and Oncosts and lower Other Expenses principally related to insurance premiums and anticipated claims on Council as well as the timing of Councillor expenditure claims.

The Surplus from Continuing Operations for the full financial year is forecast to reduce by \$63,000 to \$12,000 due to increased Contract Services expenditure associated with the Internal Audit and Complaints Resolution business unit.

Customer Service

HIGHLIGHTS

Easier applications to speak at Council meetings

We've made improvements to our online application form to make it easier for people to come and address Council. Improvements in the back end of the online interface have reduced administration time to process applications.

Moving to a customer experience mindset

We've started work on a thorough assessment and refresh of our current 2017-2023 Customer Experience Strategy. To ensure the 2020-2023 refreshed customer experience approach is aligned to the high and ever-evolving expectations of our community, the assessment will include community consultation before it is adopted by Council in 2020.

Unified Communications Systems becomes operational

The new phone system has commenced operating in our Call Centre. Our Customer Service team now has greater functionality and the ability to more efficiently manage customer interactions due to greater integration with Council's core systems.

Paperless development application lodgement

We have trialled new procedures for DA lodgement where documentation is received electronically, which eliminates the need for scanning and transporting documents between locations. This is a more streamlined process and means that documents are with the Planning Team instantaneously, regardless of where the DA has been lodged.

Performance measures – Customer Service	Target	September quarter	December quarter
Calls answered within 30 seconds	80%	* 77%	*** 68%
Customer satisfaction with service calls	80%	93%	91%
Customer satisfaction with online requests	80%	**	**
Customer requests conducted online	> 18%	25%	37%

Results Key: ■ Achieved ■ Approaching - within 5% of target ■ Behind - more than 5% off target

Notes on results:

- * We have not met the target due to increased numbers of calls this quarter, as well as complex calls on significant projects such as the new waste contract.
- ** This indicator is unable to be measured at this time as an easy to use mechanism for feedback is yet to be developed.
- *** Target not met, due to continuing higher than average call volumes, due to the new waste contract. The dedicated waste enquiries number was de-activated in September so all waste calls are now answered by Customer Service.

Workload measures – Customer Service	September quarter	December quarter
No. calls to Customer Service 1300 434 434	53,598	51,491

OPERATIONAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Completed

Investigate provision of a concierge and customer queuing system at front counters

Council undertook this investigation with a view to implementing these systems at all four customer service branches. The project found that introducing this type of system is not currently feasible.

Progressing on schedule

Build a customer-centric culture with a focus on customer experience and the Measures of Success program

Work on data collection for the review of our Customer Experience Strategy has continued this quarter.

Improve and review the customer portal to enhance customer experience and accessibility

The call centre PureCloud integration has been successfully implemented.

Further enhancements to existing forms to be scheduled.

Integrate the telephony system within the customer relationship management system

This project, which will result in integration of our telephone and customer relationship management systems, is on target for implementation in early 2020.

Develop and implement a consistent feedback approach across all customer contact channels

We have completed a survey audit to inform our customer experience strategy review. We are using the results of our research to develop an action plan that will be reported to Council in March 2020.

FINANCIALS

CUSTOMER SERVICE

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	1,151,973	1,151,973	0	2,307,515	2,307,515	2,307,515
User Charges & Fees	788,594	618,757	169,837	1,238,007	1,238,007	1,238,007
Investment Fees and Revenues	0	0	0	0	0	0
Other Revenues	0	0	0	0	0	0
Grants and Contributions - Operating Purposes	0	0	0	0	0	0
Grants and Contributions - Capital Purposes	0	0	0	0	0	0
Gains on disposal of Assets	0	0	0	0	0	0
Total Income From Continuing Operations	1,940,567	1,770,730	169,837	3,545,523	3,545,523	3,545,523
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(1,725,751)	(1,685,298)	(40,453)	(3,370,595)	(3,370,595)	(3,370,595)
Borrowing Costs	0	0	0	0	0	0
Materials and Contracts	(83,859)	(74,689)	(9,170)	(152,917)	(152,917)	(152,917)
Depreciation and Amortisation	(32,593)	(32,593)	0	(65,186)	(65,186)	(65,186)
Other Expenses	(29,556)	(41,017)	11,461	(82,557)	(82,557)	(82,557)
Internal Charges	332,375	331,802	573	663,604	663,604	663,604
Overhead Allocation	(268,935)	(268,935)	0	(537,871)	(537,871)	(537,871)
Total Expenses From Continuing Operations	(1,808,319)	(1,770,730)	(37,589)	(3,545,523)	(3,545,523)	(3,545,523)
Surplus / (Deficit) from Continuing Operations	132,248	0	132,248	0	0	0

Commentary – Year to Date Actuals and Annual Forecast

Total Income from Continuing Operations of \$1,940,567 is higher than forecast by \$169,837 primarily due to an increase in the sale of parking permits in advance of planned changes in precinct parking schemes.

Total Expenses from Continuing Operations of \$1,808,319 is higher than forecast by \$37,589. Employee Benefits & Oncosts are higher than forecast by \$40,453 due to increased use of casual staff in line with work volumes. Materials and Contracts are \$9,170 higher than forecast because of the increased cost associated with agency staff.

As a result, the total deficit from Continuing Operations in December 2019 is \$132,248 with no changes in budget forecast sought at this time.

Corporate Support Services

HIGHLIGHTS

Vigorous accounting standards recognised

The Audit Office of NSW audits the annual financial statements of councils in NSW. Feedback on the 2018/19 Financial Statements was positive with the Audit Office stating that Council's reporting for the year was of exceptional quality. The report by the Audit Office was also presented to Council's Audit, Risk and Improvement Committee which comprises Councillors, an Independent Chair and two other independent members. The Chair further commended Council on preparedness for the new accounting standards noting that it was ahead of most Councils.

Over \$1 million in grants

Each year Council prioritises the delivery of projects and infrastructure to meet the needs of the Northern Beaches community. Grants are an important source of additional income for bringing forward and completing important community projects. Ten applications were successful this quarter with over a \$1 million in funding. This will see works to improve Shelly Beach change rooms, Elanora Scout Hall, amenities at Clontarf Reserve as well as weed management at Curl Curl Lagoon and Middle Creek.

Delivering our annual report

Our 2018/19 Annual Report was tabled at the Council meeting in November. It shows progress against the Operational Plan 2018/19 with \$102.5 million of capital projects delivered, 85% of operational projects completed or on schedule and 85% of performance measures achieved. The report highlights achievements across the year and areas we are working on to improve into 2019/20. The Report was lodged with the Office of Local Government by 30 November.

Embracing Business Excellence

We are committed to striving for continuous improvement and we are using the Australian Business Excellence Framework (ABEF) to build a culture of continuous improvement across Council.

We are looking holistically across the organisation and implementing improvement actions that enhance outcomes for our community. Our Business Excellence Strategy and four associated Business Excellence Programs are collectively referred to as the IGNITE Program – Inspiring Great New Ideas Towards Excellence.

The IGNITE Programs include the Leading and Learning Program to raise awareness and understanding of continuous improvement across all levels of the organisation. The Facilitation Program to encourage and enable all staff to become actively involved in continuous improvement. The Measure Program to formally assess the Council under the Australian Business Excellence Framework and identify gaps and opportunities to focus the Leadership Teams on strategic improvements. The Shaping Program to continue to support the organisations with its Business Process Management and the delivery of ongoing significant improvement projects.

We have consulted with a number of other Councils and formed a network of participants who are at various stages of their Business Excellence journeys. This important network has provided valuable insights and learnings that we have used to develop our Business Excellence approach.

Engaging our employees

In October 2019, a full Employee Engagement Survey was undertaken across the organisation. The survey was conducted by Voice Project over a three week period with 85% of employees participating.

Results have shown that the majority of people working at Council feel positive and satisfied about our work. Our areas for improvement across the organisation focus on Leadership, Career Opportunities, Processes and Vision.

Keeping everyone safe

A Work, Health Safety and Injury Management System has been developed and went live in December 2019. The comprehensive system ensures that hazards are identified, and risks are effectively controlled, monitored and reported.

A roll out of training on the new system and its implementation will help keep everyone safe.

Protecting employee health and welfare

We have introduced a comprehensive set of operational guidelines and procedures to guide implementation of Council's policy on alcohol and other drugs. The policy has been developed in consultation with staff and replaces guidelines of the three former Councils.

The purpose of the policy is to provide and maintain a supportive workplace environment that protects the health, safety and welfare of all workers and others in the workplace.

A third party organisation has been engaged to undertake the alcohol and drug testing, which will include post incident, random or on the basis of reasonable concern. In addition, they will manage the random selection process, provide a testing van for small and remote testing locations and they will assist us with face-to-face training.

A thorough staff education campaign will be carried out prior to the policy becoming fully operational. Training will be via both face-to-face and online mechanisms. The Policy will be live from early March with testing to commence post-March.

Making a Difference – service and recognition program

We value our staff teams and the way in which everyone contributes to making a difference for the Northern Beaches community. The Making a Difference service and recognition program was finalised in preparation for roll out in January 2020. The recognition part of the program has four tiers, designed to capture the good, great and exceptional, from the everyday 'thank you' up to the prestigious annual 'Shaping Our Future' award. The service part of the program recognises 10, 20, 30, and 40 year service milestones as well as acknowledging people's service upon retirement.

Cutting the red tape on staff recruitment

We've streamlined our procedures for hiring talent into our organisation to increase efficiencies and create a better experience for both our internal and external customers. The new online modules will provide managers with a visible way of meeting their recruitment and on-boarding needs and will give them the opportunity to track progress at every stage. The new modules will result in the elimination of hard copy forms. The issue of contracts of employment and the collation of new employee information will be managed online.

Performance measures – Corporate Support	Target	September quarter	December quarter
Correspondence replied to within 10 working days	90%	92%	92%
Operational projects on schedule or completed	80%	95%	90%
Capital projects on schedule or completed	80%	91%	85%
Quarterly, annual reports submitted to Council on time	100%	100%	100%

Results Key: ■ Achieved ■ Approaching - within 5% of target ■ Behind - more than 5% off target

OPERATIONAL PROJECTS

Key: ✓ Complete 🔄 Progressing ! Behind Schedule

Completed



Develop disability awareness education and training for all staff

The awareness e-learning modules have been communicated and launched to all staff.

Progressing on schedule



Develop a harmonised rates structure

We have undertaken initial modelling to develop a Rates Harmonisation Discussion Paper for internal use. Further development of the model will be carried out following the uploading and analysis of new land valuation data from the Valuer General.



Develop the Delivery Program, annual Operational Plan and Long Term Financial Plan

The development of Business Plans and Budgets for 2020/21 is underway.



Present Council's quarterly budget review statement, annual report and financial statements

The audited Financial Statements including the Auditor's Reports for 2018/19 were presented to the Council meeting in October.

The Annual Report 2018/19 and Quarterly Report for September 2019 were reported to the Council meeting on 26 November 2019.

The Annual Report was lodged with the Office of Local Government by 30 November 2019.



Deliver a program of service reviews

Northern Beaches Council has developed a Service Review Framework under which Council's Services can be systematically reviewed to ensure they are efficient and effective in delivering the required community outcomes.

During this quarter, a comprehensive service review of the Manly Visitors Information Service was completed and resulted in over 24 service improvement recommendations.



Develop strategic directions and plans based on Integrated Planning and Reporting framework

The Local Environmental Planning Statement and the Environment and Climate Change Strategy were exhibited during the quarter.



Implement the Workforce Plan

The Northern Beaches Workforce Plan was formally adopted by Council in June 2018 and initiatives in the plan are aligned to our People Plan 2017 - 2020.

We undertook an Employee Engagement Survey which received a response rate of 85% (excluding casuals).

Organisational results have been reviewed and action areas have been identified.



Implement the Digital Transformation Strategy

This is comprised of component projects which are in progress: developing an online booking system, and developing staff management systems.

CAPITAL PROJECTS

Key:  Complete  Progressing  Behind Schedule

Progressing on schedule



IT improvements



IT Infrastructure new works

Wifi was installed for the Rangers at the Warriewood office in October.



IT Software new works

Development has commenced on staff management systems, as well as continuing toward a new organisational booking system.

**IT Infrastructure replacements**

This project includes the replacements of CCTV, data centre related equipment, public and internal wifi and switches and routers.

During October the installation of storage for the production server environment in the Dee Why data centre was completed.

During December the replacement storage for the CCTV and smartbeaches project was delivered for installation in January 2020.

**Computers, laptops and mobile devices – replacement**

Project on track to purchase and deploy laptops and desktop in line with Council's replacement plan.

FINANCIALS

CORPORATE SUPPORT SERVICES

Income Statement – 1 July 2019 to 31 December 2019

	YTD Actual \$	YTD Forecast \$	YTD Variance \$	Annual Budget \$	Approved Forecast \$	Current Forecast \$
Income From Continuing Operations						
Rates and Annual Charges	94,406,109	93,698,907	707,202	26,226,328	26,226,328	26,896,328
User Charges & Fees	290,706	269,953	20,753	539,933	539,933	509,933
Investment Fees and Revenues	2,344,286	2,501,068	(156,783)	5,514,295	4,281,295	4,281,295
Other Revenues	757,066	763,243	(6,177)	325,642	1,159,069	1,108,621
Grants and Contributions - Operating Purposes	2,051,660	1,659,079	392,581	6,170,379	6,183,634	6,565,393
Grants and Contributions - Capital Purposes	3,263,351	3,689,833	(426,482)	8,300,000	6,919,500	7,200,066
Gains on disposal of Assets	0	0	0	0	0	0
Total Income From Continuing Operations	103,113,178	102,582,083	531,095	47,076,576	45,309,758	46,561,635
Expenses From Continuing Operations						
Employee Benefits & Oncosts	(12,600,748)	(12,264,139)	(336,609)	(24,428,001)	(24,584,994)	(24,584,996)
Borrowing Costs	(728,154)	(734,782)	6,628	(1,523,276)	(1,443,276)	(1,443,276)
Materials and Contracts	(1,077,150)	(1,376,948)	299,797	(2,982,866)	(3,703,835)	(3,205,556)
Depreciation and Amortisation	(1,448,673)	(1,182,117)	(266,556)	(2,364,865)	(2,364,865)	(2,364,865)
Other Expenses	(3,820,061)	(4,184,840)	364,780	(8,322,032)	(8,236,126)	(7,775,724)
Internal Charges	424,742	441,132	(16,389)	897,708	885,384	885,384
Overhead Allocation	12,224,471	12,224,471	0	26,135,653	24,448,941	24,448,941
Total Expenses From Continuing Operations	(7,025,574)	(7,077,224)	51,651	(12,587,679)	(14,998,771)	(14,040,092)
Surplus / (Deficit) from Continuing Operations	96,087,604	95,504,859	582,746	34,488,897	30,310,987	32,521,543

Commentary – Year to Date Actuals and Annual Forecast

The Total Surplus from Continuing Operations of \$96,087,604 is higher than forecast by \$582,746 at the end of December as a result of both higher than anticipated income and lower than forecast expenditure.

Total Income from Continuing Operations of \$103,113,178 is higher than forecast by \$531,095 for the following reasons:

- Rates are higher than forecast by \$707,202 as a result of additional rates assessments following the issue of supplementary valuations by the Valuer-General. The additional assessments principally related to the completion of residential development; and
- Grants and Contributions for Operating Purposes are higher than forecast by \$392,581 primarily as a result of the receipt of a Natural Disaster Payment relating to the June 2016 storm from NSW Public Works Advisory.

These items of higher income have been partially offset by lower than forecast income in the following areas:

- Investment Fees and Revenues are lower than forecast by \$156,783 at the end of the second quarter as a result of the continued impact on investment returns of lower interest rates coupled with a decline in margins reflecting a lower demand for funds from the banks; and

- Grants and Contributions for Capital Purposes are lower than forecast \$426,482 principally as a result of the timing of s7.11 Developer Contributions from the Warriewood Valley Plan.

Total Expenses from Continuing Operations of \$7,025,574 are lower than forecast by \$51,651 for the following reasons:

- Materials and Contracts were \$299,797 lower than forecast primarily due to the timing of contract expenditure for Human Resources and Strategy and Performance; and
- Other Expenses were \$364,780 lower than forecast principally relates to lower bank fees, property valuation fees and software licence renewals and the timing of the Local Government NSW membership fees.

These items of lower expenses have been partially offset by higher than forecast expenses in the following areas:

- Employee Benefits & Oncosts were higher than forecast by \$336,609, primarily as a result of redundancies following restructuring; and
- Depreciation and Amortisation is higher than forecast by \$266,556 principally due to the timing of the capitalisation of projects.

For the full financial year the Surplus from Continuing Operations is forecast to increase by \$2,210,556 to \$32,521,543.

Total Income from Continuing Operations is forecast to increase by \$1,251,877 primarily for the following reasons:

- Rates and Annual Charges are forecast to increase by \$670,000 as a result of additional rates assessments following the issue of supplementary valuations by the Valuer-General as noted above.
- Grants and Contributions for Operating Purposes are forecast to increase by \$381,759 primarily as a result of the receipt of a Natural Disaster Payment noted above.
- Grants and Contributions for Capital Purposes are forecast to increase by \$280,566 due to recent contributions to the former Manly s7.11 development contribution plan.

Total Expenses from Continuing Operations are forecast to decrease by \$958,679 for the following reasons:

- Materials and Contracts are forecast to decrease \$498,279 due the reallocation of budgeted New Council Implementation Fund operational expenditure to Capital Projects for the Local Government Area entry markers and works in relation to Council's Intranet and reduced costs related to debt recovery.
- Other Expenses are forecast to decrease by \$460,402, primarily due to lower bank fees, property valuation fees noted above, the transfer of the budget for Local Government NSW membership fees to Governance & Risk and the reallocation of budgeted operational expenditure to Capital Projects for Council's Unified Communications System.



MINUTES

PUBLIC ART WORKING GROUP

held in the Guringai Room, Dee Why on:

THURSDAY 31 OCTOBER 2019

Minutes of the Public Art Working Group Meeting

held on Thursday 31 October 2019

in the Guringai Room, Dee Why

Commencing at 6pm

ATTENDANCE:

Working Group Members

Cr Penny Philpott (Chair)

Cr Sue Heins

Cr Kylie Ferguson

Ashley McDonald, Community member

Billie Routledge, Community member

John Pearson, Community member

Aunty Clair Jackson, Community member

Marissa Bateman, Community member

Penny Polkinghorne, Community member

Simon Barrett, Community member

Council Officers

Kylie Walshe, Executive Manager Community, Arts & Culture

Josephine Bennett, Manager Arts & Culture

Megan Treharne, Arts & Cultural Development Officer

1.0 APOLOGIES

No Apologies were received. All Members were in attendance.

2.0 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

There were no declarations of pecuniary or non-pecuniary conflicts of interest.

3.0 INTRODUCTION

3.1 WORKING GROUP CHAIR – Cr Penny Philpott

DISCUSSION

Cr Penny Philpott welcomed all members to the first meeting of the Public Art Working Group (PAWG). Members provided a brief summary of their backgrounds and interest in public art.

3.2 TERMS OF REFERENCE – Kylie Walshe

DISCUSSION

Kylie Walshe provided an overview of the PAWG [Terms of Reference](#)

3.3 CODE OF CONDUCT – Kylie Walshe

DISCUSSION

Members were directed to the [Northern Beaches Council Code of Conduct](#) (the Code) that provides guidance on managing conflicts of interests and disclosing "pecuniary" or "non-pecuniary" interests in matters considered by the PAWG.

4.0 ART IN PUBLIC PLACES

4.1 CONNECTED THROUGH CREATIVITY 2029 – ARTS AND CREATIVE STRATEGY – Josephine Bennett

DISCUSSION

Staff provided a summary overview of Council's Arts and Creativity Strategy, the strategic context and processes for the management of public art.

RECOMMENDATION

Council staff send PAWG a web link to [Connected Through Creativity 2029](#)

5.0 PRIORITY PROJECTS

5.1 COAST WALK PUBLIC ART– Josephine Bennett

DISCUSSION

Staff briefed the PAWG on Council's priority public art project, the implementation of the Coast Walk Public Art Strategic Plan, including:

- Endorsed vision for public art along the Coast Walk
- Community engagement findings
- Curatorial framework for commissioning artwork
- Timeline for implementation
- Priority sites for artwork

The PAWG discussed the considerations for public art on the Coast Walk including:

- Separation of Aboriginal Heritage from History & Culture in the Curatorial Framework, which should be considered as one continuous theme;
- Aboriginal Heritage as a priority theme and strongly evident in the community engagement for the development of the Coast Walk Public Art Strategy;
- Wayfinding and interpretive signage as essential to creating a connected experience for visitors and users;
- Methods to enhance wayfinding, such as branding and logos, such as that developed for the Bondi to Manly Walk;
- Locating artworks in high traffic areas would be more likely welcomed by local communities and raise the profile of the Coast Walk;
- Combining permanent public artworks with activations and events was important to delivering successful outcomes;
- Artwork should be placed within walking distance of other artworks to contribute to the art experience create art precincts;
- Opportunity exists to commission a major artwork by a significant artist and put the Northern Beaches on the map as a cultural destination; and
- The community's love of the coastal environment and the need to preserve as much green space as possible, ensuring artworks do not detract or interfere with the beauty of the natural environment.

Staff distributed a site prioritisation matrix for 20 Coast Walk Public Art Strategic Plan sites for review and discussion. Staff advised that Bangalley Headland hadn't been included in the list due to recent social issues and strong community concerns, which was supported by the PAWG. The PAWG also discussed recent social issues at Turimetta Headland that were also leading the community concern.

The PAWG discussed the inclusion of:

- Palm Beach, such as Pittwater Park (adjacent to Palm Beach Ferry Wharf) and Governor Phillip Park; and
- the board walk/walkway between Freshwater and Curl Curl as it is emblematic of the Coast Walk and one of its most popular sections

Members discussed the risks associated with commissioning artwork on Turimetta Headland and debated its inclusion as a high priority site on the list.

RECOMMENDATION

The PAWG recommend that:

- 5.1.1 The following sites comprise the high priority list:
 - Freshwater Beach Reserve
 - Dee Why Headland (North) Reserve
 - Long Reef Headland
 - North Narrabeen rockpool and surrounds
 - Mona Vale (South) Robert Dunn Reserve
 - Newport Beach Reserve
 - Palm Beach (Pittwater Park and Governor Phillip Park)
 - Freshwater/Curl Curl Boardwalk
- 5.1.2 Bangalley Headland and Turimetta Headland be removed from the Coast Walk high priority list.
- 5.1.3 Permanent artwork be installed along the Coast Walk and include programmed activations such as arts festivals and music events, community art-making, and ephemeral art installations.

6.0 OTHER BUSINESS AND NEXT STEPS

6.1 Priority Site visits along the Coast Walk

DISCUSSION

The PAWG agreed that site visits be undertaken to facilitate the selection of the first four sites for artwork, to be discussed at the next PAWG meeting to be held before the end of 2019.

RECOMMENDATION

- 6.1.1 Council staff prepare an itinerary of sites to visit on Thursday 21 November 2019.
- 6.1.2 The next PAWG meeting be held on 5 December 2019 to discuss the recommendations for the preferred first four sites.

NEXT MEETING

Thursday 5 December 2019, 6-8pm

SUMMARY OF ACTIONS

ITEM NO.	ACTION	RESPONSIBLE OFFICER	DUE DATE
4.1	PAWG to be sent a web link to <i>Connected Through Creativity 2029</i>	Megan Treharne	19 November 2019
	6.1.1 Council staff prepare an itinerary of sites to visit on Thursday 21 November 2019.	Megan Treharne	15 November 2019
6.1	6.1.2 The next PAWG meeting be held on 5 December 2019 to discuss the recommendations for the preferred first four sites.		

The meeting concluded at 8pm

This is the final page of the Notes comprising 7 pages numbered 1 to 7 of the Public Art Working Group meeting held on Thursday 31 October 2019.



MINUTES

PUBLIC ART WORKING GROUP

held in the Guringai Room, Dee Why on:

THURSDAY 5 DECEMBER 2019

Minutes of the Public Art Working Group Meeting

held on Thursday 5 December 2019

in the Guringai Room, Dee Why

Commencing at 6pm

ATTENDANCE:

Working Group Members

Cr Penny Philpott (Chair)
Cr Sue Heins
Cr Kylie Ferguson
Ashley McDonald, Community member
Billie Routledge, Community member
John Pearson, Community member
Penny Polkinghorne, Community member
Simon Barrett, Community member

Council Officers

Kylie Walshe, Executive Manager Community, Arts & Culture
Josephine Bennett, Manager Arts & Culture
Megan Treharne, Arts & Cultural Development Officer

1.0 WELCOME / APOLOGIES

Cr Penny Philpott welcomed members to the second meeting of the Public Art Working Group (the Working Group) and thanked them for their attendance at the two priority site tours held along the Coast Walk since the last meeting.

Apologies were received from:

Aunty Clair Jackson, Community member

Marissa Bateman, Community member

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

The Minutes of the Public Art Working Group meeting held 31 October 2019, copies of which were previously circulated to all Members, were confirmed as a correct record of the proceedings of that meeting by those members in attendance.

3.0 COAST WALK PUBLIC ART TRAIL

3.1 Vision / Mission

DISCUSSION

The Public Art Working Group (the Working Group) discussed simplifying the vision and mission statements in the endorsed Coast Walk Public Art Strategic Plan.

Staff briefed members on the development of the Council adopted vision and mission, that reflect the outcomes of the extensive community consultation undertaken to prepare the Strategic Plan and its accompanying Scoping Study. These are:

Vision - The Northern Beaches Coast Walk will connect and showcase our extraordinary coastal environment and heritage through a celebration of art and culture.

Mission – To create vibrant, distinctive places that inspire artistic collaborations and connect communities from Manly to Palm Beach.

Members discussed the need for the vision to be simpler and clearer. Specifically, the need to clarify the role art and culture plays in enhancing the collective and shared experience of the Coast Walk for the community. The mission statement was not considered necessary.

The Group also discussed the branding of the Coast Walk and the benefit of simplifying the existing vision and mission into a single, stand-alone statement. Other ideas included the discussion of a themed walk, such as a seated walk. This concept was discussed and the Working Group supported a range of integrated functional works, including seating, shade and viewing structures, in appropriate locations along the Coast Walk.

Members offered comments and examples of specific artworks and creative concepts for discussion as the group reviewed the artistic vision for the Coast Walk.

RECOMMENDATION

The Public Art Working Group recommend that:

- The vision statement in the Coast Walk Public Art Strategic Plan be amended to:
The Coast Walk connects people with our extraordinary environment through art, culture and creativity.
- That the mission statement be removed.
- These amendments be reported to Council for consideration as part of tabling the Working Group Meeting Minutes.

3.2 Outcome of the priority sites tour

DISCUSSION

Staff presented on the two group site tours of nine priority sites (at 11 locations) in November and December, with details as follows:

Wednesday 27 November 2019

1. Freshwater Beach Reserve (northern and southern ends)
2. McKillop Park, Freshwater (viewing platform) and Freshwater / Curl Curl Boardwalk
3. Dee Why Headland Reserve and Dee Why Beach Reserve (southern end)
4. Long Reef Headland
5. North Narrabeen Rockpool

Wednesday 4 December 2019

6. Robert Dunn Reserve, Mona Vale Headland (southern end)
7. Bert Payne Park, Newport Beach
8. Pittwater Park, Palm Beach
9. Governor Phillip Park (northern end), Palm Beach

Members who were unable to attend the group tours visited the sites in their own time. All sites were viewed by all Working Group members.

Staff collated the members' discussions and presented a summary of findings for each site. Working Group members unable to attend the December meeting emailed their comments which were tabled at the meeting.

Members discussed the need for the first artworks to:

- be high impact
- be highly visible with good sightlines along the Coast Walk
- significantly connect people to the experience of the Coast Walk
- 'bookend' the Coast Walk
- be destination sites with extraordinary views
- be sites that would be positively transformed through the installation of an artwork.

3.3 Recommended priority sites

DISCUSSION

Members individually presented their top four priority sites, after discussing each site collectively. The group agreed to include Freshwater Beach Reserve (southern end) as a priority site but noted that any artwork would need to coincide with the implementation of the Freshwater Beach Reserve Masterplan. The final five recommended priority sites were those that received the most recommendations from the group.

RECOMMENDATION

The Public Art Working Group recommend the following five sites be prioritised for the commissioning and delivery of artwork along the Coast Walk, with the first four sites to commence in 2020:

1. McKillop Park (viewing platform), Freshwater
2. Governor Phillip Park, Palm Beach (northern end)
3. Robert Dunn Reserve, Mona Vale Headland (southern end)
4. Dee Why Beach (southern end)
5. Freshwater Beach (southern end)

4.0 2020 MEETING SCHEDULE

Staff thanked Working Group members for their hard work over the past six weeks and tabled the 2020 Meeting Schedule for the Public Art Working Group.

Meetings will be held on Thursday evenings and are scheduled for:

- 5 March 2020, 6-8pm – Guringai Room, Civic Centre Dee Why
- 4 June 2020, 6-8pm – Guringai Room, Civic Centre Dee Why
- 3 September 2020, 6-8pm – Guringai Room, Civic Centre Dee Why
- 19 November 2020, 6-8pm – Flannel Flower Room, Civic Centre Dee Why

5.0 OTHER BUSINESS

5.1 Public art project briefs and budgets

DISCUSSION

The Working Group discussed the steps required to prepare briefs and budgets for the first four sites and asked staff to prepare proposed budgets for each artwork.

RECOMMENDATION

Following Council's endorsement of the first four priority sites at the February 2020 meeting, Council staff prepare and distribute public art project briefs to Working Group members for discussion at the March 2020 meeting.

NEXT MEETING

Thursday 5 March 2019, 6-8pm

SUMMARY OF ACTIONS

ITEM NO.	ACTION	RESPONSIBLE OFFICER	DUE DATE
3.1	Prepare a Recommendation for Council to amend the vision statement included in the endorsed Coast Walk Public Art Strategic Plan as per the Working Group recommendation.	Josephine Bennett	25 February 2020
5.1	Prepare public art project briefs outlining the significance and stories associated with each of the five priority sites selected as per the Working Group recommendation.	Public Art Coordinator	21 February 2020

The meeting concluded at 8pm

This is the final page of the Notes comprising 6 pages numbered 1 to 6 of the Public Art Working Group meeting held on Thursday 5 December 2019.

Northern Beaches Bike Plan (draft)



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Message from the Mayor

We are an active bunch on the Northern Beaches. Forty percent of us hopped on a bicycle in the last year, which is much higher than the 25 percent figure for greater Sydney.



I know cycling isn't for everyone but riding a bike is just one way we can get around without using a car. We're not suggesting everybody starts riding bikes.

It's about providing our community with greater transport choice so they can get around faster and safer. Riding to the shops, work or to the beach may be a more attractive option if there is a good bike path to get you there.

Cycling has many obvious benefits for our health and our hip pockets with lower transport costs and less of an environmental impact while helping to reduce traffic and parking congestion on the Northern Beaches.

When developing Move - Northern Beaches Transport Strategy 2038, we made some bold aspirations to double the amount of 'active travel'

trips like cycling and walking and reduce our car trips by 30 per cent. The draft Northern Beaches Bike Plan sets out one way that Council can achieve this goal.

But what about getting up those hills on a bicycle? I suggest trying out an e-bike. You might be amazed at how easy riding a bicycle can be.



Michael Regan, Mayor

Executive Summary

The Northern Beaches Bike Plan sets out the directions and actions required to help the community choose cycling as a transport option and create a safer cycling environment.

As the community grows there needs to be greater diversity in how people can move around the Northern Beaches. The Northern Beaches has an active community that embraces sport, recreation and the outdoor lifestyle. Cycling is a popular recreational activity and a popular transport choice where appropriate infrastructure exists.

Move - Northern Beaches Transport Strategy 2038 provides the objectives for Northern Beaches Council to be committed to increasing cycling for transport and making cycling an attractive alternative to the car.

To cater for different types of cycling the Bike Plan proposes two separate cycling networks for the Northern Beaches:

1. **Safe Cycling Network:** This network would provide a safe and connected cycling environment that is largely separated from motor vehicle traffic. This network would encourage cycling for transport with a focus on short trips.
2. **Road Cycling Network:** Council acknowledges the popularity of road cycling and people commuting long distances by bicycle. The road cycling network identifies the major routes that these riders generally use and provides actions to make these areas safer for all road users.

Through the provision of the cycling networks, end-of-trip facilities and promotion of safer cycling, the community can be confident that Council supports cycling and endeavours to make improvements to create a better-connected and safer environment for all path and road users.

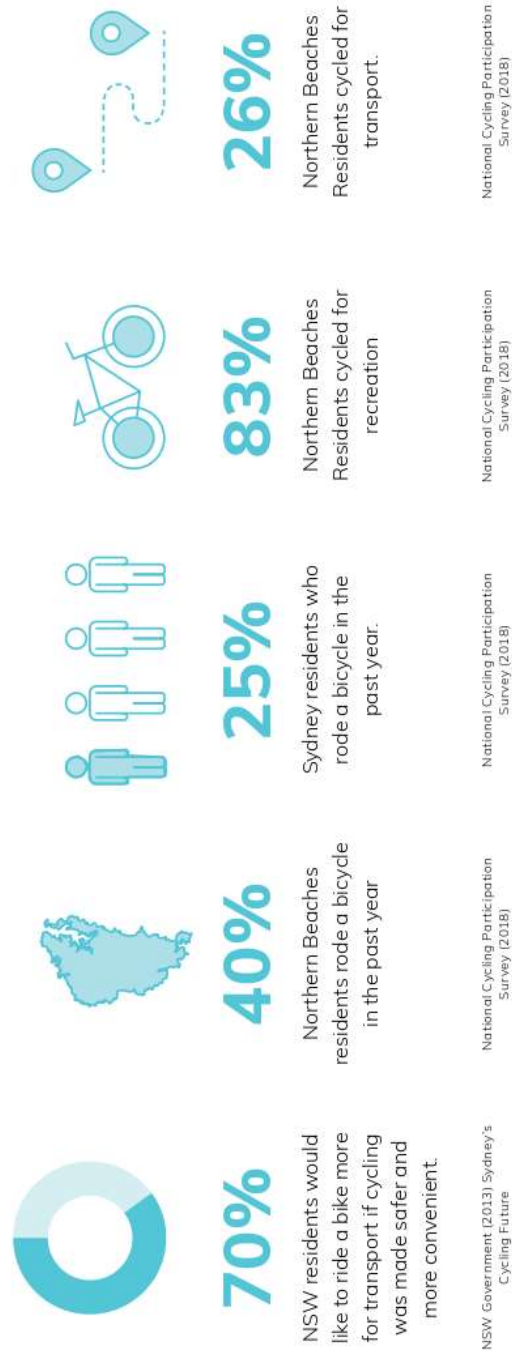


Our Bike Plan Directions

- 1. Expand, improve and maintain the Safe Cycling Network**
 - 1.1 Expand the Safe Cycling Network
 - 1.2 Improve the existing Safe Cycling Network
 - 1.3 Maintain the existing Safe Cycling Network
- 2. Improve and maintain the Road Cycling Network**
 - 2.1 Improve the Road Cycling Network
 - 2.2 Maintain the existing Road Cycling Network
- 3. Provide and maintain end-of-trip facilities**
 - 3.1 Provide end-of-trip facilities
 - 3.2 Maintain end-of-trip facilities
- 4. Promote and encourage cycling**
 - 4.1 Promote cycling for transport
 - 4.2 Raise awareness of the health, social, and environmental benefits of cycling
 - 4.3 Create a safer environment for all road and path users







Background

The Bike Plan guides future infrastructure and programs that will encourage more people to consider riding a bicycle for transport more often. The Bike Plan also aims to create a safer environment for people cycling on both paths and roads.

Previous bike plans undertaken for the area have helped progress bicycle usage and infrastructure design across the area. Best-practice and community expectations have evolved in terms of infrastructure design and the need for greater separation from motor vehicles. Bicycles themselves are also evolving with electric bikes (e-bikes) and cargo bikes becoming a more common sight within the community.

The Bike Plan focuses on transport cycling and cycling on the road network. It supports recreational cycling, however, recreational cycling facilities, such as BMX, children's bike tracks and mountain bike trails are addressed in the Northern Beaches Open Space and Recreation Strategy.

Northern Beaches Council is committed to growing cycling for transport for the following reasons:

Shape 28, Northern Beaches Community Strategic Plan 2018-2028 defines our community's vision and sets a direction for everything we must do over the next 10 years with our future planning, budgets and actions. The responsibility for making the long term community vision a reality rests with everyone and we look forward to working in close collaboration with the community, key partners and stakeholders in making Northern Beaches an even better place to live, work and spend time.

The Bike Plan relates directly to Goal 17b.

17. Our community can safely and efficiently travel within and beyond Northern Beaches:

b. Facilitate and promote safe cycling and walking networks as convenient transport options.

This Bike Plan also helps Council meet a number of other goals in the Community Strategic Plan, particularly those relating to promoting sustainability and healthy and active lifestyles.

Move - Northern Beaches Transport Strategy 2038 was adopted by Council in August 2018 and sets out policy directions for improving transport during the next 20 years.

The transport strategy includes the following directions that relate to the Bike Plan:

- Create and enhance 'Places for People' that are integrated with public transport, creating vibrant, connected places with wide footpaths, safe cycling options, and where the car is not the first transport option.
- Prioritise smart, active travel network improvements through technology, end-of-trip facilities and way-finding signage.

- Expanding the footpath and shared path networks to improve connectivity and safety that make walking and cycling attractive alternatives to the car, providing a safe environment for all users.

Our transport strategy and related plans are in line with the NSW Government plans and future vision for a 30-minute city. This concept allows people to reach their nearest metropolitan and strategic centres within 30 minutes, seven days a week by public transport. Improved public transport services and infrastructure, including cycling corridors that connect people to their nearest centre and a principal bicycle network that provides connections between strategic centres, are critical to ensuring people can move efficiently around the Northern Beaches. This

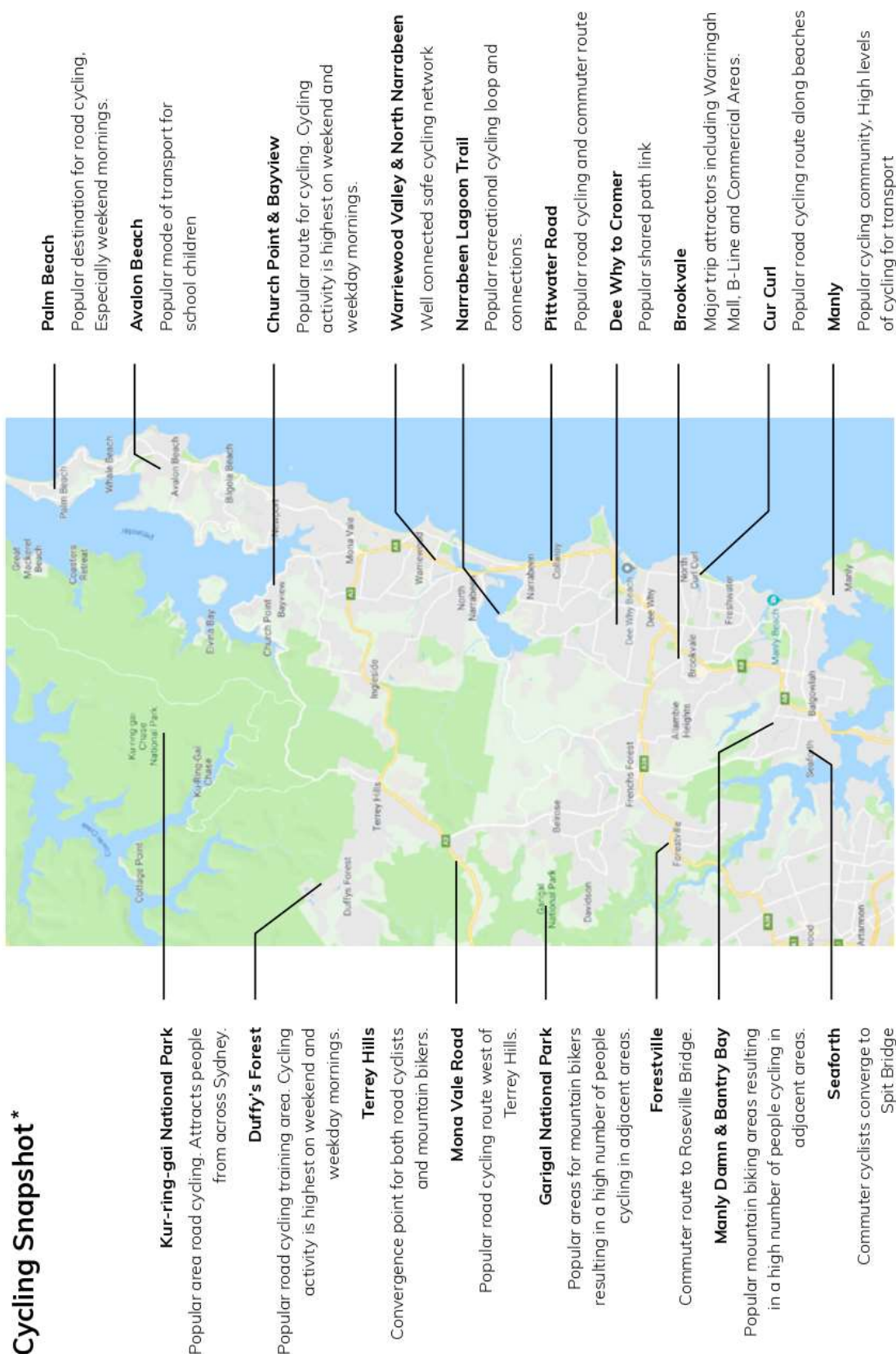
Publications such as the NSW Long Term Transport Master Plan 2012, Sydney's Cycling Future 2013, Future Transport Strategy 2056 and the Greater Sydney Commission North District Plan view cycling as an important mode of transport that has the potential to increase modal share.

The North District Plan contains the direction to prioritise infrastructure that enables cycling connectivity within 5km of strategic centres. Our strategic centres include:



- Frenchs Forest Strategic Centre
 - Mona Vale Strategic Centre
 - Manly Strategic Centre
 - Dee Why/Brookvale Strategic Centre
- The Government Architect of NSW has identified the Sydney Green Grid, which provides preliminary prioritisation of opportunities to provide an interconnected high-performance green infrastructure network that will support healthy urban growth. Key project opportunities relevant to this Bike Plan include:
- extending the Narrabeen Lagoon Trail along creek-lines including Mullet, South, Dee Why and Middle Creeks and access to surrounding suburbs
 - upgrading access to Manly and Curl Curl Lagoons
 - improving access to Manly Dam from Frenchs Forest Health and Education Precinct
 - improving connection from Brookvale to Curl Curl Lagoon
 - providing active transport corridors on Pittwater Road, Warringah Road and Wakehurst Parkway.





* Stage one engagement, strava heat mapping and the Local Government Cycling Participation Study 2018



Northern Beaches Cycling Network

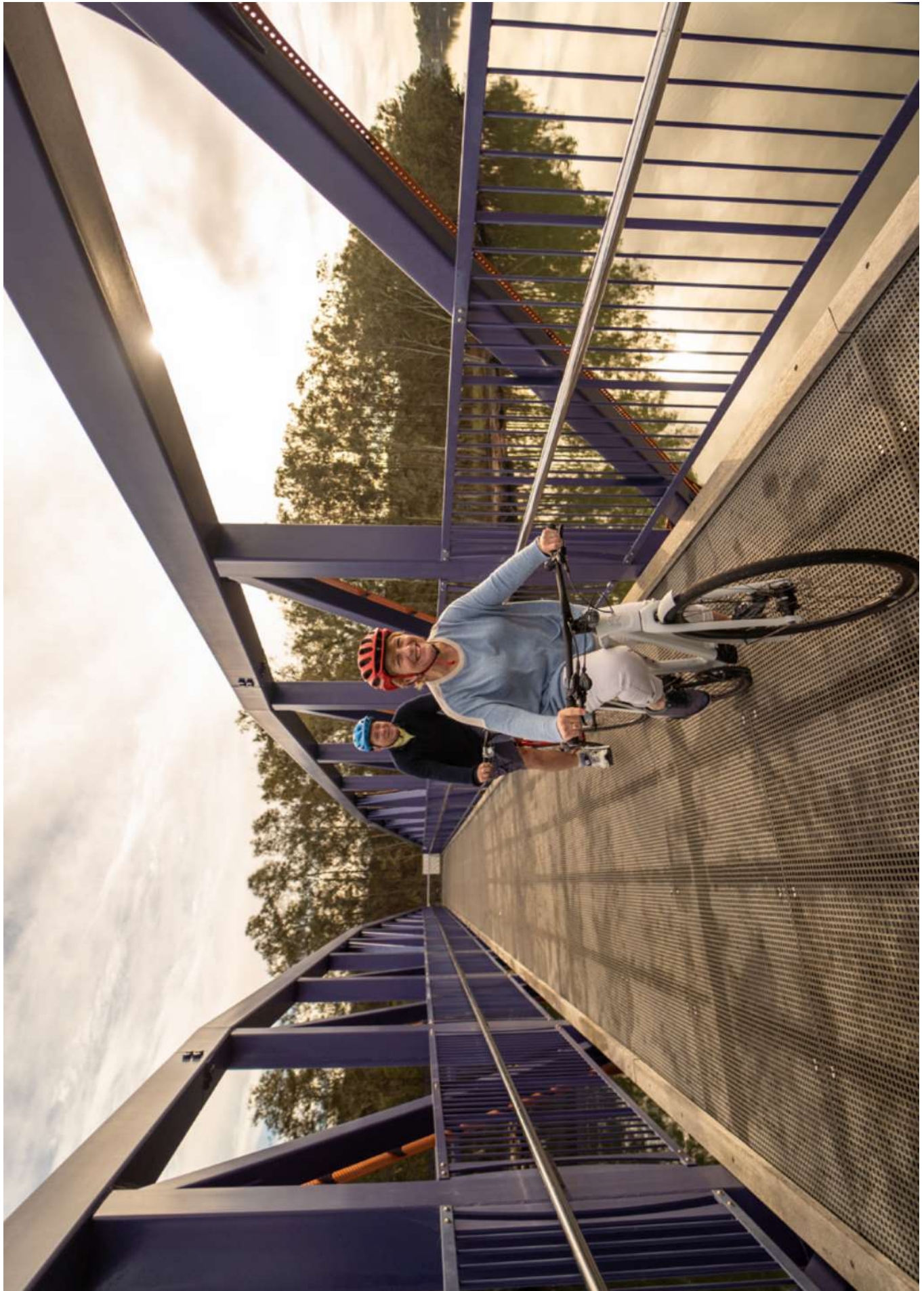
To deliver a network for the broader Northern Beaches Communities needs we have divided the network into The Safe Cycling Network and the Road Cycling Network.



Why encourage cycling?

 <p>Personal health and wellbeing</p> <p>Physical activity gives obvious health benefits to the rider and therefore is less of a burden on the wider community. Studies have shown that riding a bicycle can increase cardiovascular fitness, increase muscle strength, decrease body fat, reduce the risk of Type 2 Diabetes and help to reduce anxiety and depression.</p>	 <p>Public Health</p> <p>The personal health benefits flow on to be a greater public benefit. As an example, in 2014 the Newcastle Herald reported that the value of health benefits from increasing the mode share of trips by bicycle to just five percent in Newcastle alone would be \$6.4million every year, according to the World Health Organisation's health economic assessment tool.</p>	 <p>Transport</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>Congestion</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>Environment</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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 <p>Local Economy</p> <p>Increased access and movement by bicycle allows more people to enter strategic and local centres more frequently. Cycle tourism will also generate economic benefits with visitors cycling into and around the Northern Beaches.</p>	 <p>Personal Cost</p> <p>Riding a bicycle is much more affordable than running a car or using public transport, delivering significant cost savings to the individual. The Queensland Department of Main Roads states that the cost of buying and maintaining a bicycle is around one percent of the cost of buying and maintaining a car.</p>	 <p>Public Infrastructure Cost</p> <p>The cost to provide cycling infrastructure such as shared paths, cycleways and bicycle parking is much lower than providing equivalent facilities for motor vehicles, both in initial infrastructure costs and ongoing maintenance. The City of Sydney states that building cycleways sees a return of investment of at least \$2.68 for every \$1 spent.</p>	 <p>Social</p> <p>Riding a bicycle makes people more visible and connected to their immediate environment helping to create places that are more vibrant. Riding a bicycle also increases opportunities for social contact and increasing social connections.</p>	 <p>Social Equity</p> <p>Riding a bicycle offers a viable and accessible form of transport for younger people, those without a driving license or those who cannot afford to drive a car.</p>
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Direction 1

Expand, improve and maintain
the Safe Cycling Network



Direction 1 – Expand, improve and maintain the Safe Cycling Network

- 1.1 Expand the Safe Cycling Network
- 1.2 Improve the existing Safe Cycling Network
- 1.3 Maintain the existing Safe Cycling Network

The Safe Cycling Network is Council's primary cycling network and is designed to provide a safe and connected cycling environment that enables people of all ages and abilities to move safely and comfortably between places and destinations. This network is largely separated from road traffic.

Community engagement revealed that the biggest barrier for people to consider cycling is a lack of safe and connected paths. Many people told us they would not consider cycling if they had to ride on roads mixed with cars, buses and trucks as they feel it is too dangerous.

The Safe Cycling Network directly addresses the objectives of Council's Move Northern Beaches Transport Strategy - 2038 of providing safe cycling options and making cycling an attractive alternative to using the car. The network focuses on providing better connection for short trips to destinations such as shops, public transport, beaches, sports-fields, schools and workplaces as well as connections between strategic and local centres.

Cycling infrastructure that forms part of the Safe Cycling Network includes:

- Separated cycleways
- Shared paths
- Shared zones
- Quiet local streets (40km/h)
- Safe road crossings

Relevant RMS and Austroads guidelines should inform new infrastructure designs, which should encourage safe and efficient bicycle travel. Designs from the City of Sydney and other neighbouring council areas will help guide and provide consistency throughout the region.

Where possible Council should consider sustainable products and processes in construction of cycling infrastructure.

Examples of local infrastructure built to this standard include the connectivity within Warriewood Valley, and the integration of this network with both the B-Line and the wider regional route from Mona Vale to Dee Why. This includes connections to Warringah Rugby Park, Narrabeen Rockpool, Warriewood Square, and Warriewood sports grounds.

Council has also delivered a new network from Mona Vale to Collaroy along the Pittwater Road corridor and the connections to the Narrabeen Lagoon circuit linking through to Dee Why village and the beach.

Action Table - Direction 1

Direction	Goal	Action	How will we achieve this?	Responsible Business Unit
1. Expand, improve and maintain the Safe Cycling Network	1.1 Expand the Safe Cycling Network	A1	Seek NSW Government funding for Safe Cycling Network projects	Prioritise projects and funding applications and project manage the delivery of the network
		A2	Prepare designs for Safe Cycling Network to be construction ready for RMS and other funding opportunities.	Prioritise projects in accordance with delivery schedule
		A3	Construct Safe Cycling Network connections	Transport Network Capital Projects
		A4	Ensure Safe Cycling Network is incorporated in TfNSW and RMS major projects	Transport Network T&CI Assets
		A5	Ensure new developments are assessed and conditions applied in line with the proposed Safe Cycling Network mapping	Development Engineering Transport Network
		A6	Ensure proposed Safe Cycling Network is incorporated in future Place Plans	Strategic and Place Planning Transport Network
		A7	Ensure proposed Safe Cycling Network is incorporated in future Parks & Reserves Master Plans	Parks Assets - Planning Design and Delivery Transport Network
	1.2 Improve the existing Safe Cycling Network	A8	Seek NSW Government funding for Safe Cycling Network projects	Transport Network
		A9	Audit existing Safe Cycling Network	Transport Network
		A10	Improve existing Safe Cycling Network	Parks Assets - Planning Design and Delivery Transport Network
		A11	Review and update wayfinding signage	Transport Network
1.3 Maintain the existing Safe Cycling Network	A12	Maintain path infrastructure to provide a safe cycling environment	Develop and implement wayfinding signage program to ensure a consistent approach and include new technology to improve the customer experience	Transport Network
			Maintain the infrastructure in accordance with Council's asset management program	Transport Network Parks Operations Construction & Maintenance
			Develop and maintain online reporting tool for path maintenance requirements	Transport Network Transport and Civil Infrastructure - Assets
			Respond to customer requests for path maintenance	Transport Network Parks Operations Construction & Maintenance

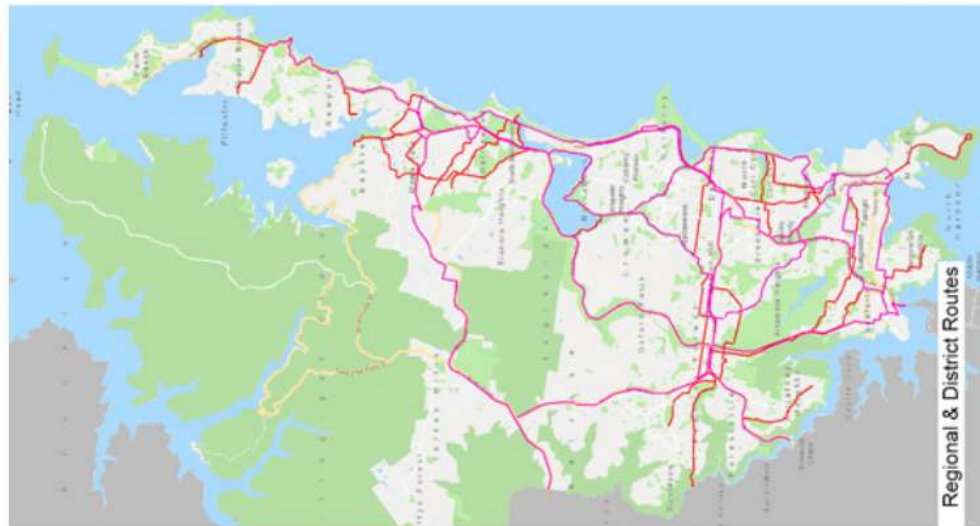
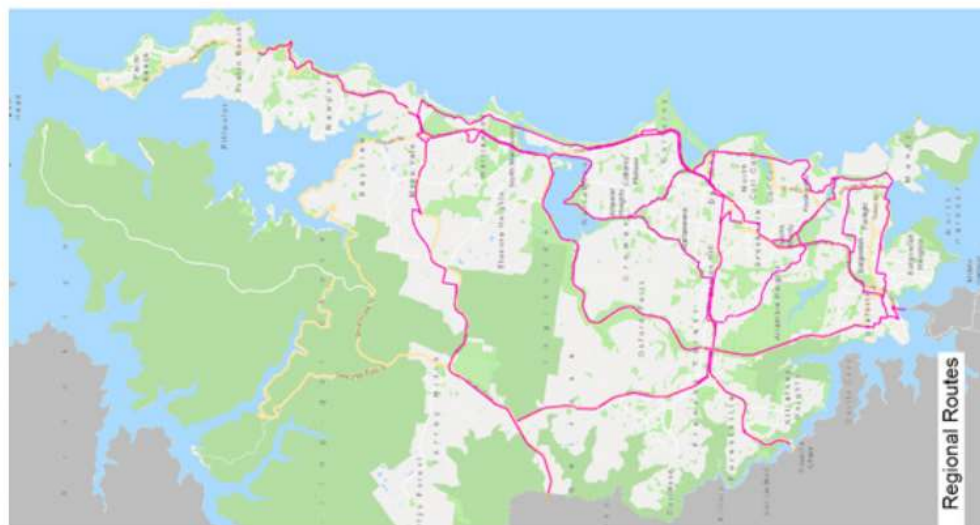
Safe Cycling Network Route Hierarchy

The proposed Safe Cycling Network includes a three-tier route hierarchy that matches the TfNSW cycling network hierarchy. The three levels consist of regional, district and local routes. Each of the hierarchy levels have different requirements and Council aims to achieve each of these with its infrastructure.

	Tier 1 - Regional Routes	Tier 2 - District Routes	Tier 3 - Local Connections
Description	<p>Regional routes provide connections between strategic centres</p> <p>High quality cycling facilities to provide direct and efficient connections</p> <p>Regional routes align with TfNSW Principal Bicycle Network Tier 1 Routes</p> <p>Facility should consider lighting and be prioritised over/past driveways and minor road intersections</p>	<p>District routes connect major destinations, strategic and local centres</p> <p>Quality cycling facilities to provide direct and efficient connections</p> <p>District routes align with TfNSW Principal Bicycle Network Tier 2 Routes</p> <p>Facility should consider lighting and be prioritised over/past driveways and minor road intersections</p>	<p>Local connections provide connections to and between Regional and District routes</p> <p>Local routes allow safe connectivity and distribution into residential areas</p>

This mapping can be viewed online at: <https://mapping.northernbeaches.nsw.gov.au/SafeCyclingNetwork>

The Safe Cycling Network mapping Route Hierarchy layer illustrates Regional and District Routes and Local Connections.



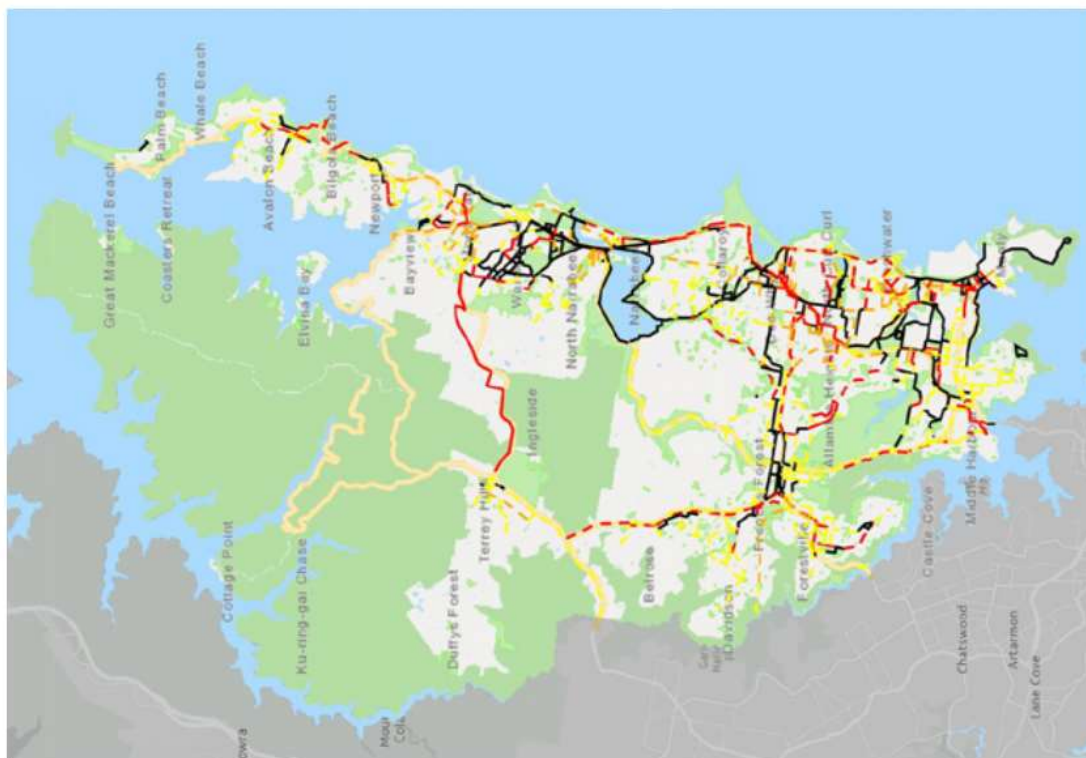
Safe Cycling Network Routes

The following routes provide a basis to the Safe Cycling Network. Routes will help facilitate funding and construction priority and network wayfinding. Only regional and district routes have assigned numbers. Refer to Appendix 3 for detailed breakdown of each route.



Regional Routes		District Routes			
No.	From	To	No.	From.	To
R1	Manly Strategic Centre	Spit Bridge (via Burnt Bridge Creek)	D1	Seaforth Village	Tania Park
R2	Manly Strategic Centre	Spit Bridge (via Lauderdale Ave)	D2	Forestville Local Centre	Killarney Heights
R3	Spit Bridge	Frenchs Forest Strategic Centre	D3	Seaforth Village	Seaforth Oval
R4	Spit Bridge	Dee Why Strategic Centre	D4	Manly Strategic Centre	North Head
R5	Manly Strategic Centre	Frenchs Forest Strategic Centre	D5	Manly Bay Charlton Pool	Bantry Bay Reserve
R6	Manly Strategic Centre	Dee Why Strategic Centre (via Beaches)	D6	Seaforth Oval	Frenchs Forest
R7	Manly Strategic Centre	Dee Why Strategic Centre (via Brookvale)	D7	Queenscliff Beach	Dee Why Strategic Centre
R8	Roseville Bridge	Frenchs Forest Strategic Centre	D8	Manly Lagoon	Curl Curl Lagoon
R9	Frenchs Forest Strategic Centre	Brookvale Strategic Centre	D9	Brookvale B-Line	Curl Curl Lagoon
R10	Frenchs Forest Strategic Centre	Dee Why Strategic Centre	D11	Dee Why Strategic Centre	Frenchs Forest Strategic Centre
R11	Frenchs Forest Strategic Centre	Terrey Hills Village	D13	Beacon Hill	St Ives*
R12	St Ives*	Mona Vale Strategic Centre	D14	Frenchs Forest Strategic Centre	Glenrose Village
R13	Frenchs Forest Strategic Centre	Mona Vale Strategic Centre	D15	Narrabeen Local Centre	Narrabeen Local Centre
R14	Dee Why Strategic Centre	Mona Vale Strategic Centre	D16	North Narrabeen Rock Pool	Warriewood Employment Area
R15	Dee Why Strategic Centre	Mona Vale Strategic Centre	D17	North Narrabeen Rock Pool	Warriewood Valley Playground
R16	Mona Vale Strategic Centre	Avalon Local Centre	D18	Warriewood Beach	Warriewood Employment Area
R17	Frenchs Forest Strategic Centre	Narrabeen Local Centre	D19	Warriewood Employment Area	Mona Vale Strategic Centre
			D20	Mona Vale Strategic Centre	Bayview Baths
			D21	Mona Vale Beach	Warriewood Employment Area
			D22	Newport Beach	West Newport
			D23	Avalon Local Centre	Old Wharf
			D24	Avalon Beach	Careel Bay

* in partnership with Ku-ring-gai Council



Safe Cycling Network Construction Priority Mapping

The Safe Cycling Network mapping construction priority layer illustrates the following information:

- Existing Network
- Proposed Network – Programmed for Delivery
- Proposed Network – High Priority
- Proposed Network – Medium Priority
- Proposed Network – Low Priority

This mapping can be viewed online at:
[https://mapping.northernbeaches.nsw.gov.au/
SafeCyclingNetwork](https://mapping.northernbeaches.nsw.gov.au/SafeCyclingNetwork)



Separated cycleway



Separated cycleway in park



Shared path within park



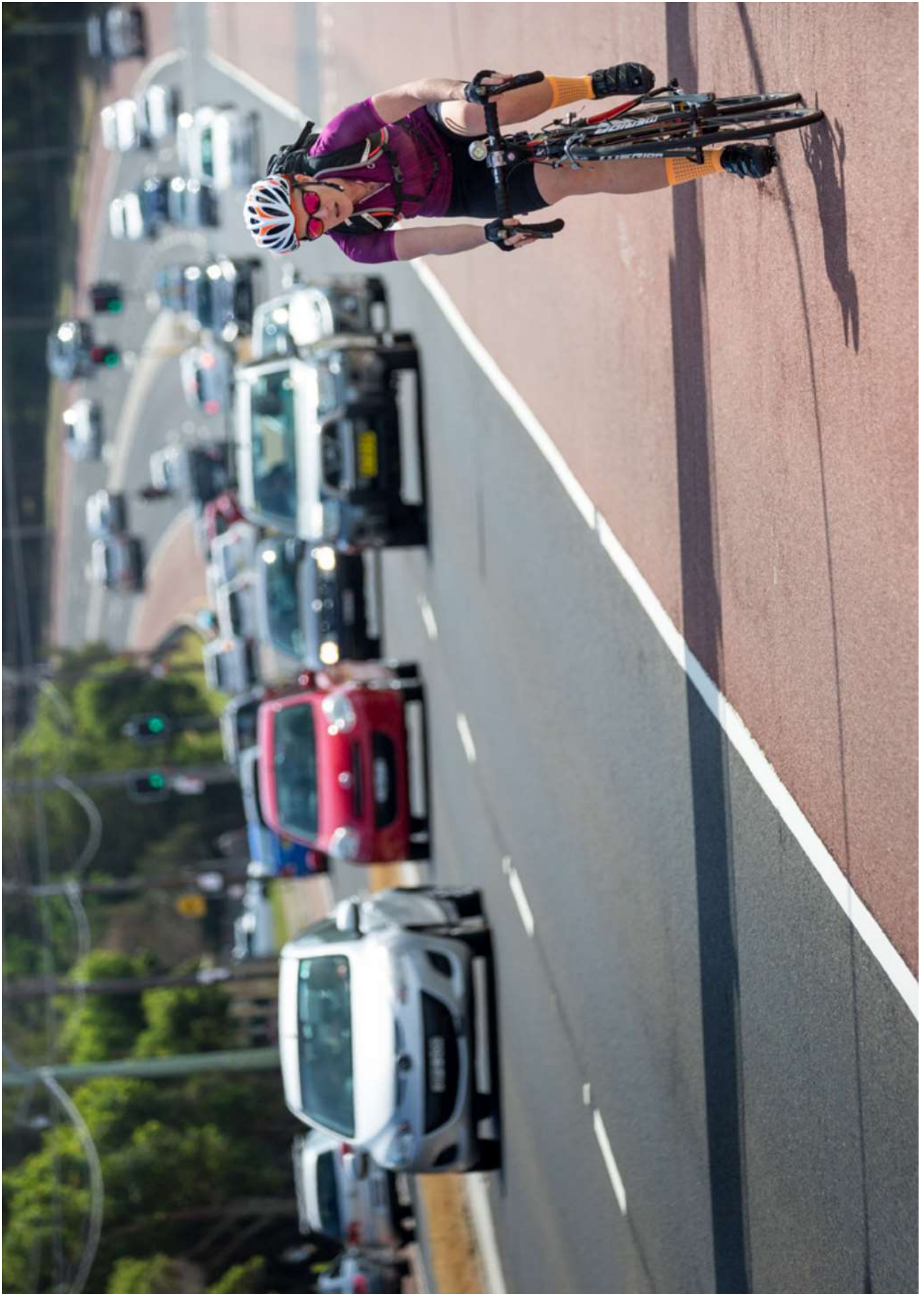
Shared path



Local street with cycling treatment



Shared zone



Direction 2

Improve and maintain the Road Cycling Network



Direction 2 – Improve and maintain the Road Cycling Network

2.1 Improve the Road Cycling Network

2.2 Maintain the existing Road Cycling Network

In addition to the Safe Cycling Network (on and off road), there are some residents who use the road network for recreational cycling and commuting.

Routes to Ku-ring-gai National Park and the Northern Beaches are some of the most popular road cycling routes in Sydney. Based on the last journey to work survey almost 3000 residents also choose to commute by bicycle from various Northern Beaches locations to local employment areas and further afield such as the city, North Sydney and Chatswood.

Northern Beaches Council acknowledges the popularity of road cycling and that people commuting longer distances want to cycle the most efficient route. The Road Cycling Network identifies the most popular roads that people are currently using. It is intended that cyclist consider travelling on these roads and to ensure the road is safe for all users.

Typical treatments that form part of the Road Cycling Network include:

- Marked bicycle lanes
- Stencilling
- Awareness signage
- Traffic calming that is cycle safe
- Wide kerbside lane
- Road shoulder improvements

Roads identified under the Road Cycling Network will be considered for cycling safety improvements during upgrades and maintenance activities.

In line with Austroads guidelines, a substantial buffer zone must exist if bicycle lanes that run adjacent to on-street parking—commonly refer to as 'door zone' bicycle lane—are included.

As resurfacing works occur, Council will replace cycle lanes that are adjacent to car parking with an alternative treatment.

Action Table - Direction 2

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 Identify road projects where improvements can be made for cycling safety	Review projects in delivery schedule and provide design improvements Identify locations and prioritise works. Complete works as funding is allocated	Transport Network Transport & Civil Infrastructure - Assets
	2.2 Maintain the existing Road Cycling Network	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
		A21 Maintain road infrastructure to provide a safe cycling environment	Continually improve Council's asset management program	Transport Network Construction & Maintenance
			Develop and maintain online reporting tool for path maintenance requirements	Transport Network Transport & Civil Infrastructure - Assets
			Respond to customer requests for maintenance	Transport Network Construction & Maintenance



Bicycle storage area at signalised intersection



Signage



On road directional markings



Bus lane



Bicycle lane



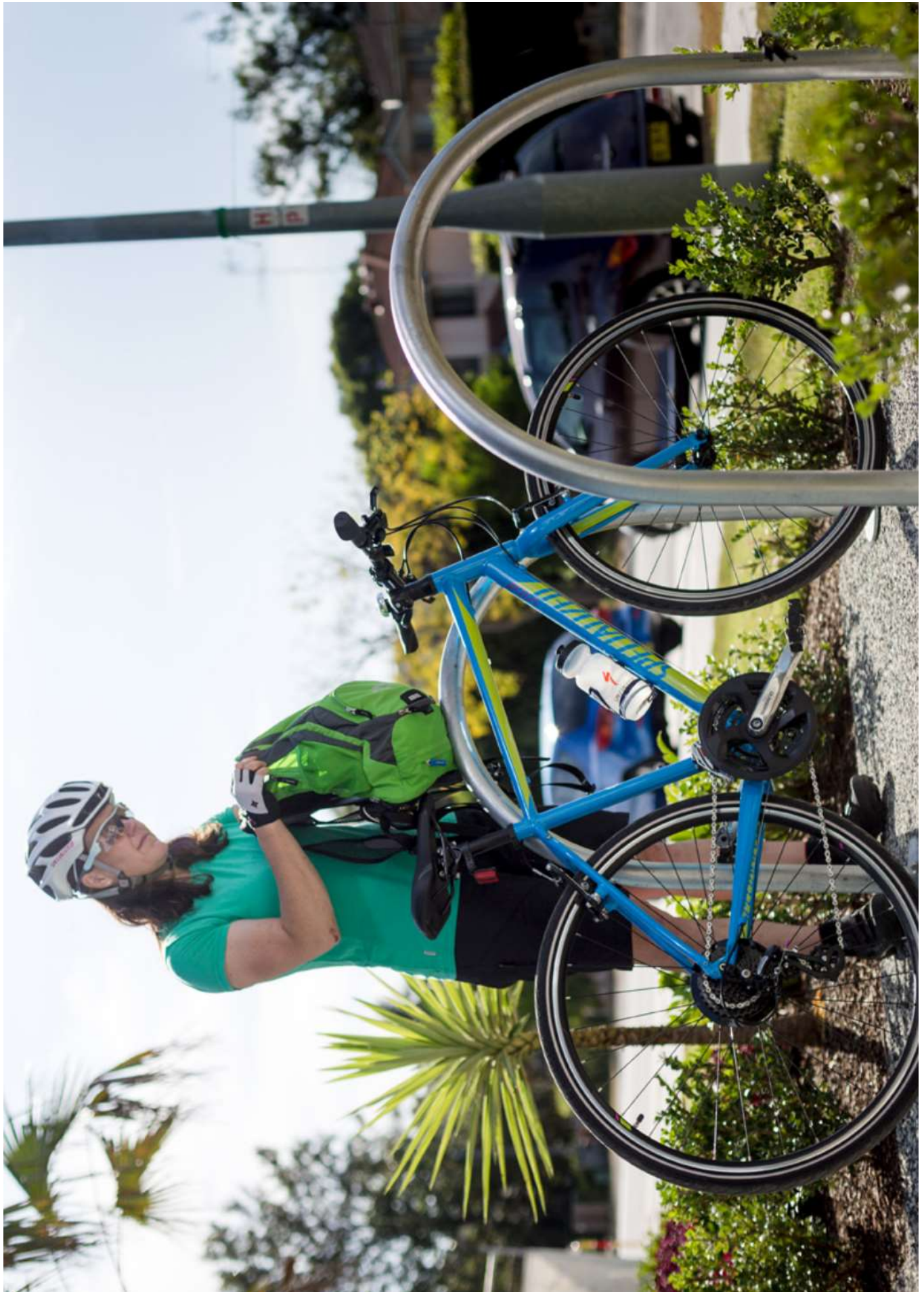
On road stencilling

Road Cycling Network Route Mapping

The Road Cycling Network mapping illustrates roads that have been identified as popular cycling routes.

This mapping can be viewed online at:
<https://mapping.northernbeaches.nsw.gov.au/RoadCyclingNetwork>





Direction 3

Provide and maintain
end-of-trip facilities



Direction 3 Provide and maintain end-of-trip facilities

3.1 Provide end-of-trip facilities

3.2 Maintain end-of-trip facilities

3.3 Promote end-of-trip facilities

Provision of end-of-trip facilities is an essential part of the cycling network. End-of-trip facilities consist of bicycle parking and other facilities such as public bicycle maintenance stations, e-bike charging facilities and commuter facilities such as lockers, showers and change rooms. People chose the most convenient transport option based on several key factors. Parking is a key factor across all modes of transport.

Bicycle parking includes simple parking hoops that cater to casual bicycle parking to secure parking facilities suited to all-day storage.

Public destinations such as commercial areas, public buildings, transport hubs, bus stops, beaches, major recreational areas and regional and district playgrounds are suitable and ideal locations for parking hoops. Successful bicycle parking facilities are located in convenient proximity to the destination, highly visible and in line with Australian Standards.

Major destinations and transport hubs will require more secure bicycle parking in order to encourage cycling. This may take the form of shared bicycle parking cages, individual bicycle lockers or parking hoops placed in a semi-secure location.

Changing and showering facilities are important factors to those who commute by bicycle. The type and extent of end-of-trip facilities should relate to the destination and likely usage requirements.

New developments are required to provide end-of-trip facilities as per Council's existing Development Control Plans (DCPs). Council is updating requirements for inclusion in the new Northern Beaches DCP.

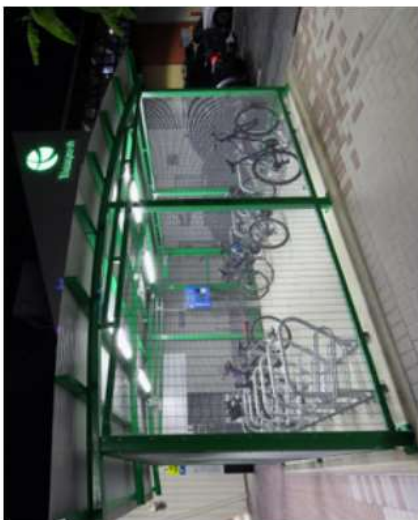
Council has upgraded and installed new secure cages at both the Whistler Street and PCYC Carparks and have installed point of use hoops in Manly where residents use cycling for shopping, commuting, and recreation. Several bicycle maintenance stations have been installed in high use areas to help encourage cycling as a form of transport.

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	Transport Network
		A23	Provide bicycle parking and end-of-trip facilities in Strategic Centres	Parks Assets - Planning Design and Delivery Transport Network
		A24	Provide bicycle parking and end-of-trip facilities at transport hubs and major destinations	Transport Network
			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	Bicycle Parking with integrated storage lockers at Beaches	Transport Network
		A26	Provide convenient bicycle parking at local centres, villages, bus stops and destinations.	Transport Network
		A27	Seek innovative bicycle parking to meet current demand and unique locations	Transport Network
		A28	Provide bicycle parking in high density residential areas	Transport Network
		A29	Ensure bicycle parking and end-of-trip facilities are provided in new developments	Transport Network Development Engineering and Certification
			Include requirements for end-of-trip facilities in the Northern Beaches Development Control Plan (DCP)	Transport Network Strategic and Place Planning

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
	A32 Maintain bicycle parking and end-of-trip facilities to adequate standard		Provide semi-secure bicycle parking and end-of-trip facilities for Council staff	Transport Network Facilities Management Services
			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
	A37 Improve community awareness and usage of all bike parking options including etiquette for improved bike parking	Develop and maintain an up to date app that directs customers to the best bicycle parking option for their needs		Transport Network



Secure Bicycle Cage



Shared Bicycle Locker



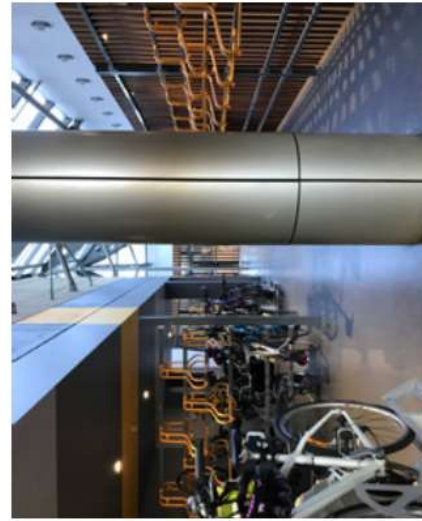
Individual Bicycle Locker



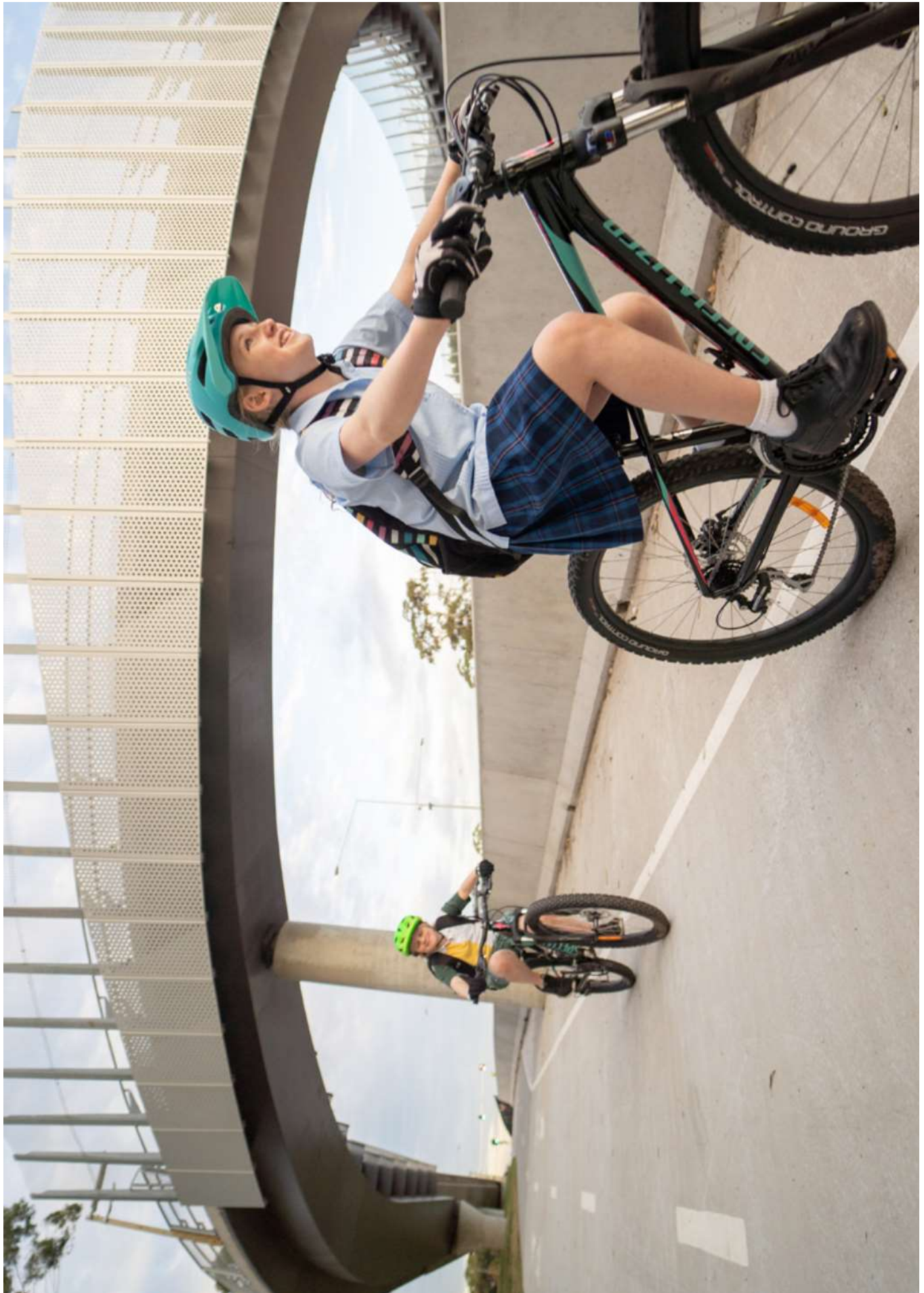
Casual Parking Hoops



Public bicycle maintenance station



End-of-trip Facilities



Direction 4

Promote and encourage cycling



Direction 4 – Promote and encourage cycling

- 4.1 Promote cycling for transport
- 4.2 Raise awareness of the health, social, and environmental benefits of cycling
- 4.3 Create a safer environment for all road and path users

Promotion and education around cycling plays an essential role in encouraging and increasing cycling participation. Promotion and education campaigns form an important synergy with the provision of infrastructure.

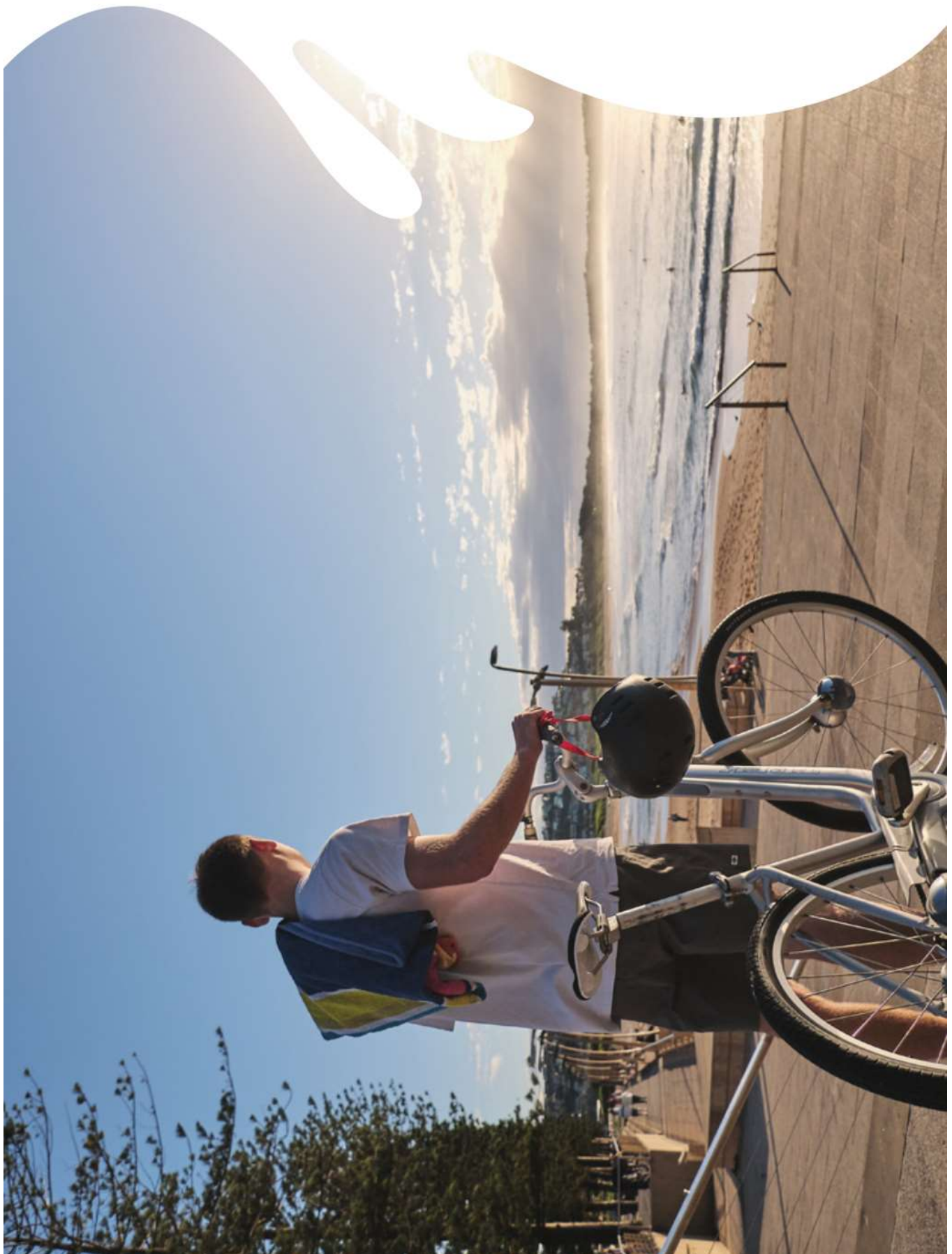
Many opportunities exist to promote cycling, such as promotion of new and existing infrastructure, provision of mapping, behaviour change programs and supporting or hosting events. Council will also support and conduct road safety initiatives that create a safer environment for cycling.

All promotion and education material should promote cycling as an everyday transport mode for the whole community.

As the largest employer on the Northern Beaches, Council is in an important position to influence the choices of our community. Council will lead by example to make bicycle riding an everyday transport choice both to staff and throughout the community.

Action Table - Direction 4

Direction	Goal	Action	How will we achieve this?	Responsible Business Unit
Promote and encourage cycling	4.1 Promote cycling for transport	A38 Provide publicly accessible information for cycling on the Northern Beaches	Review and update information on Council's website.	Transport Network, Communications
			Provide up to date mapping of Council's safe cycling network on Council's website and in print	Transport Network, Communications
		A39 Promote cycling as a transport option to Council events	Ensure bicycle parking and access is included as part of Council's event management process.	Transport Network, Council Events Team
		A40 Promote cycling as a transport option for workplaces	Provide assistance to workplaces to develop active transport plans	Transport Network
		A41 Promote cycling as a transport option for schools	Develop safe and active to Schools program	Transport Network
	4.2 Raise awareness of the health, social, and environmental benefits of cycling	A42 Promote cycling as a transport option for Council staff	Provide bicycle parking and end-of-trip facilities at Council employment locations	Facilities Management Services
			Provide and maintain e-bike fleet for Council staff use	Transport Network, Fleet Services
			Develop and Implement Staff E-Bike program	Human Resources, Transport Network, Fleet Services
			Develop and implement Staff Travel Plan	Transport Network
			Provide incentives to ride or walk to work	Human Resources
	4.3 Create a safer environment for all road and path users	A43 Promote cycling as a transport option for the community	Participate and promote events that encourage cycling. For example Ride to Work Day, Ride to School Day and NSW Bike Week	Transport Network
			Promote new bicycle infrastructure such as new paths, work stands and end-of-trip facilities	Transport Network
		A44 Provide opportunities for shared bicycle operators	Regulate operators in line with Council's Shared Transport Policy and Bike Share guidelines	Transport Network
		A45 Partner with NSW and Federal Government to promote the benefits of Cycling from a health, social, and environmental perspective	Coordinate and partner with other agencies to deliver programs to educate the community on the benefits of cycling	Transport Network NSW Health NSW Department of Planning Industry and Environment
		A46 Promote and educate the community on cycling etiquette, safety and laws.	Implement projects in line with Council's Road Safety Plan	Transport Network
	A47 Improve cyclist safety		Deliver cycling training and awareness programs	Transport Network
			Support State and Federal cycling initiatives	Transport Network



How was the bike plan developed?

Developing the Northern Beaches Bike Plan involves tapping into a thorough knowledge of the area, local cycling issues and a strong evidence base.

Council needed to know where people are currently cycling and where the opportunities exist to encourage more cycling. The community engagement report attached as an appendix to this draft document outlines each of the methods used to gain this understanding.



Themes arising from Community Engagement

Community engagement revealed overwhelming support for an improved Safe Cycling Network and increased safety for on road cycling. The main themes arising from engagement are listed below. Further information regarding the community consultation process and outcomes are detailed in the Northern Beaches Bike Plan Stage One Community Engagement Report.

Theme	Comment
Lack of Connectivity	<p>"I would ride to my work at NB Hospital but don't because there is no safe and convenient route from Collaroy."</p> <p>Arguably, the largest barrier to people choosing to ride a bicycle is the lack of of the off road cycling network. More people would be more willing to ride a bicycle if their route did not require them to mix with motor vehicle traffic.</p>
Shared Path Conflict	<p><i>"As a pedestrian I find it most intimidating to share a path with cyclists who come up behind you at speed and don't ring their bell."</i></p> <p>Shared paths were raised as an issue due to conflict between users. Pedestrians sometimes felt uncomfortable with bicycles passing in close proximity and at speed. Bicycle riders often complained about pedestrians with earphones and unpredictable movements of children and dogs.</p> <p>Transport for NSW Centre for Road Safety released a discussion paper on shared paths in 2015. The concluding remarks based on evidence stated that shared paths represent a relatively low safety risk.</p> <p>Almost all existing off road cycling network infrastructure on the Northern Beaches consists of shared paths. The shared path network will continue to expand due to cost and space requirements of separated infrastructure. Ongoing education and etiquette campaigns will help manage this issue.</p>

Theme	Comment	Theme	Comment
Separated cycleways	<p><i>"Although shared paths are a start, they are not the most friendly or convenient for cyclists. The Northern Beaches needs dedicated cycleways at least for the main ... corridors."</i></p> <p>Separated cycleways are best practice in terms of providing transport cycling facilities. They provide a safer environment by separating bicycles from both motor vehicles and pedestrians. It is difficult to construct a separated cycleway within a typical street width without the loss of on street car parking or reducing lane widths to a point where bus and large vehicle movements are affected. Separated cycleways have been in place in the City of Sydney for a number of years and are now being constructed in neighbouring council areas such as North Sydney, Randwick, Inner West and Woollahra. Our community is requesting this type of facility on the Northern Beaches.</p>	Obstructions and Maintenance	<p><i>"Lots of tree roots on the Shared Path here."</i></p> <p>The existing cycling network consists of facilities of varying quality. Minor obstructions and maintenance issues of shared paths and the road network were frequently brought up during consultation. Of most concern was the issue of poles and road furniture on shared paths and surface condition of roads.</p>
Road Crossings	<p><i>"For safety, Cyclists must have priority over cars entering and exiting cross streets, consistent with world's best practice."</i></p> <p>Road crossings can be major barriers on a safe cycling network. An unsafe road crossing can discourage people from cycling. There are many ways road crossings can be improved. Examples of treatments include lipless ramps, kerb blisters, kerb extensions, refuge crossings, priority crossings and signalised crossings.</p>	Driver Behaviour and Education	<p><i>"It would be fantastic if an awareness of cyclist safety, vulnerability on roundabouts when vehicles attempt to overtake."</i></p> <p>There was a common concern that people often felt unsafe or threatened by motor vehicle drivers when cycling on Northern Beaches roads. Most people agreed that the majority of motor vehicle drivers were respectful towards people riding bicycles. However, it was felt that there are many occasions where people felt unsafe through actions such as close passing, pulling out inappropriately, dangerous overtaking and aggressive driving behaviour. It was felt that more could be done in driver education and community attitude towards cycling.</p>



How will the Bike Plan be implemented and funded?

To achieve the Bike plan directions and goals, the Transport Network team will project manage the execution of the plan ensuring that all stakeholders responsible for the actions listed in the plan are completed within the timeframes set out the five year delivery schedule. The delivery schedule lists and prioritises all future projects and works

Funding for projects and works comes from:

- Council's capital works budget
- Council's operational budget
- Section 7.11 Developer contributions – paid by developers towards the cost of providing local public infrastructure and facilities required as a consequence of the development.
- Voluntary Planning Agreements - Under the agreement a developer agrees to provide or fund public amenities and public services, such as affordable housing, transport or other infrastructure.
- Australian and NSW Government grant funding opportunities
- NSW Government funding

Works identified in the Bike Plan may be completed within other Council projects, private developments and major Transport for NSW and Roads and Maritime Services projects, such as the proposed Dee Why to Chatswood B-Line, Beacheslink Tunnel, Frenchs Forest Planned Precinct, and future land release or redevelopment projects.

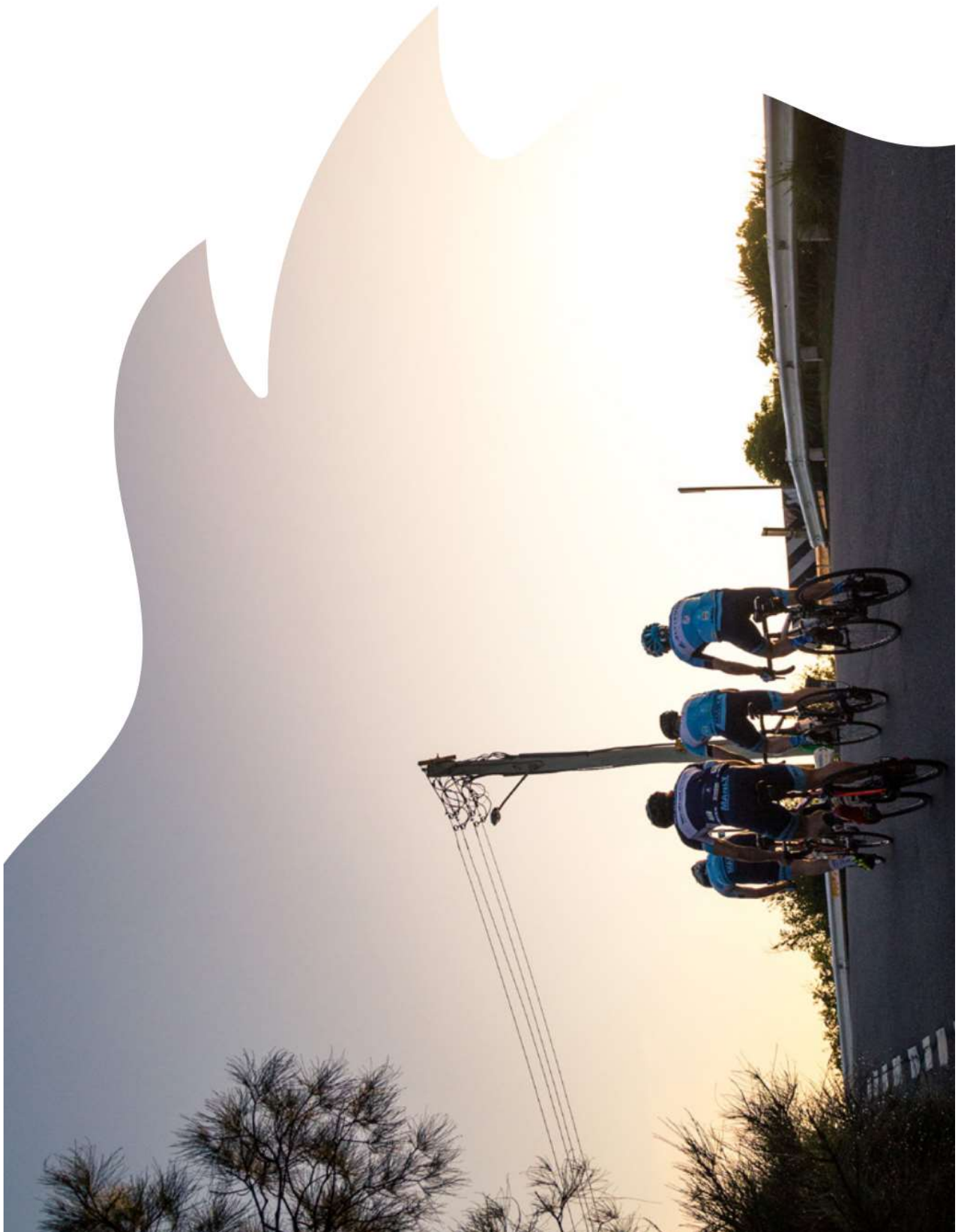
It is likely that additional funding would become available during the next five years. Council is responsive to future development and infrastructure projects and may need to reprioritise cycling networks if required to aim delivery.

Monitoring the Bike Plan

It is essential that Council monitor and review the progress towards achieving the directions and actions outlined in the Northern Beaches Bike Plan.

Northern Beaches Council will review the action and works schedule annually, reporting to Council on the achievements and delivery milestones. Council will review this Bike Plan every five years and adjust the priority items as required to remain agile and to meet the needs of our community as it grows.





Appendix 1 – Bibliography

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Appendix 2 – Road Hierarchy Treatments

All roads on the Northern Beaches fall under a hierarchy. State roads fall under the authority of RMS. Council has authority over all other roads. However, any proposed changes to the road environment that affects vehicle movement or parking must be approved by the Northern Beaches Traffic Committee.

The table below lists desirable cycling network treatments in relation to road hierarchy type:

Road Type	Safe Cycling Network	Road Cycling Network
State Road	Off road cycling facility on both sides of road due to difficulty of safe crossing Separated cycleway or shared path	Bicycle lane Bus lane Wide kerbside lane Road shoulder Advisory/Warning signage Directional signage Stencilling
Regional Road	Off road cycling facility on both sides of road due to difficulty of safe crossing Separated cycleway or shared path	Bicycle lane Bus lane Wide kerbside lane Road shoulder Advisory/Warning signage Directional signage Stencilling
Primary Collector	Generally off road cycling facility on one side of road. Off road cycling facility on both sides of road where safe crossing is difficult Separated cycleway or shared path	Bicycle lane Road shoulder Advisory/Warning signage Directional signage Stencilling

Road Type	Safe Cycling Network	Road Cycling Network
Local Collector	Off road cycling facility on one side of road Separated cycleway or shared path	Bicycle lane Bus lane Wide kerbside lane Road shoulder Advisory/Warning signage Directional signage Stencilling
Local Access	Off road cycling facility on one side of road or on road facility Separated cycleway or shared path Traffic calming Shared zone Contraflow	Advisory/Warning signage Directional signage Stencilling
Laneway	Generally on road facility due to lack of road verge. Traffic calming Shared zone Contraflow	Advisory/Warning signage Directional signage Stencilling
Cul de sac	Generally on road facility due to low vehicle traffic. Traffic calming Shared zone	Advisory/Warning signage Directional signage Stencilling

Appendix 3 – Priority Scoring - Safe Cycling Network

The priority scoring offers an indication of importance based on GIS calculations in relation to destinations and land use. Priority scoring is based on reasonable assumptions of the importance of destination and land use in relation to cycling. Values were given as per the table below. The scoring and priorities will be used as a guide when allocating budget or putting forward projects for funding.

Priority Scoring Table

Route Hierarchy	Notes	Falls Within			Falls Within			Falls Within		
		200m	500m	1000m	200m	500m	1000m	200m	500m	1000m
Route Hierarchy										
Regional Route	30	N/A	N/A	N/A	20	25	15	20	25	15
District Route	20	N/A	N/A	N/A	15	20	10	20	20	10
Local Connection	10	N/A	N/A	N/A	10	15	10	20	20	10
Public Transport										
Bus Stop - local	2	2	2	2	5	10	10	10	10	10
Bus Stop - regional	5	5	10	10	20	40	50	30	30	20
BRT Interchange	20	20	40	60	5	10	20	20	20	20
Commuter Wharf	Includes proposed future route locations	10	15	20	30	5	5	10	15	15
		10	15	20	30	10	10	15	20	20
		10	15	20	30	10	10	15	20	20
General Wharf	5	5	10	10	10	15	20	20	25	25
					10	15	20	20	20	30

Attractors	Notes	Falls Within			Falls Within			Falls Within		
		200m	500m	1000m	200m	500m	1000m	200m	500m	1000m
Attractors										
Regional Playground	20	25	15	20	25	15	20	25	15	15
District Playground	15	20	10	20	20	10	20	20	10	10
Local Playground	10	15	10	20	15	10	20	20	10	10
Surf Lifesaving Club	5	10	10	10	10	10	10	10	10	10
High School	20	40	40	50	20	40	50	40	40	50
Primary School	10	30	30	20	10	30	20	30	30	20
Library/community hub	5	10	20	20	5	10	20	20	20	20
Sportsfield	5	5	10	15	5	5	10	10	15	15
Local Centre	10	10	15	20	10	10	15	15	20	20
Neighbourhood Centre	10	10	20	25	10	10	20	20	25	25
Strategic Centre	10	15	20	30	10	15	20	20	30	30

Connectivity Matrix

Land Use	Business Park	Industrial Park	Commercial Centre	Public Recreation	Mixed Use	Residential (large lot)	Residential (300-750m)	Low Density Other	Medium Density	High Density	Local Centre	Neighbourhood Centre	Regional Centre
Business Park	15	10	10	10	10	15	20	20	25	30	10	5	5
	20												
Industrial Park	10	10	10	15	10	10	15	15	25	30	10	10	5
	15												
Commercial Centre	15	15	20	20	15	20	20	20	25	25	15	10	10
			30										
Public Recreation	10	15	20	15	20	15	15	15	25	30	15	20	25
				25									
Mixed Use	10	10	15	20	20	10	10	10	15	20	20	25	25
Residential (>750m)	15	10	20	15	10	10	10	10	5	5	15	20	20
						5							
Residential (300-750m)	20	15	20	15	10	10	15	15	10	10	20	20	15
						10							
Low Density Other	20	15	20	15	10	10	15	15	20	20	30	25	15
								10					
Medium Density	25	25	25	25	15	5	10	20	20	30	25	20	20
									30				
High Density	30	30	25	30	20	5	10	20	30	30	20	25	30
										40			
Local Centre	10	10	15	15	20	15	20	30	25	20	20	25	15
											5		
Neighbourhood Centre	5	10	10	20	25	20	20	25	20	25	25	30	25
												40	
Strategic Centre	5	5	10	25	25	20	15	15	20	30	15	25	20
													30

Appendix 4 – Safe Cycling Network Regional and District Routes

Note that location of routes may vary based on detailed route investigation. Works associated with route network are listed within the Bike Plan Mapping and Works Schedule.

Safe Cycling Network – Regional Routes

No.	From	To	Description	Comments	Major Trip Attractors
R1	Manly Wharf	Spit Bridge (via Burnt Bridge Creek)	Route follows the gentlest topography between Manly and Spit Bridge via existing infrastructure such as Kenneth Road and Burnt Bridge Creek Deviation Shared Path	Much of the route is along existing infrastructure. Improvements should be made to reflect Regional Bicycle Route	Manly Wharf Belgrave Street Bus Interchange Manly Strategic Centre Manly Bay Chariton Swim Centre Manly Vale B-Line Balgowlah Employment Area Seaforth Village Centre Route to City
R2	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
R3	Spit Bridge	Frenchs Forest Strategic Centre	Route follows local streets in Seaforth before connecting to Wakehurst Parkway	Facility along Wakehurst Parkway should be separated cycleway or shared path and designed to cater for higher speeds of commuting by bicycle. A high quality facility would also cater for road cyclists.	Route to City Warringah Aquatic Centre Northern Beaches Hospital Frenchs Forest Strategic Centre Forest High School

Safe Cycling Network – Regional Routes

No.	From	To	Description	Comments	Major Trip Attractors
R4	Spit Bridge	Dee Why Strategic Centre	Route mainly follows the direct connection along Burnt Bridge Creek Deviation, Condamine Street and Pittwater Road	Key route that fills missing connections along major transport corridor	Route to City Seaforth Village Balgowlah Employment Area Manly Vale B-Line Brookvale TAFE Warringah Mall Brookvale B-Line Brookvale Community Health Centre Brookvale Employment Area Dee Why Strategic Centre Dee Why B-Line
R5	Manly Strategic Centre	Frenchs Forest Strategic Centre	Route follows existing infrastructure along Manly Beachfront and along Pittwater Road before heading up Allambie Road to Frenchs Forest	Off road facilities need to be provided along Allambie Road	Manly Wharf Manly Strategic Centre Manly Beach Queenscliff Beach Stella Maris College Allambie Village Warringah Aquatic Centre Forest High School Frenchs Forest Strategic Centre Northern Beaches Hospital

Safe Cycling Network – Regional Routes

No.	From	To	Description	Comments	Major Trip Attractors
R6	Manly Strategic Centre	Dee Why Strategic Centre (via Beaches)	Route connects Manly along popular beachfront suburbs to Dee Why. Provides connections from the highly popular cycling area of Manly to neighbouring Freshwater	Much of the route currently consists of on road bicycle lanes. Safe off road cycling infrastructure should be provided	Manly Wharf Manly Strategic Centre Manly Beach
				Popular areas along Manly Beachfront have a high level of conflict between people walking and riding. Safety measures should be implemented to help reduce conflict	Queenscliff Beach Stella Maris College Freshwater Local Centre Harbord Diggers South Curl Curl Rockpool John Fisher Park Curl Curl Beach Dee Why Beach Dee Why Strategic Centre
R7	Manly Strategic Centre	Dee Why Strategic Centre (via Brookvale)	Route follows existing infrastructure along Manly Beachfront, Queenscliff Lagoon Reserve and Pittwater Road	Side road crossings should be addressed along Pittwater Road	Manly Wharf Manly Strategic Centre Manly Beach Queenscliff Beach Stella Maris College Nolan Reserve Brookvale TAFE Warringah Mall Brookvale B-Line Brookvale Community Health Centre Brookvale Employment Area

Safe Cycling Network – Regional Routes

No.	From	To	Description	Comments	Major Trip Attractors
R8	Roseville Bridge	Frenchs Forest Strategic Centre	Route follows direct and least undulating route along Warringah Road	Existing shared path from Roseville Bridge to Forestville Avenue should be widened	Route to Chatswood Forestville Local Centre Forest High School Frenchs Forest Strategic Centre Northern Beaches Hospital
R9	Frenchs Forest Strategic Centre	Brookvale B-Line	Route follows the direct Warringah Road corridor before following local streets to negotiate the gradient change into Brookvale	High quality shared path should be provided along route	Frenchs Forest Strategic Centre Northern Beaches Hospital Narraweena Local Shops Brookvale Oval Brookvale Employment Area Warringah Mall Brookvale Community Health Centre Brookvale B-Line
R10	Frenchs Forest Strategic Centre	Dee Why Strategic Centre	Route follows the direct Warringah Road corridor before following local streets to negotiate the gradient change into Dee Why	High quality shared path should be provided along route	Frenchs Forest Strategic Centre Northern Beaches Hospital Narraweena Local Shops Dee Why Strategic Centre
R11	Frenchs Forest Strategic Centre	Terrey Hills Village	Route follows the direct Forest Way and Mona Vale Road corridor	High quality shared path should be provided along route	Frenchs Forest Strategic Centre Northern Beaches Hospital Belrose Mountain Bike Park Belrose Employment Area JJ Melbourne Hills Reserve Terrey Hills Village

Safe Cycling Network – Regional Routes

No.	From	To	Description	Comments	Major Trip Attractors
R12	St Ives Strategic Centre	Mona Vale Strategic Centre	Route follows Mona Vale Road corridor. Diverted onto local roads at Ingleside due to lack of road corridor space	Works east of Terrey Hills proposed as part of RMS Mona Vale Road upgrade	Route to St Ives
					St Ives Showground
					JJ Melbourne Hills Reserve
					Terrey Hills Village
					Ingleside (Future Land Release Area) Warriewood Employment Area Mona Vale Strategic Centre
R13	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
R14	Dee Why Strategic Centre	Mona Vale Strategic Centre	Route follows existing shared paths along South Creek and the southern side of Narrabeen Lagoon Trail before linking onto Pittwater Road	Route is largely in place. Conflict points should be addressed such as bridge crossing at Narrabeen Lagoon, path widths, driveway crossings along South Creek Road and Pittwater Road	Dee Why Beach
					Cromer Employment Area
					Cromer High School
					Narrabeen Lagoon Trail
					Narrabeen B-Line
					Narrabeen Local Centre
					North Narrabeen Local Centre
					North Narrabeen High School
					Warriewood B-Line
					Warriewood Shopping Centre
					Mona Vale Hospital
					Mona Vale Strategic Centre

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	High quality off road facility to be provided all	Mona Vale Strategic Centre
					Mona Vale Employment Area
					Newport Local Centre
					Newport Beach
					Bilgola Beach
R17	Frenchs Forest Strategic Centre	Narrabeen Local Centre	Route follows South Creek corridor	Route to follow creek line corridor. Route would link with existing South Creek shared path closer to Narrabeen Lagoon	Avalon Beach
					Avalon Local Centre
					Narrabeen Lagoon Trail
					Cromer Public School
					Willandra Village
					Beacon Hill Primary School

Safe Cycling Network – District Routes

No.	From	To	Description	Comments	Major Trip Attractors
D1	Seaforth Village	Tania Park	Route connects through Balgowlah Heights via flatter streets	Currently no safe off road cycling facility in this area	Seaforth Village Balgowlah Heights Local Centre Balgowlah Heights Primary School Tania Park
D2	Forestville	Killarney Heights	Route follows Melwood Avenue	Route provides link between neighbouring centres. Topography of Melwood Avenue is most suited to cycling facility	Forestville Public School Forestville Shopping Centre Forestville RSL Melwood Oval Killarney Heights High School Killarney Heights Shopping Centre Killarney Heights Public School
D3	Seaforth Village	Seaforth Oval	Route follows R1 before following existing Burnt Bridge Creek Shared Path and local streets	New off road connections within Seaforth	Seaforth Village Seaforth Public School Grove Bike Park Burnt Street Shops Seaforth Oval
D4	Manly	North Head	Darley Street to North Head Lookout	Major tourist and recreational route also providing access to residential areas of Eastern Hill Safe off road connection to be added along Darley Street	Manly Strategic Centre Manly Village Public School St Pauls College International College of Management Manly Hospital North Head

Safe Cycling Network – District Routes

No.	From	To	Description	Comments	Major Trip Attractors
D5	Manly Boy Charlton Pool	Bantry Bay Reserve	Route follows collector road route of Balgowlah Road through to Woodbine Street	Existing popular shared path on Balgowlah Road should be widened	Manly Boy Charlton Swimming Pool Manly West Public School Balgowlah Employment Area North Balgowlah Local Centre Balgowlah North Public School Manly Dam MTB Trail Bantry Bay Reserve
D6	Seaforth Oval	Frenchs Forest	Route follows existing fire trail parallel to Wakehurst Parkway. Existing route used by mountain bikes	Some loss of bushland in road corridor. Existing fire road surface to be sealed to allow greater access. This route is an alternative route to R3 should the NSW Government Beaches Link project not proceed.	Seaforth Oval Bantry Bay MTB Trails Northern Beaches Hospital Frenchs Forest Strategic Centre
D7	Queenscliff Beach	Dee Why Strategic Centre	Route follows direct route via Harbord Road connecting schools, sports fields and employment area.	Shared path or separated cycleway to provide safe cycling network connection	Queenscliff Beach Stella Maris College Freshwater Local Centre Brookvale Employment Area Curl Curl Lagoon Northern Beaches Secondary College St Luke's Grammar School Stoney Range Regional Botanic Garden Dee Why Strategic Centre

Safe Cycling Network – District Routes

No.	From	To	Description	Comments	Major Trip Attractors
D8	Manly Lagoon	Curl Curl Lagoon	Route via Oliver Street providing connection to Harbord Public School	Popular cycling route. Existing on road lanes not suitable for safe cycling network	Freshwater Local Centre Harbord Public School Curl Curl Lagoon
D9	Brookvale B-Line	Curl Curl Lagoon	Route through Brookvale employment area to John Fisher Park and Curl Curl Lagoon	Route largely exists. Missing connection at Mike Pawley Oval.	Brookvale B-Line Brookvale Employment Area Northern Beaches Secondary College John Fisher Park Curl Curl Lagoon
D11	Dee Why Strategic Centre	Frenchs Forest Strategic Centre	Route via McIntosh Road Narrabeena and Frenchs Forest Road	Route provides alternative to R10 Route contains some existing shared paths.	Dee Why Strategic Centre Narrabeena Local Centre Narrabeena Public School Beacon Hill Public School Frenchs Forest Employment Area Northern Beaches Hospital Forest High School Frenchs Forest Strategic Centre
D13	Beacon Hill	St Ives	Route follows Sydney Water pipeline corridor	Existing trail along pipeline corridor to be sealed for greater access. Route would deviate at major roads to use existing crossing facilities. Route provide major recreational benefits.	Warringah Aquatic Centre Frenchs Forest Employment Area Frenchs Forest Strategic Centre Davidson High School Garigal National Park

Safe Cycling Network – District Routes

No.	From	To	Description	Comments	Major Trip Attractors
D14	Frenchs Forest Strategic Centre	Glenrose Village	Route follows Grace Avenue and Blackbutts Road	Shared path exists in some locations. Separated cycleway or shared path to follow route to ensure safe cycling network	Frenchs Forest Strategic Centre Frenchs Forest Showground Lionel Watts Oval Glenrose Village
D15	Narrabeen Local Centre	Narrabeen Local Centre	Narrabeen Lagoon Trail loop around Narrabeen Lagoon	Popular recreational loop that also serves connections between Narrabeen and Cromer.	Narrabeen Local Centre Narrabeen B-Line Narrabeen Lagoon Trail Sydney Academy of Sport
D16	North Narrabeen Rock Pool	Warriewood Employment Area	Route follows Narrabeen Lagoon north along Garden Street	Trail can be crowded with walkers and bike riders on weekends. Trail is partially sealed. Route exists in the form of shared paths	North Narrabeen Rock Pool Lakeside Caravan Park Narrabeen Lagoon North Narrabeen Employment Area Warriewood Square Warriewood Employment Area
D17	North Narrabeen Rock Pool	Warriewood Valley Playground	Route follows Fern Creek	Route is largely complete except for Boondah Road and short sections on Jacksons Road and Pittwater Road.	North Narrabeen Rock Pool Lakeside Caravan Park Pittwater Rugby Park Warriewood B-Line Warriewood Square Warriewood Valley Local Shops Warriewood Valley Playground Mater Maria College

Safe Cycling Network – District Routes

No.	From	To	Description	Comments	Major Trip Attractors
D18	Warriewood Beach	Warriewood Employment Area	Route follows Narrabeen Creek	Route is largely complete except for Hunter Street and the eastern end of Narrabeen Creek. Narrabeen Creek connection is part of the Warriewood Valley Masterplan.	Warriewood Beach Warriewood Beach Shops Warriewood Employment Area
D19	Warriewood Employment Area	Mona Vale Strategic Centre	Route via Mona Vale Road and Maxwell Street	Route provides a western route between Warriewood and Mona Vale. Separated cycleway or shared path is required along Maxwell and Waratah Streets.	Warriewood Employment Area Mona Vale Public School Mona Vale Strategic Centre Mona Vale B-Line
D20	Mona Vale Strategic Centre	Bayview Baths	Route follows Pittwater Road	Existing footpath to be widened to shared path.	Mona Vale Strategic Centre Mona Vale Employment Area Pittwater High School Rowland Reserve Bayview Baths
D21	Mona Vale Beach	Warriewood Employment Area	Route travels along Bassett Street to Winnerremy Bay before curling around Cabbage Tree Road to Warriewood	Route would consist mainly of shared path	Mona Vale Beach Mona Vale Employment Area Pittwater High School Winnerremy Bay Park Warriewood Employment Area
D22	Newport Beach	West Newport	Flat route along Gladstone St linking the ocean to Pittwater.	Shared path or separated cycleway along Gladstone and Kalinya Streets	Newport Beach Newport Local Centre Newport Oval Newport Public School West Newport Local Shops The Newport

Safe Cycling Network – District Routes

No.	From	To	Description	Comments	Major Trip Attractors
D23	Avalon Local Centre	Old Wharf	Route follows Avalon Parade	Shared path or separated cycleway along Avalon Parade.	Avalon Local Centre Avalon Public School Hill Top Road Local Shops Old Wharf
D24	Avalon Beach	Careel Bay	Route follows existing corridor along Careel Creek	Seal existing route to provide greater access to sports-fields	Avalon Local Centre Avalon Public School Avalon Beach Barrenjoey High School Hitchcock Park Playing Fields Careel Bay Playing Fields Hitchcock Park Dog Exercise Area



Engagement Report - Stage 1 Northern Beaches Bike Plan

July 2019

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1. Background

The Northern Beaches Bike Plan is the second of five plans under the Move Northern Beaches Transport Strategy to be developed.

The Northern Beaches Bike Plan aligns to *The Move Northern Beaches Transport Strategy – and its key directions:*

- “Create and enhance “Places for People” that are integrated with public transport, creating vibrant, connected places with wide footpaths, safe cycling options and where the car is not the first option.”
- “Prioritise smart, active travel network improvements (through technology, end of trip facilities and way-finding signage). Expand footpath and shared path networks to improve connectivity and safety, making walking and cycling attractive alternatives to the car.”

The draft Plan has been developed with information gathered during first stage engagement (January-March 2019) and incorporates content from the former Councils’ Bike Plans and data collected and reviewed as part of the on both the Northern Beaches Walking Plan and Transport Strategy projects.

The Engagement approach for this project included stakeholder meetings with cycling representatives prior to broad community engagement.

Feedback from stakeholder discussions helped set the direction and engagement approach for the first stage of this project, which took place between 18 January – 4 March. Details of activities undertaken during this period are detailed within this report.

Stage Two engagement will be undertaken during public exhibition of the Draft Northern Beaches Bike Plan expected in mid-2019.

2. Engagement Approach

Council sought to understand issues and needs related to a safer cycling network that was largely separated from traffic.

During the comment period between 18 January and 4 March Council encouraged feedback through:

- online comment form
- online mapping tool (draft safe cycling network and road cycling network)
- drop-ins
- phone appointments
- pop-ups at popular cycling locations.

Written and email submissions were also accepted.

The engagement activities during the public exhibition were promoted through multiple channels (online, print, social media,) to ensure broad community awareness of the project and seek feedback.

3. Engagement Snapshot

Engagement Activity	Comment
Your Say Project Page	1550 Page Views
Social Pin Point Mapping	2198 Page Views - 852 Comments
Key Stakeholder Meetings	10 Meetings
Strategic Reference Group	2 Meetings
Drop In Sessions	3 Sessions
Pop-Ups	4 Pop-Ups
Facebook Posts	2 Boosted Posts
Promotional Signage	20 Signs
Media Release	1 Media Release
Email Distribution	25,000+ Recipients
Weekly News & Mayor's Message	1 Mention in the Mayor's Message
Manly Daily	6 Have Your Say Ads
Pittwater Life	1 Editorial article

4. Engagement Outcomes

During the course of community engagement the themes arising included:

Theme	Comment
Separated cycleways	Separated cycleways are best practice in terms of providing transport cycling facilities. They provide a safer environment by separating bicycles from both motor vehicles and pedestrians. However, they require more space to construct than a shared path. Separated cycleways have been in place in the City of Sydney for a number of years and are now being constructed in neighbouring council areas such as North Sydney, Randwick, Inner West & Woollahra. Our community is requesting this type of facility on the Northern Beaches.

Theme	Comment
Shared path conflict	<p>Shared paths were raised as an issue due to conflict between users. Pedestrians sometimes felt uncomfortable with bicycles passing in close proximity and at speed. Bicycle riders often complained about pedestrians with earphones and unpredictable movements of children and dogs.</p> <p>Transport for NSW Centre for Road Safety released a discussion paper on shared paths in 2015. The concluding remarks based on evidence stated that shared paths represent a relatively low safety risk.</p> <p>Almost all existing off road cycling network infrastructure on the Northern Beaches consists of shared paths. The shared path network will continue to expand due to cost and space requirements of separated infrastructure. Ongoing education and etiquette campaigns will help manage this issue.</p>
Lack of connectivity	<p>Arguably the largest barrier to people choosing to ride a bicycle is the lack of connectivity of the off road cycling network.</p> <p>Many people would be more willing to ride a bicycle if their route did not require them to cycle on a road with motor vehicle traffic.</p>
Road crossings	<p>Road crossings can be major barriers on a safe cycling network. An unsafe road crossing can discourage people from cycling. There are many ways road crossings can be addressed. Examples of treatments include lipless ramps, kerb blisters, kerb extensions, refuge crossings, priority crossings and signalised crossings.</p>
Obstructions and maintenance	<p>The existing cycling network consists of facilities of varying quality. Minor obstructions and maintenance issues of shared paths and the road network were frequently brought up during consultation. Of most concern was the issue of poles and road furniture on shared paths and surface condition of roads.</p>
Driver behaviour & education	<p>There was a common concern that people often felt unsafe or threatened by motor vehicle drivers when cycling on Northern Beaches roads. Most people agreed that the majority of motor vehicle drivers were respectful to towards people riding bicycles, however it was felt that there are many occasions where people felt unsafe through actions such as close passing, pulling out inappropriately, dangerous overtaking and aggressive driving behaviour. It was felt that more could be done in driver education and community mentality towards cycling.</p>

5. Engagement Materials and Activities

5.1 Your Say Project Page & Online Comment Form

The Northern Beaches Your Say project webpage¹ provided the community with information on the project including background information, former Council Bike Plans, interactive mapping tool, previous and future engagement activities and outcomes, FAQs and other related documents.

Visitors to the page were encouraged to make comments using the interactive mapping, however a comment form was also provided as an alternative, as was an opportunity to speak directly with the project manager.

Your Say webpage statistics

Page views (unique users)	1550
Comments received (Online)	40
Comments received (via Email)	4

Out of the 44 comments received, 41 were positive and highlighted the need to improve cycling infrastructure within the Local Government Area.

The three negative comments all related to conflict on shared paths and pedestrians being endangered by people riding bicycles.

Primary themes that arose included:

Theme	Number of comments	Issue examples
Cycleway connectivity	21	Need to improve general connectivity throughout LGA. Requests for cycling facility in specific location.
Safety on road	9	Unsafe "car door" bicycle lanes. Not enough space for cars to pass safely.
Existing path condition	5	Quality of path surface. Maintenance required. Obstructions on path.

Refer to Appendix 2 for all comments and responses.

5.2 Social Pin Point Mapping

Interactive mapping² was used as the primary tool to capture community comments and feedback. The mapping tool (outlining the draft existing and proposed cycling network) encouraged respondents to use pins to identify specific locations and provide feedback on:

- The Safe Cycling Network. Where are paths, better road crossings or improvements are required?
- The Road Cycling Network. Where are the danger areas or improvements required?
- Bicycle parking. Where should parking be added or improved?
- General Comments. Anything else related to bicycle riding on the Northern Beaches.

¹ https://yoursay.northernbeaches.nsw.gov.au/bike_plan

² <https://northernbeaches.mysocialpinpoint.com/northern-beaches-bike-plan#/>

Pins generally commented on the proposed network mapping and identified existing network gaps, issues and hazards in the specific location that the pin was dropped.

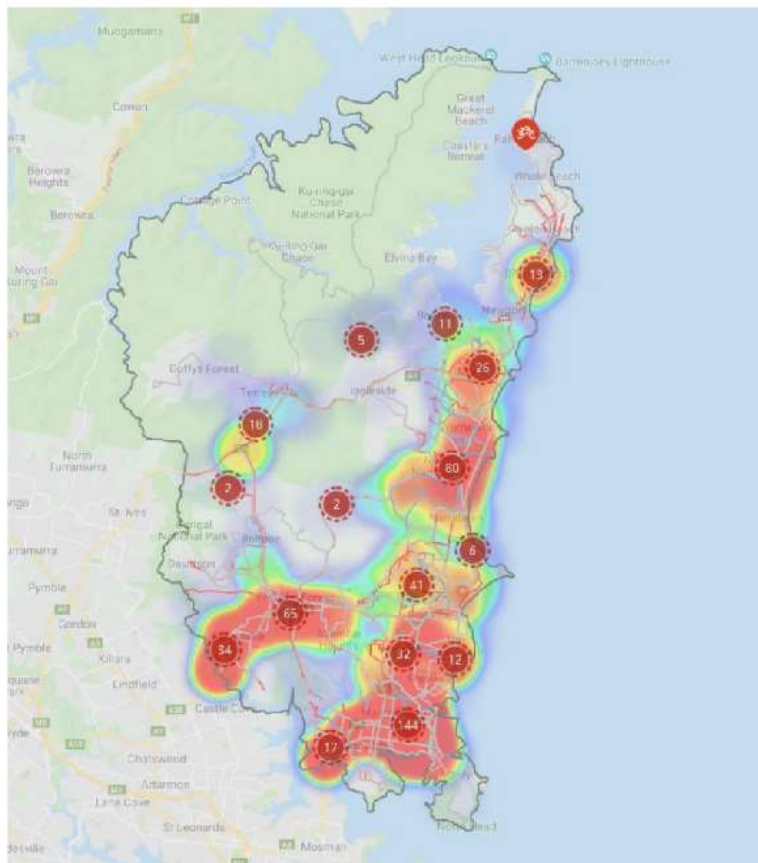
Mapping statistics	
Page views (unique users)	2198
Unique users commenting	286
Comments received	852

Respondents were given the opportunity to select one of four pin types that best reflected their comment. The pin types and comment numbers were as follows:

Pin Type	Number of Comments
Safe Cycling Network	517
General	152
Road Cycling Network	141
Bicycle Parking	46

Three unique users made a total of seven comments on Northern Beaches Council Connected Communities Social Pin Point mapping regarding cycling infrastructure during the Bike Plan engagement period. These comments have been included in the Appendix along with all other comments. .

Social Pin Point Mapping - Pin Distribution Heat Map Safe Cycling Network

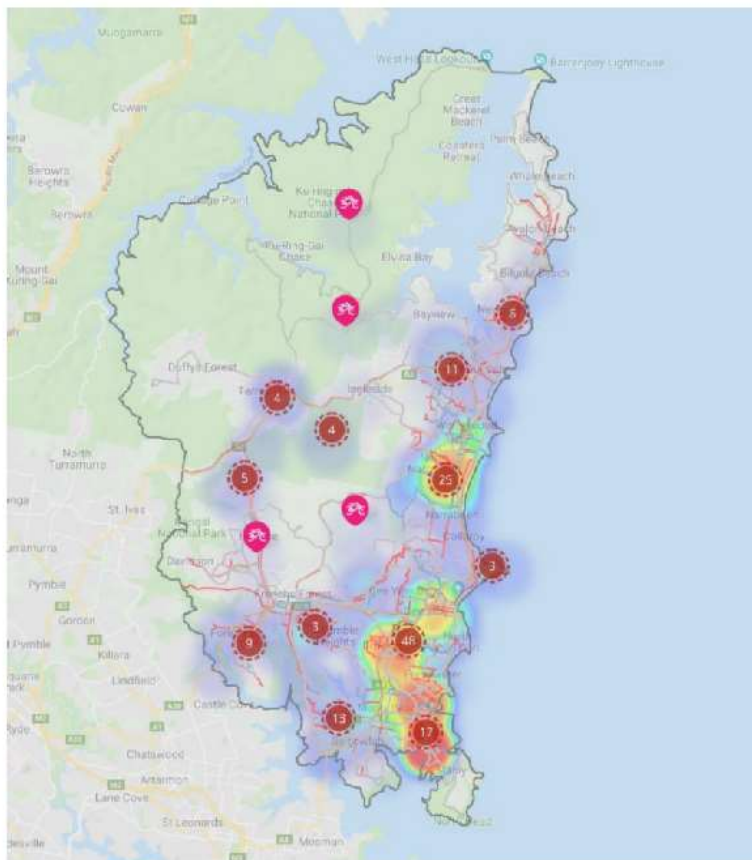


Highest concentration of pins was in and around Manly. Other areas with significant pin drops include Frenchs Forest, Narrabeen/Warriewood, Dee Why/Cromer, Brookvale, Forestville and Mona Vale. Whilst Avalon is popular for bicycles, responses did not reflect pins in this area.

Comments generally related to specific issues where the pin was dropped. Comments have been used to help develop the Safe Cycling Network actions and mapping. Comments mainly consisted of:

- Gaps in the Safe Cycling Network
- Request for infrastructure improvement
- Safety issues.

General

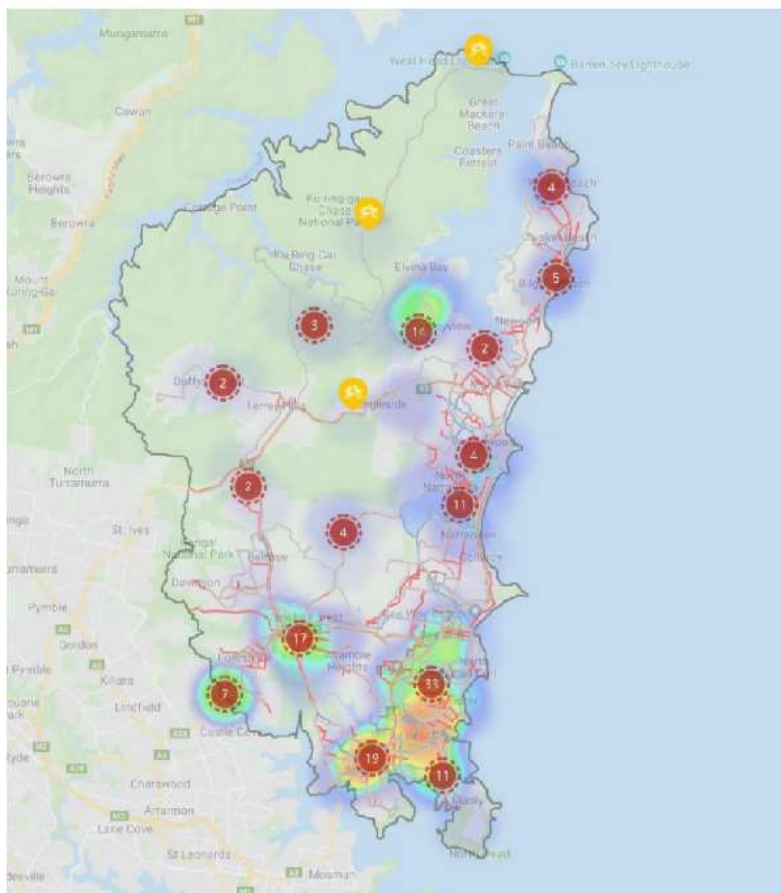


Comments under the 'general' pin category are less likely to be geographically relevant. However, the concentration of pin drops is relatively consistent with the other categories showing a high concentration in the Manly to Dee Why corridor and around Narrabeen and Warriewood.

As with the Safe Cycling Network, comments generally related to specific issues where the pin was dropped. Comments mainly consisted of:

- Request for infrastructure improvement
- Safety issues.

Road Cycling Network



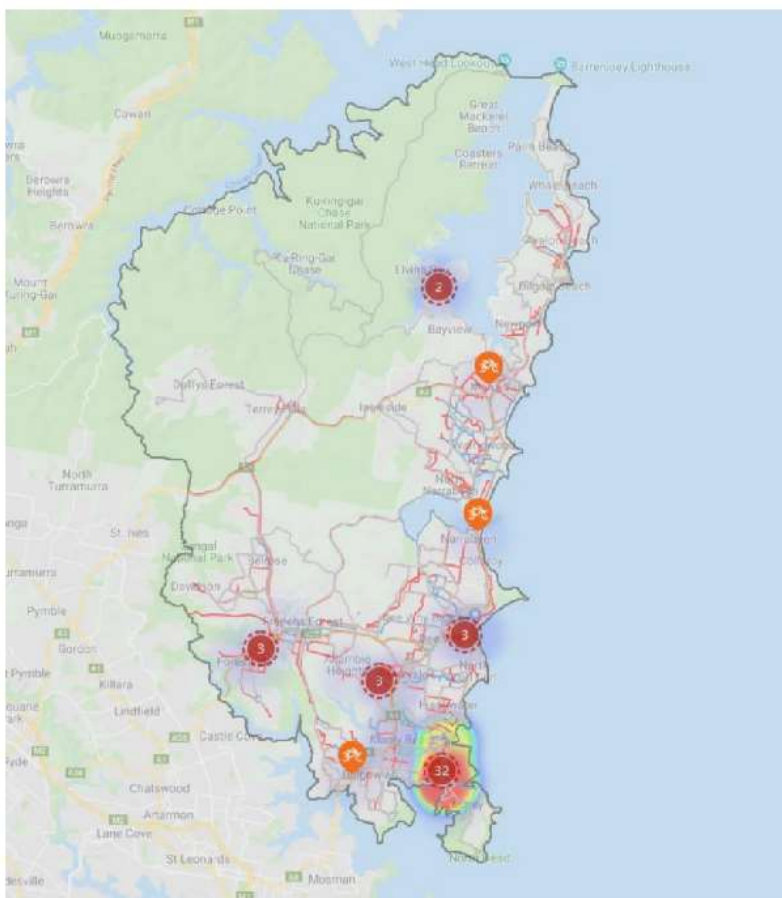
There is a concentration of pins at the lower end of the peninsula including Manly, Freshwater, Balgowlah and surrounds. This reflects other pin types and the suggests higher cycling participation levels in this part of the LGA.

The high concentrations of pins around Frenchs Forest and Forestville reflect the current road works and desire for better cycling facilities to Roseville Bridge.

Pins in Bayview and Church Point reflect the popular cycling route between Mona vale and Ku-ring-gai National Park and the conflict between the numbers of people cycling, motorists and residents. Comments generally related to:

- Request for infrastructure improvement
- Safety issues.

Bicycle Parking



Pins relating to bicycle parking are highly concentrated in Manly Town Centre. This reflects the need for improved bicycle parking infrastructure at Manly Wharf and throughout the town centre. Comments generally related to the need for additional bicycle parking in popular locations.

Social Pin Point Mapping – Top Comments

The top ten 'liked' comments³ are listed in the table below. Note that comments made earlier in the engagement period had more opportunity for others to give 'likes' or 'dislikes'. All comments can be viewed in the Appendix or in context on the Social Pinpoint Mapping⁴:

Rank/ Likes	Comment	Theme	Council Response
1 / 51	The shared path along Warringah Rd between the Roseville Bridge and Crown of the Hill is completely inadequate as a Safe Cycling Route - it's just a footpath designated as a shared path. It's narrow, bumpy, power poles obstruct path, bus stop sign placed in the middle of the path, unsafely crosses multiple streets, garbage bins block the path, cars block the path whilst waiting to enter the service station, difficult to pass pedestrians and other cyclists, etc., etc.	Lack of Connectivity	This route has been identified within the Draft Bike Plan as part of Council's Safe Cycling Network. It has been given the hierarchy of a Regional Route in line with the current TfNSW Principal Bicycle Network. It is noted that this route has received a high number of submissions during the community engagement period. This combined with the important strategic connection between Frenchs Forest and Chatswood has placed it as a high priority in the Draft Bike Plan. Council has been working with Kuring-gai and Willoughby Councils to submit a funding application for an RMS Active Travel grant to investigate a cycle route corridor from Chatswood to Dee Why. The grant was unsuccessful in 2017. The application was updated and resubmitted in 2018. Awaiting result of application.
2 / 50	Suggestion to construct a children's / all ages asphalt pump track (similar to the pump track at Terry Hills BMX track) beside the playground to complement the current playground infrastructure and recreational use in the immediate area. A pump track here would not only be a great asset for local children and teenagers but also a great stopping point for family's who are riding around the lake.	BMX	Out of scope. This type of facility would be addressed in Council's Open Space and Recreation Strategy. The interest in this comment illustrates the popularity of mountain biking and BMX in the area and the need to provide safe cycling connections to mountain bike trails in this area.

³ Comments are as 'written' on the mapping tool

⁴ northernbeaches.mysocialpinpoint.com/northern-beaches-bike-plan

Rank/ Likes	Comment	Theme	Council Response
3 / 45	There needs to be co-ordination with Ku-ring-gai Council as to resolving the loop under the Roseville Bridge at the western end. The climb to Babbage Road is steep, short, and often littered with leaf debris making it slippery and unsafe.	Lack of Connectivity	Out of scope. Referring to facility in Ku-ring-gai Council area. Refer to Response 1
4 / 44	Please work with Ku-ring-gai Council in trying to get a better designed route to/from Willoughby Council area.	Lack of Connectivity	Refer to Response 1
5 / 38	A safe Off-Road Cycleway between Wakehurst Parkway and the Roseville Bridge must be a high priority to fill this huge gap in active travel infrastructure. There is currently no safe route from the new shared path ending at Fitzpatrick Ave to the Roseville Bridge.	Lack of Connectivity	Refer to Response 1
6 / 35	I'd like to ride from beacon hill to Forestville ships in a safe way not on the busy Warringah Rd	Lack of Connectivity	Refer to Response 1
7 / 33	100% yes!	Lack of Connectivity	This comment refers to a link across Dee Why Lagoon from Dee Why Beach to Long Reef Beach. From a cycling network perspective, it would be favourable that any infrastructure constructed along this route catered for both pedestrians and people riding bicycles. Although this engagement showed support, there is also strong opposition to this connection from environmental groups.
8 / 33	The bridge over Pittwater Road has a narrow footpath that needs to be widened to shared path width or a separate pedestrian/cyclist bridge added - this was identified in the Manly PAMP too	Shared Paths	This is a popular route for people cycling to/from Queenscliff and Manly to surrounding areas and part of regional routes between Manly and Brookvale and Manly and Frenchs Forest. Requiring people riding bicycles to dismount is not desirable when Council's objective is to increasing cycling participation. The bridge is RMS infrastructure; however the Draft Bike Plan recommends that a facility should be provided to allow for continuous cycling in this location.

Rank/ Likes	Comment	Theme	Council Response
9 / 32	It is no use Northern Beaches Council designing commuter bikeways without co-ordination with adjoining councils. Cyclists use Roseville Bridge roadway going west rather than the shared footpath as the shared footpath goes no-where in Roseville. Similarly, cyclists heading east share the road with high speed cars rather than the back streets of Roseville Chase. TALK TO OTHER COUNCILS ABOUT END TO END JOURNEY SAFETY	Lack of Connectivity	Refer to Response 1
10 / 32	A cycle route alongside South Creek would be absolutely brilliant. THUMBS UP!	Safe Off road	This route has been identified in the Draft Bike Plan as a Regional Route. It would allow for a safe off road to Narrabeen lagoon Trail from Frenchs Forest and surrounding areas.

5.3 Key Stakeholder Meetings

Prior to the engagement comment period⁵, 10 stakeholder meetings were held with members of the cycling community, who had made representations regarding cycling network and infrastructure needs.

Discussions with stakeholders helped set the direction for the Draft Northern Beaches Bike plan and how achieve the Move Northern Beaches Transport Strategy goals in relation to cycling. The provision of two separate cycling networks (Safe Cycling Network & Road Cycling Network) was an approach strongly supported by all stakeholders.

All stakeholders were aware of best practice infrastructure (such as separated cycleways) that was being constructed in North Sydney and discussion was had on how this type of infrastructure could be implemented on the Northern Beaches.

Each stakeholder communicated their various issues with regards to cycling on the Northern Beaches., these included:

- rider safety
- driver attitude and behaviour
- cycleway connectivity
- maintenance of existing network.

Points raised

Manly Wharf needs more bike parking	Construction works and bicycle detours
North Steyne shared path safety.	Specific connections

⁵ 18 January-4 March 2019

Bike Parking solution for unit blocks.	Cleaning shoulders and paths
Shared path road crossings need to be safer	Need to work on increasing cycling to school
Use Golf Course land around Balgowlah, North Manly	Frenches Forest to Chatswood
Intersection treatments need to be safer	Need for secure bike parking at destinations
Manly back street connections could be better marked	Focus on key commuter routes
Routes need to follow predictable path and be practical in nature	Encourage local trips
Separated infrastructure should be provided	Encourage events
Provide incentive to cycle and disincentive for car use	Better consideration of cycling in Council projects
Dangerous clutter on shared paths	Connectivity
Better promotion	Lower speed limits
Maintenance of paths	Better integration with public transport
Priority at intersections	Consideration at work zones
Better flow on paths	Patching potholes
Maintenance processes	Driver education of road rules
Door zone lanes should be removed	Council to take over cleaning of RMS roads
Better consideration for new council projects	Access to street sweeper activities
Positive language signage	Council processes need change to consider bicycle use
Drivers need more duty of care	

5.4 Transport & Travel Strategic Reference Group

The Bike Plan project was presented at the Northern Beaches Council Transport and Travel Strategic Reference Group on two occasions.

Meeting on 6 December was used to inform the committee of the Bike Plan project and to present initial direction of the project and timeframes.

Meeting on 21 February was used to update the committee on the Bike Plan project development and initial community engagement findings.

Meeting – 06 December 2018

Attendees

Committee Members	Observers	Council Staff
7	1	7

Discussion Topics Raised

Presentation of development of Bike Plan and infrastructure examples

General support for more bicycle infrastructure

Review bicycle parking, particularly around B-Line stops

Seaforth roundabout not safe for cycling

Action

That the Transport and Travel Strategic Reference Group note the development of the Bike plan has commenced and a draft will be presented to the February 2019 meeting of the group.

Meeting – 21 February 2019

Attendees

Committee Members	Observers	Council Staff
11	1	5

Discussion Topics Raised

Presentation of development of Bike Plan, infrastructure examples and community engagement update.

Safety in relation to the past and present cycling networks/shared paths

The importance of using information from statistics to drive future decisions

Review and potentially follow some European countries in trialling projects, collecting feedback and hard data prior to committing to big and costly projects.

Follow the North Sydney example of shifting the central line to create more space for cyclist riding up the hill

Potential to install shared path signage on low use foot paths even though they may be less than desirable width. This may encourage more people (especially +50s') to cycle as many people generally don't like riding on the road.

Explore the option of increasing the width of current footpaths to 2m-2.5m rather than building completely/brand new ones.

If better signage on shared footpaths would encourage usage and reduce people's concerned for their safety.

Level of prioritisation assigned once the plan is adopted

Are collisions on shared path a genuine 'safety concern'.

Actions

That the Transport and Travel Strategic Reference Group:

- A. Assist in the development of the Bike Plan and safe cycling network by:
- Reviewing the proposed network mapping.
 - Reviewing the content of the plan document.
 - And assist in further development of the plan once the initial consultation period closes.

- B. Receive an update on the final draft Bike Plan at the May meeting of the SRG Meeting.

5.5 Drop-in Sessions

Three sessions were held to give community members the opportunity to talk to project staff about the Northern Beaches Bike Plan.

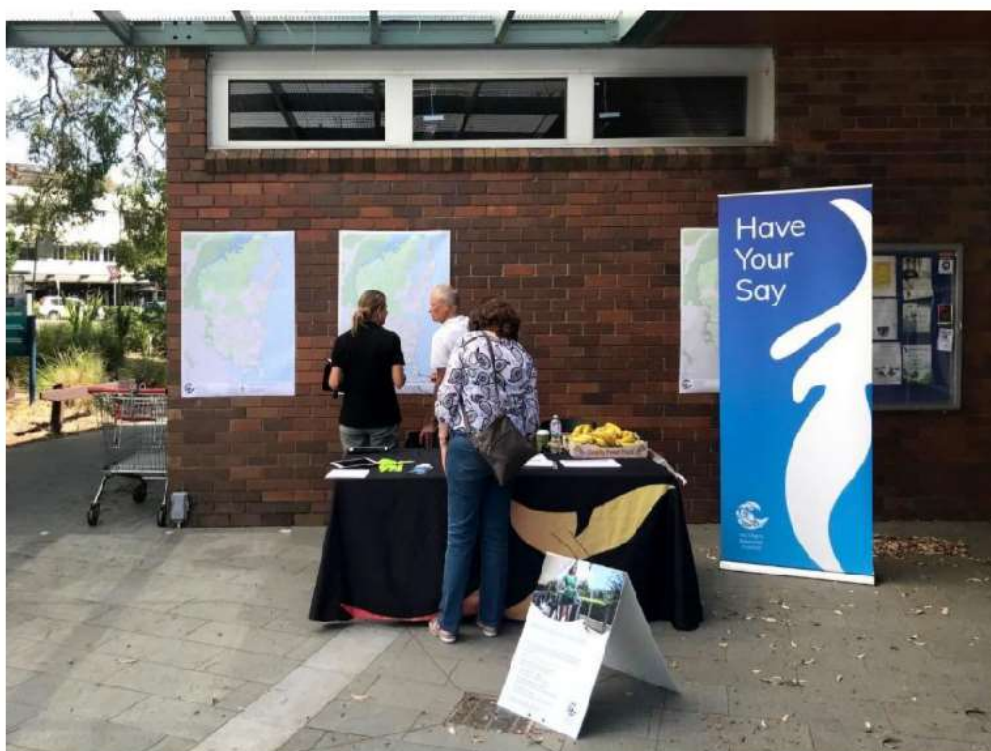
Sessions provided an opportunity for community members to have an informal discussion with the project team regarding the proposed network and infrastructure and project timeline.

Key Findings

Of the 52 comments received during the drop-ins the prominent themes included the need for:

- Lack of connectivity
- Desire for separated cycleways
- Driver behaviour and education
- Shared path safety

Location	Participants
Manly Library	12
Dee Why Civic Centre	10
Mona Vale Memorial Hall	24



Drop-in comments

Manly Library	Theme
Spit Bridge and Harbour Bridge are major pinch points - Council should lobby State Government for improvement	Lack of connectivity
Council should be engaging with police regarding trouble spots, crash data, incidents, etc	Cycling safety
Need route signage advising of hills.	Signage
Need to reduce speeds on roads to make cycling safer	Cycling safety
Council should work closer with RMS to get best possible outcomes for cycling. EG Frenchs Forest works.	Lack of connectivity
Use evidence to get funding and support of cycleways	Separated cycleways
Need cycleway on Wakehurst Parkway - Seaforth to Frenchs Forest	Lack of connectivity
Driver education needed. Especially tradies.	Driver behaviour and education
Design of road to incorporate tree planting to act as a barrier for safe cycling	Separated cycleways
Would be wonderful if Council can build what is shown on the mapping	Project delivery
Directional signage with distance is a really helpful	Signage
Need a safe route taking in North Head, Akuna Bay, McCarrs Creek, Mona Vale Road & Forest Way	Lack of Connectivity
Research St Paulo - Good example of behavioural change campaign	Driver behaviour and education
Conduct a quick poll giving people the option to say "great" to cycling infrastructure - but no further	Lack of Connectivity
Need separated cycleways to separate from pedestrians	Separated cycleways
Manly beachfront. Shared path should be bicycle only. Pedestrians can use beachside path.	Safety on shared paths
On-street parking impacts on safe cycling - door zone issue	Obstructions and maintenance

General engineering standards and safety for cycling is not a priority. Council should change this.	Cycling safety
Education for shared path use.	Safety on shared paths
Gateway signage should be provided at entry to Manly	Signage
Car parking should be locally orientated. Can park at Clontarf anymore.	Out of scope
Stencilling and line marking needs renewing on shared paths	Obstructions & maintenance
More education campaigns to make cycling safer	Driver behaviour and education
Dee Why Council Chambers	
Need more cycleways in Avalon	Lack of connectivity
Bicycle riders don't wear helmets and don't respect pedestrians. They need to be policed. They should be registered.	Safety on shared paths
South Creek cycleway should be a top priority (Frenchs forest to NLT)	Lack of connectivity
Vegetation planting and maintenance is important. Vegetation can damage and overhang paths.	Obstructions and maintenance
Oaks Avenue to Pacific Parade - as an alternate route from Woolies development	Lack of connectivity
Development needs to cater for cyclists - end of trip facilities	End of trip facilities
Bicycles go too fast on shared paths.	Safety on shared paths
Addressing main commuting route north of Burnt Bridge Creek deviation (at least as far north as Narrabeen for Stage 1, Stage 2 north to Avalon?)	Lack of connectivity
Commuting route. Dysfunctional system for cyclists. Narrabeen to City along Pittwater Road	Lack of connectivity
Connection from Narrabeen Lagoon Trail to Sydney Academy of Sport is needed	Lack of connectivity
Suggestion for shared cycleway, using/converting current sidewalk space along Pittwater Rd / Condamine Street to keep cyclists off roadway and separate from traffic.	Separated cycleways
Require awareness education for pedestrians if prioritising cyclist needs	Safety on shared paths

Development of shared cycleway diverting from Long Reef to Dee Why which may necessitate impacting close to Dee Why Lagoon nature reserve. This would avoid main section of Dee Why and would especially be favourable to commute to Manly	Lack of connectivity
Allow footpath to be used for cycling	Lack of connectivity
Commuting route improvement - get them off the road onto separate cycleway	Separated cycleways
Howard Avenue should have been a separated cycleway. Shared path will be too busy with pedestrians.	Separated cycleways
Mona Vale Memorial Hall	
Need better connections between Mona Vale and Warriewood	Lack of connectivity
Need better safe connections generally to encourage people to cycle	Lack of connectivity
Shared paths don't work. There is a need for separated bike paths and footpaths	Separated cycleways
McCarrs Creek Road – cyclists shouldn't be allowed to ride on the road as it is impossible for a car to pass them – this was especially true if the bikes were riding in a group.	Lack of connectivity
McCarrs Creek Road – children don't have anywhere to walk or ride on this road as there are no shared pathways or a footpath. It is dangerous for kids to walk alongside this road due to limited space.	Lack of connectivity
McCarrs Creek Road - traffic calming should be added to slow down all vehicles and make the road safer.	Driver behaviour and education
McCarrs Creek Road - road should be widened in National Park to allow safer passing	Separated cycleways
Off road connection between Mona Vale and Church Point should be considered	Lack of connectivity
There needs to be a connection from Dee Why to Warringah Mall that is off road.	Lack of connectivity
More bike racks are needed around public transport, sports fields and other recreational/public facilities and areas	End of trip facilities
Wayfinding signs – resident said they were not needed and council should bother installing these signs.	Signage
Need areas to safely pass cyclists between Mona Vale and Church Point	Separated cycleways
More signage and education to make it safer for road cycling around Church Point	Driver behaviour and education

5.6 Pop-ups

Four pop-ups were conducted to at popular cycling locations to raise awareness of the Bike Plan development and engagement. The project team intercepted commuters and recreational cyclists at the pop-up locations and offered 'fruit for thought' – driving them online to view the project page and comment on the mapping tool.

Pop-up Location	Time	Date
Manly Wharf	6:30 to 8:00am	Friday 1 Feb 2019
Avalon Beach Reserve	9:00 to 10:30am	Saturday 2 Feb 2019
Bilarong Reserve (North Narrabeen)	11:30am to 1:30pm	Saturday 2 Feb 2019
Middle Creek Reserve (Cromer)	10:00am to 2:00pm	Sunday 3 Feb 2019



5.7 Facebook

Northern Beaches Council 'boosted' two Facebook posts during the community engagement period. Both posts informed the community of the Bike Plan project and invited comments via the 'Have Your Say' project page.

The posts framed cycling as a positive activity that a large majority of Northern Beaches residents participate in. The images reflected cycling for casual transport.

Post Date	Likes/Loves	Comments	Shares
30 Jan 2019	102	56	11
28 Feb 2019	95	37	10

The number of 'likes', 'loves', comments and shares indicate that Facebook posts were well received by the community.

Main themes

Road behaviour/ too dangerous to ride on roads

General support for cycleways


Cycling often faster than driving

Shared paths can be dangerous. Pedestrians, crossings, etc.

Need separation of bikes and pedestrians (Separated cycleways)


Cyclists break rules

Post Details Reported stats may be delayed from what appears on posts



Northern Beaches Council
30 January at 10:44

40% of us jumped on a bike in the last year but only 10% cycled for transport. We want to get that number up and want it to be safe for you to do so. That's why we're developing a Bike Plan to guide the development of our cycling network and we want to hear from you.



NORTHERNBEACHES.NSW.GOV.AU

On yer bike! Help make cycling on the Northern Beaches safer

12,028 people reached

Boost Post

86 Likes 37 Comments 11 shares

Like Comment Share

Performance for your post

12,028 People Reached

168 Reactions, comments & shares

97 Like	86 On post	11 On shares
5 Love	5 On post	0 On shares
56 Comments	52 On Post	4 On Shares
11 Shares	11 On Post	0 On Shares

950 Post Clicks


2 Photo views	197 Link clicks	751 Other Clicks
---------------	-----------------	------------------

NEGATIVE FEEDBACK

7 Hide Post	1 Hide All Posts
0 Report as Spam	0 Unlike Page


Reported stats may be delayed from what appears on posts

Post Details Reported stats may be delayed from what appears on posts



Northern Beaches Council
Published by North Beach (P) · 28 February at 07:04

Northern Beaches! You're an active bunch with 40% jumping on a bike in the last year. That's a lot higher than 25% of the rest of Sydney. Tell us where you want to see new cycleways, improvements in our cycling network and bicycle parking. It's as easy as dropping a pin on our map.



NORTHERNBEACHES.MYSOCIALPINPOINT.COM

Social Pinpoint - Northern Beaches Bike Plan [Learn More](#)

A Place to engage your Community

23,630 people reached

Boost again

Boosted on 1 Mar 2019 By North Beach Completed

People reached	17.8K	Link clicks	187
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[View results](#)

Performance for your post

23,630 People Reached

142 Reactions, comments & shares

92 Like	65 On post	7 On shares
3 Love	1 On post	2 On shares
37 Comments	33 On Post	4 On Shares
10 Shares	10 On Post	0 On Shares

537 Post Clicks

0 Photo views	252 Link clicks	205 Other Clicks
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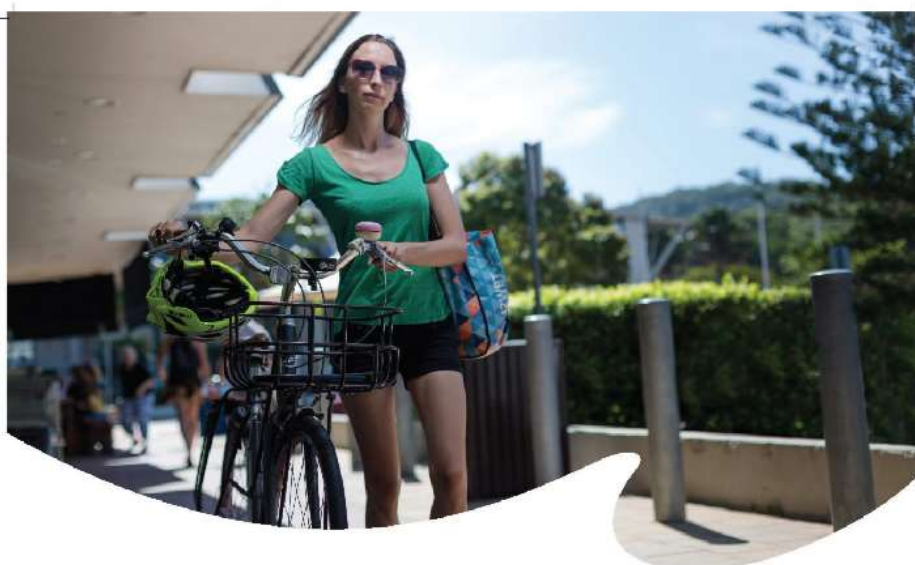
NEGATIVE FEEDBACK

6 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Insights activity is reported in the Pacific time zone. Ad activity is reported in the time zone of your ad account.

5.8 Promotional Signage

Promotional signage was placed at 20 locations throughout the LGA along popular cycling routes and bicycle parking locations.



Northern Beaches Bike Plan

Open for comment

We're developing a Bike Plan to guide the development of our cycling network, new infrastructure and priority cycle routes.

Learn more and have your say

Online: northernbeaches.nsw.gov.au

In person: meet the project team

- **Sat 16 Feb, 12 - 2pm**
Manly Library - Meeting Room
- **Tue 19 Feb, 9.30 - 11.30am**
Mona Vale Memorial Hall - Meeting Room
- **Tue 19 Feb, 5 - 7pm**
Dee Why, Civic Centre - Banksia Room

Enquires: Active Travel Officer on 1300 434 434
Submissions close Sunday 3 March 2019



5.9 Media Release

A media release was placed on the Northern Beaches Council website on 22 January 2019 and distributed to metropolitan and local papers and magazines.

Have you say on making cycling safer and more fun

Northern Beaches Council is seeking community opinion on improving the cycling experience and cycle paths on the Northern Beaches.

Mayor Michael Regan said Council is committed to encouraging people to use alternative means of transport more often, such as cycling, and their cars less often.

"We are very keen to hear from the community about their cycling experience in the area, in particular how the cycling network can be expanded, improved and where people believe the gaps in the network are.

"We would like to know what motivates you to get on your bike, what's stopping you from cycling more and how we can help make riding safer.

"Expanding the footpath and shared path networks to improve connectivity and safety to make walking and cycling an attractive alternative, makes good sense."

Local residents can have their say by visiting Council's [YourSay](#) page or by attending three drop-in sessions.

The sessions will be held at Manly Library on Saturday 16 February from 12 noon to 2pm, Mona Vale Memorial Hall on Tuesday 19 February 9.30 to 11.30am and at the Dee Why Council Chambers also on Tuesday 19 February 5 to 7pm.

There will also be a series of 'pop-up' sessions ("Fruit for your Thoughts") to be held at popular community and recreational hubs.

Council's [YourSay](#) page includes an interactive mapping tool which displays a draft proposed cycling network for discussion. People can make comment on the network by using drop pins to leave remarks or notes about any points along the network.

Feedback from the community engagement process which closes Sunday 3 March will be used in the development of Council's draft Bike Plan, which will provide direction and actions points to improve the cycling network across the Northern Beaches.

The draft Bike Plan, when complete, will be part of Council's Move Northern Beaches Transport Strategy.

Media Enquiries: media@northernbeaches.nsw.gov.au 9942 2678

5.10 Email Distribution

Information about the Northern Beaches Bike Plan project and ways to have your say were sent out via email to key stakeholders and engaged residents.

Email	Dates	Recipients
Previously registered community members	18 Jan 2019	70
Community engagement email update register	25 Jan 2019, 8, 22 Feb 2019	25,000

Northern Beaches Bike Plan

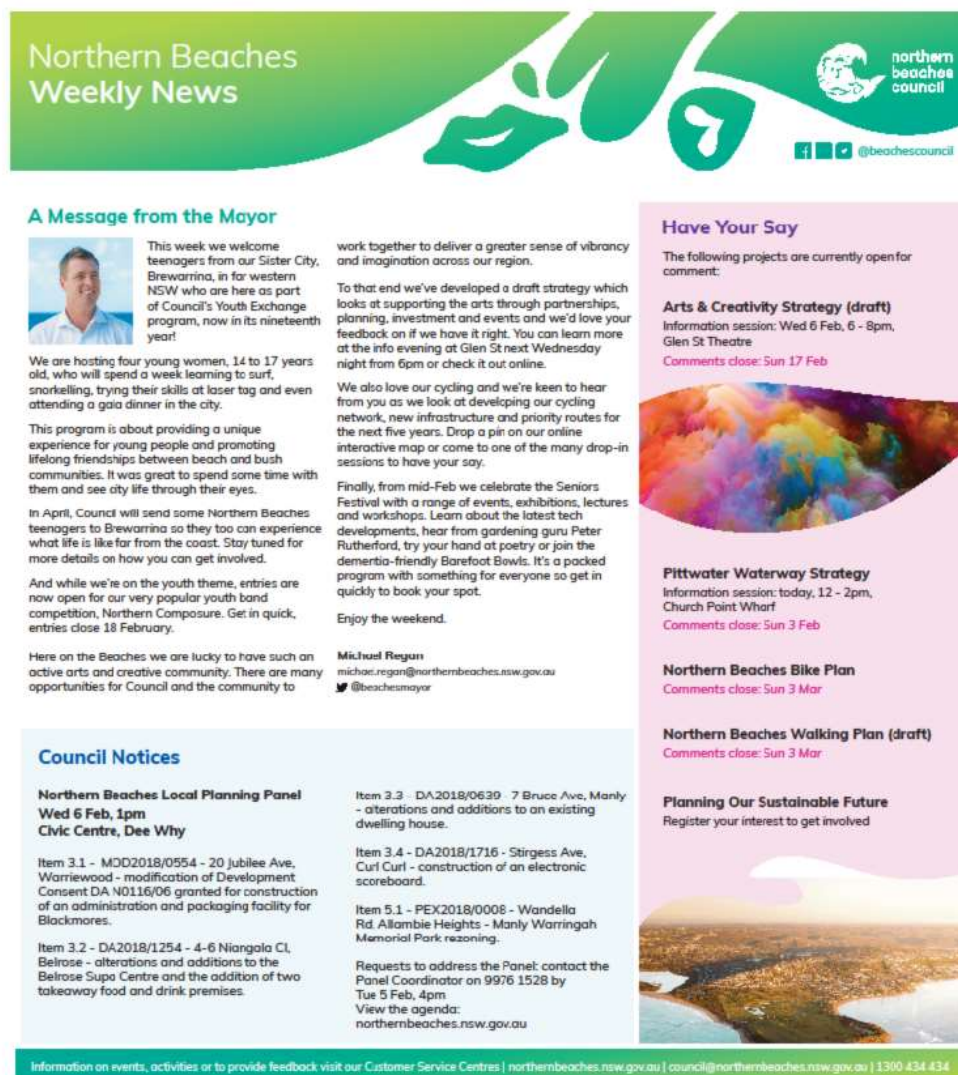
Help us create a better cycling network on the Northern Beaches. Share your ideas on what's needed [online](#).

Comments close Sun 3 Mar

5.11 Weekly News and Mayor's Message

The Northern Beaches Weekly News and the Mayor's Message on 2 Feb 2019 mentioned that Council was developing the cycling network and provided a link to the Your Say Project Page.

"We also love our cycling and we're keen to hear from you as we look at developing our cycling network, new infrastructure and priority routes for the next five years. Drop a pin on our online interactive map or come to one of the many drop-in sessions to have your say."



Northern Beaches Weekly News

A Message from the Mayor

This week we welcome teenagers from our Sister City, Brewarrina, in far western NSW who are here as part of Council's Youth Exchange program, now in its nineteenth year!

We are hosting four young women, 14 to 17 years old, who will spend a week learning to surf, snorkelling, trying their skills at laser tag and even attending a gala dinner in the city.

This program is about providing a unique experience for young people and promoting lifelong friendships between beach and bush communities. It was great to spend some time with them and see city life through their eyes.

In April, Council will send some Northern Beaches teenagers to Brewarrina so they too can experience what life is like far from the coast. Stay tuned for more details on how you can get involved.

And while we're on the youth theme, entries are now open for our very popular youth band competition, Northern Composure. Get in quick, entries close 18 February.

Here on the Beaches we are lucky to have such an active arts and creative community. There are many opportunities for Council and the community to work together to deliver a greater sense of vibrancy and imagination across our region.

To that end we've developed a draft strategy which looks at supporting the arts through partnerships, planning, investment and events and we'd love your feedback on it if we have it right. You can learn more at the info evening at Glen St next Wednesday night from 6pm or check it out online.

We also love our cycling and we're keen to hear from you as we look at developing our cycling network, new infrastructure and priority routes for the next five years. Drop a pin on our online interactive map or come to one of the many drop-in sessions to have your say.

Finally, from mid-Feb we celebrate the Seniors Festival with a range of events, exhibitions, lectures and workshops. Learn about the latest tech developments, hear from gardening guru Peter Rutherford, try your hand at poetry or join the dementia-friendly Barefoot Bowls. It's a packed program with something for everyone so get in quickly to book your spot.

Enjoy the weekend.

Michael Regan
michael.regan@northernbeaches.nsw.gov.au
@beachemayor

Have Your Say

The following projects are currently open for comment:

Arts & Creativity Strategy (draft)
Information session: Wed 6 Feb, 6 - 8pm, Glen St Theatre
Comments close: Sun 17 Feb

Pittwater Waterway Strategy
Information session: today, 12 - 2pm, Church Point Wharf
Comments close: Sun 3 Feb

Northern Beaches Bike Plan
Comments close: Sun 3 Mar

Northern Beaches Walking Plan (draft)
Comments close: Sun 3 Mar

Planning Our Sustainable Future
Register your interest to get involved

Council Notices

Northern Beaches Local Planning Panel
Wed 6 Feb, 1pm
Civic Centre, Dee Why

Item 3.1 - MDD2018/0554 - 20 Jubilee Ave, Warriewood - modification of Development Consent DA N0116/06 granted for construction of an administration and packaging facility for Blackmores.

Item 3.2 - DA2018/1254 - 4-6 Niangala Ct, Belrose - alterations and additions to the Belrose Supa Centre and the addition of two takeaway food and drink premises.

Item 3.3 - DA\2018/0630 - 7 Bruce Ave, Manly - alterations and additions to an existing dwelling house.

Item 3.4 - DA2018/1716 - Stigress Ave, Curl Curl - construction of an electronic scoreboard.

Item 5.1 - PEX2018/0008 - Wandella Rd, Allambie Heights - Manly Warringah Memorial Park rezoning.

Requests to address the Panel: contact the Panel Coordinator on 9976 1528 by Tue 5 Feb, 4pm
View the agenda: northernbeaches.nsw.gov.au


Information on events, activities or to provide feedback visit our Customer Service Centres | northernbeaches.nsw.gov.au | council@northernbeaches.nsw.gov.au | 1300 434 434

5.12 Manly Daily

The Northern Beaches Bike Plan was advertised in the Manly Daily as part of Council's Have Your Say advertising on the following dates:

Manly Daily Advertising Dates	
January	15
February	2, 9, 16, 23
March	2

Have Your Say



Planning Our Sustainable Future
Help us develop a new approach to planning on the Northern Beaches.
[Register your interest](#)

The following projects are currently open for comment:

Northern Beaches Bush Fire Prone Land Map 2018 (draft)
Comments close: Sun 27 Jan

Northern Beaches Cultural Collection Management and Gifts Policy and Public Art Policy (draft)
Submissions close: Mon 28 Jan

Pittwater Waterway Strategy
Comments close: Sun 3 Feb

Collaroy Beach Parking Proposal
Information sessions: Wed 6 Feb

Shared Mobility Policy
Comments close: Sun 17 Feb

Northern Beaches Bike Plan
Comments close: Sun 3 Mar

Northern Beaches Walking Plan
Comments close: Sun 3 Mar

The Mona Vale drop in session was featured in the "Best of the Rest" section of the Manly Daily on 16 February 2019.

Best of the rest

VIEWS ON BIKE PLAN

Have your say on the Northern Beaches Bike Plan and chat with the project manager. From 9.30am to 11.30am.
**Mona Vale Memorial Hall,
1 Park St, Mona Vale.**
Details: 1300 434 434.

5.13 Pittwater Life

The Bike Plan was featured as editorial content in the February edition of the Pittwater life publication.

Chance to make cycling safer and more fun on beaches

Northern Beaches Council is seeking community opinion on improving the cycling experience and cycle paths on the Northern Beaches. Mayor Michael Regan said Council is committed to encouraging people to use alternative means of transport more often, such as cycling, and their cars less. "We are very keen to hear from the community about their cycling experience in the area, in particular how the cycling network can be expanded, improved and where people believe the gaps in the network are," he said. "We would like to know what motivates you to get on your bike, what's stopping you from cycling more and how we can help make riding safer." He said expanding the footpath and shared path networks to improve connectivity and safety to make walking and cycling an attractive alternative, made good sense. Local residents can have their say by attending a drop-in session at Mona Vale Memorial Hall on Tuesday 19 February (9.30-11.30am). Also, Council's YourSay page includes an interactive mapping tool which displays a draft proposed cycling network for discussion. People can make comment on the network by using drop pins to make comments about any points along the network. Feedback from the community engagement process closes Sunday March 3; results will be used in the development of Council's draft Bike Plan.

6. Appendix 1 – Facebook Comments - Post 1

Northern Beaches Council
January 21 at 10:44

40% of us jumped on a bike in the last year but only 10% cycled for transport. We want to get that number up and want it to be safe for you to do so. That's why we're developing a Bike Plan to guide the development of our cycling network and we want to hear from you.



On yer bike! Help make cycling on the Northern Beaches safer
Share Monday, 21 January 2019 Our Northern Beaches community is an...

and 55 others · 37 Comments · 11 shared

Like · Comment · Share

Oldest

Start a campaign to educate drivers in being more respectful and patient, this applies not only towards cyclists but to all road users.
Like · Reply · 4w · 7

If you really want safe cycling you need dedicated cycle lanes, education, support and policing.
Like · Reply · 4w · 9

It's hard to carry a ladder and tool box.
Like · Reply · 4w · 4

Build more mounts in bike trails where cyclists on 4 wheelers can't fit you.
Like · Reply · 4w · 3

Any plans to finish the shared path along Pittwater Rd between Collaroy and Narrabeen? A few blocks were skipped in 2017 and nothing has happened since.
Like · Reply · 4w · Edited · 1

What facilities are there at Manly these days for someone wanting to ride from North Narrabeen to Manly and get the ferry to work? Can you safely leave your bike somewhere near the ferry wharf? I heard it can be a bit tricky. Some recent and of the facilities for commuters would be good.
Like · Reply · 4w · 1

Keep them abiding to the road rules and fine them more often when they continually break them.
Like · Reply · 4w · 3

How about improving pedestrian safety by banning bikes altogether (and skateboards) from the North Steyne beach front to Shelley Beach...led up with bikers and skateboarders endangering pedestrians by ignoring rules and speed limit!
Like · Reply · 4w · 4

Like · Reply · 4w

There is a black line on the road and bikes still want to...

They make bike tracks and idiot still want to ride on the road and edge cars rather than pedestrians.
Like · Reply · 4w · 5

Very little dedicated bike paths on the Northern Beaches, you are probably thinking of the shared paths, which whilst cyclists can use, they need to give way to walkers, runners, mobility scooters, cars (coming out of driveways), pets, basically everything. Shared paths commute cyclists to 2nd class users and are an inefficient way to travel on anything other than a beach cruiser on a 5 minute journey. I prefer to ride legally on the road (assuming no dedicated cycleway) where I am an equal rights user. Ironically, it's much safer and much much faster to get around than on the shared paths.
Like · Reply · 3w · 2

Write a reply...

But is riding a bike from Brookvale into the city faster than the train?
Like · Reply · 4w · 1

It's close
<https://www.facebook.com/sydneycycleways/videos/1303933279634454/>



Bus v Bike
00:40

43,238 Views

SydneyCycleways
26 May 2016

Bike v bus! The cyclist has no idea they're in an experiment to see who'll be quicker on a 10km commute into the city. Watch the video to see the result. The bike rider follows the red line, bus follows the black. Read more on the Rideable blog: <http://www.rideableblog.com.au/2016/05/26/bike-v-bus/>

Like · Reply · 4w

Oh so close but I think I would ride my bike from home to the bus stop not to school. Imagine riding up the spit - the harbour bridge is quite hard especially the southern approach northbound, and I would need to find a place to store it after squeezing on a train at Wynyard just not practical for most people.
Like · Reply · 4w

It's generally faster for me to ride my bike from home at Mona Vale to City (Jara Jara) than get the E-Line. Bike trip consistently 65-70mins (30km). E1 can take anywhere between 70 and 90 mins when you factor in walking to bus stop, waiting at bus stop, bus time (traffic unreliable) then walking from Wynyard to office.
Like · Reply · 3w

Wow you must be healthy but if you're at Mona Vale the L90 is faster than the bus which is scheduled for 65 mins although morning traffic usually extends trip times but for me it's quite hard to ride a bike for such a long distance everyday and would take most casual riders much longer than a bus trip plus storage and turning up to work/school sweaty isn't the best thing (my opinion).
Like · Reply · 3w

but it's not quicker if you catch the train at the end of the line and don't get home.






7. Appendix 2 – Facebook Comments - Post 2

Northern Beaches Council
28 February at 07:04

Northern Beaches is made an active bunch with 40% jumping on a bike in the last year. That's a lot higher than 25% of the rest of Sydney.
Tell us where you want to see new cycleways, improvements in our cycling network and bicycle parking. It's as easy as dropping a pin on our map.



NORTHERNBACHES.MYSOCIALMEDIA.COM
Social Pinpoint - Northern Beaches Bike Plan
A Place to engage your Community [Learn More](#)

and 30 others · 20 Comments · 10 Shares

Like Comment Share

Oldest

Until a safe cycle way along military road is built (and no pavement sharing is not safe!!!) then Northern Beaches to the city is an utter joke and far so dangerous post Eam. It would be a real encouragement for health and fitness to have this, rather see more

Like Reply 40 Edited

They go the back way instead of Military Road, there's a cycle way to avoid there...

Like Reply 30

Christine Carter a dedicated path with no cars?

Like Reply 30

at the top of Parramatta cross at the lights. The way is sign posted and at say 5.45 maybe a car will be seen. By the way, the Northern Beaches Council only look after North of the Spd.

Like Reply 30

thanks

Like Reply 30

Write a reply...

Impressive that so many people cycle on the Beaches, considering how hilly the area is, not much easy fat riding if going from place to place. Go saying, love the cycling around Narrabeen Lays - nice and flat and mostly away from the risks of roads and motorists - great recreational cycling)

Like Reply 10

yes! I love it too!
Sometimes though it is dangerous with foot traffic all over, with ear phones, uncontrolled toddlers - one pushed the pram across into my path. This morning while mum chatted on the phone motorist schind.

Like Reply 20

Write a reply...

Cycleways should be everywhere just like the roads. I lived in Germany for 10 years and if they can give up parts of the road for cycleways why can't we? Cycling is an integral and legitimate form of transport in Europe hence why it is valued. Australians need to value cycling

Like Reply 40

Dedicated cycle ways need to link all areas between but ones.

Like Reply 30

Like Reply 30

How about finishing the roads around the new hospital first so some of us can to work on time!

Like Reply 30

Stewart Forman state roads not council.

Like Reply 10

whatever!

Like Reply 10

Write a reply...

Nice but we need dedicated bike path from Manly to Palm Beach without using shared footpath, similar on M7 freeway I rode on M7 bike path more often 70km+ return with safe path I Won't ride on road due to aggression from cars.

Like Reply 30

Agreed Kavin! Sharing footpaths and buses is not a solution. Even in cities in Europe can do this, why can't we.

Like Reply 20

Write a reply...

Like Reply 20

<https://cyclenew.org.au/media-statement>
military-and-...

Like Reply 20

Off road cycling, including mountain bike facilities, needs to be encouraged for our kids to access. Parking at the trail, mobile phone coverage, toilets and water supply, and varying degrees of trail difficulty. There are plenty of these paths built by the youth and enthusiasts of the sport. A little effort could spruce them up, improve the safety and legitimise their use.

Like Reply 20 Edited

Got to be THE HIGHEST PRIORITY on the beaches REALLY REALLY DANGEROUS - if you have not already please sign the petition and forward it on - we can get this done!!
<https://www.change.org/p/hay-brown-lee-better-access-for...>

Like Reply 20

Although Cronulla and the Northern Beaches are in very different situations, we could learn a lot by looking at what the ACT does.
YES for a multi purpose MTB park, for bike platforms at the front of local buses, for an off-road cycle path from Palm Beach to Manly. Thank you ND Council for all the improvements made so far. Keep up the good work!

Like Reply 20

I agree with everyone that shared paths is dangerous. For starters...the shared path on Pittwater Road from Manly to Brookvale. I found 3 dangerous areas where cars turn right



8. Appendix 3 – Social Pin Point Mapping Comments⁶

Type	Marker Number	Comment	Up Votes	Down Votes
Bicycle Parking Comment	46	Please can we have some bike racks near the Skiff	0	0
Bicycle Parking Comment	45	Install bike racks along the Corso	0	0
Bicycle Parking Comment	44	Integrated transport. Replace car parking spaces under the wharf with bike parking. Clearly this can be free given the funding on opal accessed B line car parks. Make Opal accessed to deal with abandoned bikes.	0	0
Bicycle Parking Comment	43	Why is there no bike parking outside the NBC office ???	0	0
Bicycle Parking Comment	42	It would be lovely if council could consider providing bicycle parking at this location.	0	0
Bicycle Parking Comment	41	More bike racks at Little Manly Beach and the dinghy storage area please. Also Manly Peace Park. Thank you.	0	0
Bicycle Parking Comment	40	There is bike parking here, but more is needed.	0	0
Bicycle Parking Comment	39	More bike parking needed outside Queenscliff SLSC. It's always full on weekends	0	0
Bicycle Parking Comment	38	Bike rack opposite the supermarket to park you bike whilst doing grocery shopping would be great	0	0
Bicycle Parking Comment	37	Please provide sufficient and safe bicycle parking at Church Point for offshore residents. There are too few spots and bicycles get vandalised or stolen regularly.	1	0
Bicycle Parking Comment	36	These bike racks are usually full after 8am. Can't we have more or rearrange the ones outside the library to be able to fit more bikes in.	0	0
Bicycle Parking Comment	35	These bike racks are always full. Can we have more please?	0	0
Bicycle Parking Comment	34	keep up the good work cutting derelict bikes away	0	0
Bicycle Parking Comment	33	Removing some car parking spaces to make way for bike parking on this busy street will encourage more cycling. This street is always a mess of cars and buses going slow with cars attempting to park and pedestrians sometimes unable to cross safely due to cars speeding through. I would love to see this section of the street between both roundabouts turned into a pedestrian and cycling only street - with exception of buses. It would be safer and bring life to the centre of Mona Vale	0	0
Bicycle Parking Comment	32	Bicycle parking needs to be protected from saltwater spray. This includes on the wharf as well as on the ferry as otherwise people will not utilise these spaces. Indoor ferry spaces may need to be managed with fold up seats etc for people taking priority over bicycles (but would be good for the quieter times)	1	0
Bicycle Parking Comment	31	A proper secure bicycle shed (opal card operated) should be installed. Cycling is so popular around Manly and a great way to connect to the ferry to connect to the	1	1

⁶ Comments replicated directly from the Mapping tool as inputted by the individual

Type	Marker Number	Comment	Up Votes	Down Votes
		CBD. There are so many bicycles regularly inappropriately parked around the existing infrastructure - trees, railings, etc. There is high demand for proper bicycle parking to support this form of active travel.		
Bicycle Parking Comment	30	Ensure easy, obvious and accessible bicycle parking for proper access to the shopping centre.	1	0
Bicycle Parking Comment	29	A bike has been left here for over 3 months. The public need to be aware of how they can report abandoned bikes to council. Possibly signage near wharf etc.	0	0
Bicycle Parking Comment	28	Many bikes are left here for days/weeks at a time, so never enough casual bike parking. I believe if signage and access to the bike path to Queenscliff is improved, there would be less people using this area as bike storage.	2	0
Bicycle Parking Comment	27	why are there never any bike racks places available - - please put in enough for another 100 bikes - at least.	0	0
Bicycle Parking Comment	26	why are there never any bike racks places available - - please put in enough for another 100 bikes - at least.	1	1
Bicycle Parking Comment	25	why are there never any bike racks places available - - please put in enough for another 100 bikes - at least.	0	1
Bicycle Parking Comment	24	why are there never any bike racks places available - - please put in enough for another 100 bikes - at least.	2	1
Bicycle Parking Comment	23	Secure bike parking is essential at this location to connect with B1 buses to the northern suburbs.	1	0
Bicycle Parking Comment	22	Secure bicycle parking is a must at the B-line carpark. This would serve to reduce motor vehicle use and unnecessary traffic congestion in the immediate surrounds.	2	0
Bicycle Parking Comment	21	All bike racks at Dee Why beach are full on weekends. More bike racks required.	4	0
Bicycle Parking Comment	20	Parking for bikes for the community shopping centre would relieve demand for parking spaces and increase prosperity for traders. While individual spend per trip may be less, experience here and overseas demonstrates that cyclists more than compensate by making more frequent trips, giving an overall boost to turnover. One car spot can host up to 12 bikes. Needs to be convenient and in line of sight, not hidden around the back, or place on nature strip at entrances at each end of Grigor Place	5	0
Bicycle Parking Comment	19	It would be awesome if you would have proper end of trip facilities here like in city office buildings. Undercover secure bike parking, lockers, showers. Good bikes can't be left at the wharf because the sea breeze literally eats through them. Extend it with surf board storage. So many people are active in manly before work but then have to suit up for the city. You could even charge a monthly fee. People would pay	5	0
Bicycle Parking Comment	18	Bike parking for bus commuters would be valuable. Particularly if the cycling networks are developed, and cycling becomes safe in the Forest area. When the roadworks finish, and the site office on the corner of Forest Way & Warringah Rd closes, perhaps some of that space could be used to build a bike rack area for Chatswood, CBD, Brookvale and North Sydney commuters. Similar to the bike racks by Manly Wharf.	3	0

Type	Marker Number	Comment	Up Votes	Down Votes
		Thanks		
Bicycle Parking Comment	17	More bike parking needed on beach front or in close proximity, especially near Manly Surf Club, but also periodically along the whole beach.	4	0
Bicycle Parking Comment	16	More bike parking needed here thanks	1	0
Bicycle Parking Comment	15	The Church Point area needs semi-permanent bike storage for off shore residents. An ideal location for this would be under the ramps of the new car park. This is currently an unused space.	5	2
Bicycle Parking Comment	14	Need more parking on both sides of LM Graham Reserve	1	0
Bicycle Parking Comment	13	A bike rack here would be great to visit the shops like Coles here. Many bikes get chained to public seating and electricity poles due to lack of bike parks.	5	0
Bicycle Parking Comment	12	Proposed location for Bicycle parking to link up with bus service.	2	0
Bicycle Parking Comment	11	With the Bee line bus stop here, it would be a great addition to have bike parking available someone close	5	0
Bicycle Parking Comment	10	Need alot more bike parking here for commuters. Nowhere near enough. Also need tighter regulation on moving deserted bikes - so many of the racks are taken up with bikes which have clearly been left there for ages	8	0
Bicycle Parking Comment	9	More bike parking is required along the entire beachfront.	6	1
Bicycle Parking Comment	8	how about some proper commuter bike parking at Manly Wharf? Some double decker racks could be installed at the rear of the Manly Wharf Hotel. The landscaping and current racks should be removed and the new racks installed adjacent to the wall of the carpark. This would double the number of spots available and remove the need for bikes to be strapped to trees and flagpoles etc.	6	0
Bicycle Parking Comment	7	There could be better bike parking facilities on Jamieson square, encouraging Killarney Heights and Forestville residents to cycle to the bus stop there. Maybe some bike lockers would be useful.	5	0
Bicycle Parking Comment	6	Far too many bikes appear to be stolen along the seafront and harbour front area. Better surveillance and better bike secure facilities could assist.	1	0
Bicycle Parking Comment	5	Better bike parking in Seaforth shops would be really helpful. An already congested area is made more so by cars driving there just to drop kids/spouses at the bus stop.	2	0
Bicycle Parking Comment	4	More bike parking needed	5	0
Bicycle Parking Comment	3	More bike parking needed	3	0
Bicycle Parking Comment	2	More bike parking needed	5	0
Bicycle Parking Comment	1	There needs to be bike parking options at the beach - hoops, lockers and end of trip facilities to provide an experience for all bike riders	19	0
General	152	As a general comment on-road cycle ways are not	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
Comment		sufficiently safe for novice cyclists or young teenagers. Cyclists are highly vulnerable to collisions with cars, particularly when confined to a narrow margin between parked cars (boats, trailers etc.) and moving traffic. A safer location is between parked vehicles and the kerb together with a low physical barrier to separate cyclists from vehicles. This hierarchy is also safer for pedestrians.		
General Comment	151	Amazing how badly designed these steps are despite being new. Why aren't the bike ramps on the same side ?	0	0
General Comment	150	It would be great to know if an adult cyclist can ride on the new off road pathway without fear of being fined.	0	0
General Comment	149	It would be great to know if an adult cyclist can use this off road pathway without the fear of being fined.	0	0
General Comment	148	Please repaint bicycle road symbols.	0	0
General Comment	147	A safer place to store bicycles. Currently three security cameras normally directed at bike racks, bus stop and rest rooms have been vandalized and are hanging.	0	0
General Comment	146	Include a pedestrian phase in the traffic lights to allow cyclists and pedestrians to safely cross Fisher Road between the NORTHERN side of Lewis St and St David Ave. Currently pedestrians, who alight from the bus stop in Fisher Road just north of this traffic intersection, have to cross three roads instead of one to get to the northern side of St David Ave, where the Civic Centre and Dee Why library are located.	0	0
General Comment	145	Safer crossing, such as a traffic refuge, for cyclists and pedestrians near roundabouts. The continuous stream of traffic at many intersections in Dee Why makes it difficult to get across the road.	0	0
General Comment	144	Crossing Michell Road at the T junction with Wattle Road is hazardous for pedestrians and cyclists. The existing pedestrian island is too narrow. The T junction is a busy thoroughfare with many trucks turning the corner to enter or exit Wattle Road. A safer pedestrian refuge or crossing is required so that pedestrians and cyclists feel less vulnerable, as it can be a long wait for a break in the traffic. School children also use this crossing.	0	0
General Comment	143	This car park has a defect. The vehicle wheel stops should of been constructed a distance from the pathway not against it. When vehicles are currently parked with wheels against the stops, vehicle overhangs and obstructs pathway.	0	0
General Comment	142	Cycling on well-maintained pathways like this one makes the cycling experience so much better. Thank you Northern Beaches Council.	0	0
General Comment	141	The gaps in the concrete are dangerous and I worry about "being stuck" in the crack. Also little room between parked cars and traffic flow makes it dangerous.	1	0
General Comment	140	People should not be allowed to ride down spit rd at all. So dangerous in the mornings. Better networks and signage through the backstreet needed to stop this	0	1
General Comment	139	I'm very excited, to dream of cycling north of Newport Beach safely off the road and to the place where I was given my first Speedwell. Well done Northern Beaches Council.	0	0
General Comment	138	Vehicle overhang and vegetation obstruct the pathway. Please install vehicle wheel stops, eastern side of car park adjacent pathway. Wheel stops prevent vehicle overhang.	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
General Comment	137	Please remove the bicycle handle bar hazard (vertical metal post) in the middle of narrow pathway.	1	0
General Comment	136	I'm unsure of a preferred route a cyclist should use when re-joining the Narrabeen Lagoon shared pathway from Pittwater Road. Is it across the intersection without bicycle crossing lanterns and then through the middle of the B-Line car park or path adjacent to the Tramshed Arts and Community Centre.	0	0
General Comment	135	Quality dedicated bike paths are needed rather than quantity. Cycle paths need to be separate from cars and pedestrians to facilitate active travel for commuting. Shared paths don't work. Dedicated cycle link needed between Manly, Brookvale, Dee Why. Connecting beach, ferry, mall, aquatic centre, ovals, jobs and density/housing.	0	0
General Comment	134	This cycle path is one of the best rides I've had and is also adjacent to Narrabeen Creek. A credit to the former Pittwater Council. Although now run down in parts and has two garbage bins partially obstructing entry to path, this pathway would be one for Northern Beaches Council to replicate around Jamieson Park, Narrabeen.	0	0
General Comment	133	Roundabout required.	1	0
General Comment	132	Agree. Take the cyclists down Creacent where they already travel but put the pedestrian pathways in first. Safety of people before bikes is the order of priority.	0	0
General Comment	131	Brookvale Public school is here. Having safe bike access to the school would help entourage families to bike instead of driving.	0	0
General Comment	130	It would be fantastic if the tree obstructing shared pathway could be trimmed.	0	0
General Comment	129	Please provide racks on buses, please see the Canada model.	1	0
General Comment	128	It would be wonderful if council was to widen the shared pathway from Jamieson Park, car park to Narrabeen bridge. The pathway was built in the 90s and since then many more thousands of residents and visitors use path and amenities each week.	0	0
General Comment	127	As a pedestrian I find it most intimidating to share a path with cyclists who come up behind you at speed and don't ring their bell. I would also like council to send a ranger down to the bridge on Pittwater Rd at the bottom of Aitken ave and prosecute those who ignore the sign to dismount. What is the point of having a sign if you never prosecute? I would say 1 out of 10 dismounts.	0	0
General Comment	126	Link up Manly Dam to Narrabeen Lake via Red Hill area for off road cycling. No one apart from professional road cyclists are prepared to ride Wakehurst Parkway due to the traffic. Safe off road cycling for families should be a priority. Marking main roads as a cycle network is a joke as due to the volume of traffic, they are not safe and are only used by a minority, children and more that 50% of adults can not and will not use them.	0	0
General Comment	125	More offroad Mountain bike trails are required on the Northern Beaches to promote cycling activity for local residents and their families. Cycling anywhere near roads is too dangerous due to the volumes of traffic. The few existing trails that are available are overcrowded and have to be shared with walkers. Old Mans Valley in Hornsby Council area is a great example of what the residents on the Northern Beaches need. All ages and abilities are catered for at this very	2	0

Type	Marker Number	Comment	Up Votes	Down Votes
		popular community facility.		
General Comment	124	Wentworth Street cyclists have purpose marked road lanes but continue to use the footpath. Council needs to clearly mark all footpaths with no cycling signs on the pathways. Shared pathways in East Esplanade cyclists fly along disregarding pedestrians, never have helmets on or use bells. Manly Cyclists in general seem to think the pedestrian is required to get out of their way. Council needs far more educating cyclists that pedestrians are first in the pathways food chain not cyclists.	0	0
General Comment	123	This pedestrian crossing always has water running down the gutter. Morning, noon, night 24 hours a day 7 days a week, it's running water. I come through here a lot and it's always a puddle with water running through. Someone needs to fix it.	0	0
General Comment	122	Please ensure overhanging branches and general green growth are regularly trimmed to avoid injury.	0	0
General Comment	121	Proposed bike path on Lake Park Rd, North Narrabeen. Our rates would be better spent fixing the actual road and guttering the park side - per the existing Lakeside Park Plan of Management which does not appear to have been considered in this proposal at all. This proposal duplicates the existing footpath/cycle path along Lakeside Park. Further, it will exacerbate the issues we have with people coming to/from the caravan park late at night when they've had a few too many bevies.	2	0
General Comment	120	When is the footpath cycle-way going to be completed between Fraser St and Wetherill St. It was never completed with the other works and the pathway was dug up again during road works. It is a trip/injury hazard waiting for an accident and the council to be sued. There is still construction material scattered along the length.	0	0
General Comment	119	Please consider a cyclist rest point with a kiosk at Billarong Reserve. Cyclists could purchase refreshments, meet, rest and recharge their batteries. A great location and perfect for residents and visitors.	1	0
General Comment	118	This is a really dangerous stretch of road for cyclists and Tradies. Need separate bike path to get to Pittwater toad	0	0
General Comment	117	There needs to be more bike racks at Dee Why BLine on both sides of the road	1	0
General Comment	116	We need a dedicated cycle way to get from BLine to beacon hill road	1	0
General Comment	115	This crossing is super dangerous for pedestrians and cyclists	1	0
General Comment	114	It's really hard to cross from Harris Farm to head to the mall. There's no bike access on the road & roundabout	3	0
General Comment	113	It's not obvious to beach goers crossing the bike path to go to the corso that they are crossing a bike path	0	0
General Comment	112	Please thin out the tree so that car drivers can see pedestrians & cyclists approaching crossing from curl park	0	0
General Comment	111	The curl park bike path ends and no indication of how to reach Oliver st bike path to head to freshwater & manly	0	0
General Comment	110	Possibility to incorporate through path Oaks to Pacific parade? Possible to link planning controls for future development of Woolworths site.	1	0

Type	Marker Number	Comment	Up Votes	Down Votes
General Comment	109	I had a work meeting here once and could not work out how to get here safely on bicycle. For many personal reasons, I travel everywhere by bike, and as there are no train stations, I was planning a route by ferry to Manly. It's great that the proposed safe cycling network will get here, but the coastal route feels a little roundabout for a regular commute. Good maps and wayfinding will be important.	2	0
General Comment	108	A water bubbler would be useful for riders who have finished a ride in the National Park and wish to refill before going home. Often the shops are closed here at those times. Riders often park their cars off Booralie (Parallel to Mona Vale Rd)	1	0
General Comment	107	Terrey Hills is a great starting point for road cycling in KuRingGai National Park. (We often park our car in the culdesac off Borralie Rd, parallel to Mona Vale Rd). The public toilets at the tennis centre are a good stop before starting the ride. Accessibility / available toilet facilities are important for getting more women in cycling, however, as the toilets are out of the way, we often go in pairs. Removing the lip of the kerb ramp here would also reduce danger of slipping.	2	0
General Comment	106	Manly Warringah cycling club run great family events here at JJ Melbourne Hills Memorial Reserve, would be good to facilitate family cycling to this spot to access these events.	2	0
General Comment	105	What happens to all the abandoned bikes collected by council? I think it would be amazing if they were auctioned off for charity or additional revenue for council to improve bicycle infrastructure such as secure parking stations at the wharf or more repair stations (these are fantastic by the way, thank you!). These auctions could be similar to the police auctions.	1	0
General Comment	104	Bike lanes are greatly appreciated but need to be swept/cleaned regularly so that cyclists are not forced to swerve into the traffic lane to avoid debris. Kinda defeats the purpose.	2	0
General Comment	103	The railing design used on Narrabeen Bridge, and often elsewhere across the NBeaches, is not the most bicycle friendly (or safest !). The vertical bars are "catch points" for riders, that can snag handlebars and cause accidents. Best practice designs - using offset horizontal rails (such as on the Middle Creek bridge and other parts of the Lagoon Trail) or preferably full mesh or solid panels, that encourage "sliding", not "snatching", accidents - should be used instead. Applies LGA-wide.	3	0
General Comment	102	In general, be great if Northern Beaches had a network of safe bike paths joining up with each other - e.g.: going from Manly to Palm Beach, Manly to Terry Hills etc. Bike paths should be easily accessible from wherever you live, safe for everyone and not be directly next to roads as detrimental health effects from pollution from cars. At present we take our bikes on the car to get to somewhere safe to ride! A mission!!	1	0
General Comment	101	Wakehurst Parkway needs a safe bike track. This There are so many cyclists using it, especially on weekends and not enough space for both bikes and cars safely. Suggest a bike path a bit away from the road - not a lane adjoined to the road as this is still not safe and many people still won't be able to use it. (i.e. families). Also will help cyclists health so don't breath in	5	0

Type	Marker Number	Comment	Up Votes	Down Votes
		the air pollution from all the cars which is worse when exercising		
General Comment	100	Manly dam is such a beautiful place to ride. 1. Is it possible to link up to other sections on mtb trails. 2. Would it be possible to add some easier sections for less skilled people to enjoy the area as well 3. Possible add some place to refill water bottles	1	0
General Comment	99	The track is not wide enough for both cyclists and walkers. Some cyclists use this as a trading track riding around several time at over 25km/h. Speed needs to be restricted of path made wider around whole lagoon	2	0
General Comment	98	Thank you Northern Beaches Council for building this fantastic pathway. Pathways like this one make the northern beaches a better place to live.	1	0
General Comment	97	Agreed but needs to have regular planned and scheduled sweeping of the parkway. It is extremely dangerous for road bikes. In addition, some additional bitumen surfacing on the verge to increase what use to be there and what is now- double edges/surfaces. This will allow greater capacity for bikes to keep further from the fast flowing traffic	2	0
General Comment	96	I have concerns about the speed at which some cyclist travel around Narrabeen Lakes. One Sunday when there were plenty of families using the pathway there was a lycra-clad middle-aged man who passed me 4 times in 45 minutes. I estimate he was travelling at well over 30 km per hour, weaving amongst pedestrians and kids on bikes. We might as well have been walking on a road. If he is using it as a training ride, it should not be when the path is most populated.	1	3
General Comment	95	The pedestrian lights here should be adapted. If you come from the north you have to wait two cycles because it does not go green all the way, i.e. you have to wait on the island in the middle of the road, press the button again and wait again. Everybody just ignores the red light and walks anyway, but with small children, this is not an option...	1	0
General Comment	94	Dept of transport marked up safe route for cycling to BLine on Thomas street. Seems disconnect on what Council is doing.	0	0
General Comment	93	Cars to watch out for cyclist	0	0
General Comment	92	Yes please. Need more cycling paths and facilities. Especially around Manly.	2	0
General Comment	91	This bridge is extremely dangerous re very close and fast traffic -as it has no safety railing - see what happen at the Narrabeen road bridge - they put up a safety rail there - but Manly is not as important - Parents please be extra careful with your children crossing this bridge especially if your on bikes as the NBC is advocating.	1	0
General Comment	90	This will be a disaster for flooding - council has delegate this area a high flood risk area and a concrete rubble nearly 2 meter pathway will not allow the water to submerge and instead add a massive flood risk to the residents, business, buildings, sporting fields and community. Turn this place into a wilderness area for all and leave it alone for the wildlife's sake.	0	0
General Comment	89	This will be a disaster for flooding - council has delegate this area a high flood risk area and a concrete rubble nearly 2 meter pathway will not allow the water to submerge and instead add a massive flood risk to the residents, business, buildings, sporting fields and community.	1	1

Type	Marker Number	Comment	Up Votes	Down Votes
		Turn this place into a wilderness area for all and leave it alone for the wildlife's sake.		
General Comment	88	Council liaise with NPWS to permit MTB use of the informal trail network in the upper sections of Garigal NP and connect via a new section of well planned, designed and constructed MTB track down the Deep Creek Valley to the Caley Track. Would link Mona Vale Road/Forest Way to Wakehurst Parkway via a (mostly) downhill MTB track offering a great recreation opportunity (would need amendments to current Garigal NP PoM, but worth considering).	2	0
General Comment	87	Council liaise with NPWS to permit MTB use of the informal trail network in the upper sections of Garigal NP and connect (safely) across Mona Vale Rd linking to the informal track to Duckholes Fire Trail and the extensive MTB opportunities in Ku-ring-gai Chase NP. An expanded and connected (authorised) MTB network would be a great recreation and potentially tourism drawcard (but would need amendments to current PoMs for these NPs so a longer term prospect, but have to start somewhere/sometime).	3	0
General Comment	86	Could an easier route connecting Allambie Heights with Warringah Mall & Brookvale be proposed?	0	0
General Comment	85	Together with the pipeline path, this path through Beacon Hill and Cromer would allow us in Allambie Heights a lot more convenient and safe access to Narrabeen and the lake path	5	0
General Comment	84	Please fix this path	3	0
General Comment	83	YES YES YES to Warringah Rd path	4	0
General Comment	82	YES YES YES to pipeline path	4	0
General Comment	81	Love the bicycle repair station here. Thank you!	1	0
General Comment	80	Between Wheeler parade and curl curl north public school on playfair road it would be great to see an improvement to the route for children to be able to safely ride their bikes to school. There are no pavements for parts of the route, fast moving traffic and many blind corners that make road crossing difficult.	0	0
General Comment	79	Marked (painted) on-road bike paths between parked cars and the traffic lane/carriageway are very unattractive for many riders (especially recreational, novice or social riders). They're the "zone of death", where you risk getting "doored" by someone getting out of their car - with the added risk of being knocked, or swerving, into following traffic. Separated on-road cycle-paths - as developed in City of Sydney and other inner suburbs - are a much more desirable solution. Applies LGA- wide.	4	0
General Comment	78	Is there no way to build a path along Brookvale creek from Owen Stanley Ave to Clearview PI Brookvale for easier access to the mall.	1	0
General Comment	77	path over bridge is terrible	6	0
General Comment	76	To many cars take this back way at rush hour	8	0
General Comment	75	Maintenance required on path down to the bridge	8	0
General Comment	74	This seems like a pipe dream by council. In any event, there is a requirement for a better route to pass Dee Why lagoon as the current advised route along Cumberland Ave, et al, is not suitable. Possibly along a	3	0

Type	Marker Number	Comment	Up Votes	Down Votes
		raised boardwalk style path on the south-eastern side of Pittwater Rd through the bush, as others have already commented.		
General Comment	73	This is a good path that is highly utilised. Possibly more signage advising pedestrians to keep left to allow cyclist to pass by without conflict.	10	0
General Comment	72	Willandra Rd north of McIntosh Rd is not a safe road for cycling. There either needs to be a path both sides or, better still, for the South Creek way to be constructed.	8	0
General Comment	71	This almost runs from our door and would allow us complete off road access to Narrabeen. Not holding my breath for it to be built, though.	6	0
General Comment	70	There is no way our council would go ahead with this. Way too much design, planning and construction required when they can just go to the nearest busy road and paint a bicycle symbol on it and pretend they're doing something. Don't be so naive to believe that our council will do anything that prioritises cycling/walking over cars. This "bike plan" will be relegated to the dustbin of time just like all the other bike plans from previous councils that have come before it.	2	2
General Comment	69	This location would be ideal for a pump track. This space is hardly used most off the time	5	0
General Comment	68	Where a side road joins a main road along which a cycle way runs, at present, there is no indication as to right of way for road user (on side road) or cyclist on cycle path. Often, there is a give way sign on corner of the main road, but this is after the cycle way. I suggest that the give way sign and associated road markings be in front of the cycleway which is then painted green. This emphasises to drivers on side road that there is a cycle way, and denotes a clear right of priority.	5	0
General Comment	67	The east side of Pittwater Road gets all day sun and is burning down on cyclists and pedestrians. Why not have a path on the other side where the trees are?	3	0
General Comment	66	Safe bike track to get all the way to beach. Kim	2	0
General Comment	65	There was once a proposal to make a skate park in the North Curl Curl Community centre. We would love this space to be developed into a bike skills park (or both skate/bike). Currently a lot of kids and teenagers on mountain bikes make use of steps and other urban features in the Fisher park netball courts for jumps and tricks (my own included). This is frustrating for families with small kids, and the riders, and potentially dangerous. Could you please consider such a development? Thanks, Adele	1	0
General Comment	64	General condition of shared pathway poor, many tree roots lifting path. Please resurface.	2	0
General Comment	63	General poor shared pathway condition, resurfacing and tree removal required.	0	0
General Comment	62	This existing bike path is longer and steeper than the main road. No cyclist will use this route.	0	0
General Comment	61	I'm surprised to learn that Pittwater has a cycling plan. As a long time resident and cyclist, I'm not aware of anything other than a wish list including encouraging short journeys to be taken by bike or on foot, but no activity to promote this.	1	0
General Comment	60	Anywhere where safe off-road cycling paths are deprioritised in the short term it helps to agree with RMS to allow all cyclists on the footpaths and not just	3	0

Type	Marker Number	Comment	Up Votes	Down Votes
		kids and their carers. Such a move can encourage many people to become active travellers as they won't cycle on the road perceiving it as too dangerous. Most cyclists that cycle for leisure or transport (that are not cycling for training or speed) are perfectly capable and willing to give priority to the occasional pedestrian on footpaths.		
General Comment	59	Create enough route indicators to ease decision making at EVERY intersection. A sign every few hundred metres to indicate you're still on the right road is not a luxury. The current route to North Sydney leaves several points where cyclists need to guess where to go. Cooperate with Mosman and North Sydney council to follow through on such policies for an entire route	2	0
General Comment	58	It is great to see so many good moves in this plan. For any new implementations please consider this principle: - have detailed scrutiny on RMS projects planting poles in the middle of a bike/shared path. Perhaps proactively organise training for the right RMS people to consider cyclists (as well as wheelchairs, prams, walking frames etc etc) at any off-road paths or on-road lanes, when deciding where to put poles for traffic signs	3	1
General Comment	57	It is great to see so many good moves in this plan, solving many examples of the same issue: that bike routes currently can just stop mid-journey, forcing bikes into dangerous roads or illegal footpath riding. for any new implementations please consider this principle: - in the design phase think end-to-end: what safe options do cyclists have at the end of any route, and: how can they safely enter this route we are building	3	1
General Comment	56	To those who state that the Northern Beaches terrain is too hilly for cycling: buy an ebike. It will be a revelation for you as it has been for me and my wife. With all the health benefits of cycling (yes, you still have to cycle to operate them) but without the excessive grafting to ascend hills. We have no problem riding from lower Wheeler Heights up to Collaroy Plateau to the shops.	4	0
General Comment	55	This shared pathway is fantastic, one of the best coastal views a cyclist could imagine. A quality build, well done Northern Beaches Council.	1	0
General Comment	54	Will any of these cycle-ways come into fruition? Call me a cynic, but is it just another hoodwink so council can say "Look, we've got a plan. So we're doing something" but then absolutely nothing happens with the plan like the last two bike plans from previous councils except for some painted bicycles on the road or pedestrian paths made into shared paths that totally miss the point and actually don't attract anyone to ride?	1	0
General Comment	53	If you could reduce the gradient here by about half that would be great.)	0	0
General Comment	52	Why support the construction of an \$8 billion tunnel when it has been proven time and again that motorways only encourage more people to drive which in turn leads to more congestion and pollution? Just a vicious cycle. The State Government just wants to increase the density of the Northern Beaches hence why they are pushing this. Imagine the quality of Active Travel Infrastructure that could be built with 1/8th of that budget.	11	1
General Comment	51	This whole green area is just begging for a short, convenient and totally away from traffic cycle way to connect the new hub at the hospital and terry hills.	8	0

Type	Marker Number	Comment	Up Votes	Down Votes
		There is all this space yet you want to build a path along a busy 6 lane highway. Why?? There are so many cyclists who travel for. Manly up into the national park. Why not connect these two areas using the pleasant bushland.		
General Comment	50	It would be my absolute dream if this walkway could have a parallel cycle way which commuter cyclists could use. It would totally away from traffic, be pleasant and quick. It connects at the Spit, but could potentially be part of an inner harbour network of bike super highway which would genuinely get people commuting to the city in good time, and not just for the brave and experienced cyclist.	1	0
General Comment	49	I think that you should grow more trees so we can figure out what path we are going on	0	0
General Comment	48	Let's build a cycleway along the pipeline from Allambie road to Warringah road. It could also be extended to St Ives in the west and to Curl Curl via Warringah mall to the east. It could become a main cycling artery, get so much use and take heaps of cars off the road. It would also pay for itself via tourism as it becomes a must-do for international tourists and cyclists.	28	0
General Comment	47	This is a great idea including more safe cycling tracks for people in our area. We rely on cars far too much and with rising obesity, getting people out and exercising is fantastic. I fully support funding towards these sorts of initiatives. "Burn Fat not Fuel"	12	0
General Comment	46	Would be good to make the MTB trails in the area legal as it will bring potential tourism into the area like they have in places like Bright or Derby (Tasmania)	13	0
General Comment	45	Would be good if there were cycle paths leading to the new MTB park that I heard was being built in this area.	6	0
General Comment	44	Would be good to link up Serratta and Garnia MTB tracks, they are such good trails to ride on and it would make the experience so much better if they were linked by single track.	7	0
General Comment	43	This area is a major missing link in the off-road shared path network - the "gap" from Dee Why Beach to Queenscliff. Completion of this link would allow safe and direct (and largely coastal) off-road cycling from Mona Vale to Manly.	3	0
General Comment	42	National parks should be open and accessible to all who want to use them not just cyclists. People like to fish, hike, swim, picnic and sitesee and should not be told they can only enter if in a bike at certain times. Bush walking and hiking in summer often needs to be done early to avoid the high temperatures and heat exhaustion. I agree safety for ALL on the road is paramount but it's about being considerate of others, not being selfish about road use that will help with that.	5	7
General Comment	41	Why don't you convert the parking lane to a bike or bus lane - at least at day time? Or introduce 2P signs? People just dump their old campers, and rusty cars there because it's free. A waste of space really.	15	0
General Comment	40	Why does cyclist have to cross Pittwater road here? The corner is really dangerous for pedestrians and cyclists because drivers often don't obey their red arrow when a pedestrian pushed the beg button. Why don't you simply extend the bike path along the golf course instead? That way cyclists could also avoid the dangers of crossing Corrie road and all the other roads along	15	0

Type	Marker Number	Comment	Up Votes	Down Votes
		Pittwater road towards the mall.		
General Comment	39	There is barely a can on E Esplanade on my commutes, especially since the hospital has closed. Traffic lights don't adjust to the traffic situation automatically and let pedestrians and cyclists wait for minutes. Please make the traffic lights smarter.	8	0
General Comment	38	Agree with earlier comments on building a ramp as an option for the stairs. The current stairs are shared by bikes, strollers and pedestrians and descend to a busy road with a blind spot. Suggest that a longer, easy-access ramp is constructed adjacent to the stairs in the current grass area.	4	0
General Comment	37	It is currently very difficult for wheelchairs, bicycles and prams to get up these stairs. I suggest that a ramp is constructed adjacent to the stairs to allow these to get from Manly to Queenscliff without having to wheel on the road - it is currently a blind corner for wheelchairs and prams trying to cross the road to Queenscliff.	8	0
General Comment	36	We need a better ramp (potentially a longer one zig-zagging down the hill on the current grass area) on these stairs. Currently stairs are shared by pedestrians, bicycles, prams and a proper ramp as an option would speed up and increase safety when cycling from the Northern beaches to Manly. I also empathise with parents having to carry their prams up and down these stairs.	5	0
General Comment	35	Need better lights along this path to the beach.	2	0
General Comment	34	Kempbridge Ave is a better alternative to Frenchs Forest Rd as it has a set of traffic lights linking Sydney Rd and access to the Burnt Creek path. Traffic is local residents only or school pickup parents mid-afternoon.	3	0
General Comment	33	Manly Vale bus stop gets considerably congested during peak morning traffic. The busses stop to onboard passengers and often have a few busses waiting. There is no safe area to pass as the middle lane and right lane are too busy. It can feel very intimidating on a bicycle stuck between two busses. This is the last congested point before Burnt Creek diversion path.	4	0
General Comment	32	Council has been discussing the crossing of Manly Dam MTB trail over Wakehurst parkway to the National Park developed MTB trails for many years with no progress. It is now time for Council to connect the Manly Dam MTB trail with the pedestrian/cycling footbridge over Wakehurst Parkway to prevent potential serious accidents between MTB riders (which includes children) and vehicle traffic on the parkway	10	1
General Comment	31	Council should make good on their promise to National Parks and Wildlife who developed the Serratta and Gahnia MTB trails by Council legitimising and repairing the now volunteer built connection trail to Manly Dam	7	0
General Comment	30	Appreciate this is a forum for safe cycling however the solutions require an integrated solution for all road users that include cyclists, motor vehicles and pedestrians. The road unsafe for the multitude of cyclists and its also unsafe for pedestrians i.e. residents that include the elderly and school children not having a pedestrian walkway or safe access to public transport. Safe pedestrian access must be part of the integrated solution for all road users.	16	0

Type	Marker Number	Comment	Up Votes	Down Votes
General Comment	29	People already think this a bike path. Going up from Fisherman's beach there is a road then path but it is busy with foot traffic. Then from the top down towards Long reef beach the path is narrower with timber ramp/ bridge at the bottom then a gravel path. Totally unsuited for bikes.	0	5
General Comment	28	Samuel Street is unsafe for cyclists. Yet it is a major route for cyclists to Church Point and beyond. Vehicles regularly travel too fast on this street and there were two significant accidents near this pin in the last three days. The traffic calming chicanes narrow the road too much for cyclists to be safely passed by cars (and don't actually slow the traffic). Cars come around the blind corners too quickly, endangering cyclists.	11	0
General Comment	27	There's a great opportunity of linking pathways for cyclists, walkers and fauna. The route at the back of Kapunda Pl, Belrose, Wearden Rd, could link up through Oxford Falls to Wakehurst Parkway and connect to the current Narrabeen lake pathways. This could link Sea to Bush. On the path there's the sports academy, waterfalls, amazing flora and fauna. There's breaks at shops linking Glenrose or Forest Way. So many possibilities.	9	0
General Comment	26	It's great to see NBC is generally removing deserted bikes around the Manly Wharf bike racks. It used to be a lot worse.	3	0
General Comment	25	So great NBC has installed a bike maintenance hub here. Makes it really easy to pump up tyres on the way from the ferry for commuters.	11	0
General Comment	24	This map needs to show existing and proposed cycling networks in adjacent council areas. Commuter cycling does not end at the council boundary.	25	0
General Comment	23	Better signage/council ranger surveillance to encourage cyclists to dismount when crossing the bridge on the pedestrian footpath - too many adult cyclists aggressively ride through on footpath careless of others on the shared path.	1	16
General Comment	22	More responsive traffic light changes across Pittwater Rd would encourage use of the cycle tracks rather than narrow pavements.	4	0
General Comment	21	I grew up in Mona Vale. I'm a BIKEast cycling advocate. Two key points 1. Key locations such as Schools, Parks and Village centres need to be clearly identified. These are the places the network must directly serve. 2. Safe Street Neighbourhoods. Speeds on all local streets need to be slow; less than 40kph - desirably as low as 30kph. See separate submission - see photo	2	0
General Comment	20	A blind spot exists on the corner of Mactier and Goodwin Streets where there is a Plumbago bush, limiting views of people coming around the corner. Inevitably there'll be a clash of bicycles, prams, scooters, runners etc. A mirror at this point will enable people coming from both directions to see each other.	2	0
General Comment	19	This street needs a pedestrian crossing or two. There is nowhere safe for kids to cross the road to reach Mona Vale public school.	3	0
General Comment	18	If building a Manly - Palm Beach route, a detour via Long Reef lookout would be an awesome stop for a breather. Already has water fountain and seating. Great to a photo/selfie looking north or south and good for tourism with views to Central Coast, Manly and city. The path is already as wide as Narrabeen Lagoon track. One of the best spots on the Beaches IMO!	8	1

Type	Marker Number	Comment	Up Votes	Down Votes
General Comment	17	The entire length of this road needs to be redone. Trying to take your kids along this road on their bikes to Flying Fox park or the school is a dangerous risk. The land on the golf course side is plenty wide enough for a proper pedestrian/cycle share path.	12	0
General Comment	16	I would like to see some thought being given to ways to link up the various mtb riding opportunities on the Northern Beaches. Currently mtb locations are pretty much separate destinations, but some creative use of bike paths, reserves and other open space could turn these into a linked network that would make the Northern Beaches a more popular mtb destination.	8	0
General Comment	15	Traffic engineers, when considering risk and consequence for on road bike lanes, cyclists should be given priority when forced to merge with a motor vehicle lane or enter an intersection, any vehicle approaching another from behind should be obliged to give way.	5	0
General Comment	14	Traffic engineers, you need to reconsider the road design and markings for on road bike lanes, in most cases the bike lane is also the 'door zone' for cars parked on the side of the road, this is the most dangerous place to ride a bike. The presence of a solid line effectively marks the edge of the road, if you have a situation where you have to swerve out of the bike lane to avoid a door, go in front of a car, the police can charge you with entering the road without checking it is safe.	7	0
General Comment	13	Suggestion to construct a children's / all ages asphalt pumptrack (similar to the pumptrack at Terry Hills BMX track) beside the playground to complement the current playground infrastructure and recreational use in the immediate area. A pumptrack here would not only be a great asset for local children and teenagers but also a great stopping point for families who are riding around the lake.	50	1
General Comment	12	I support this route as it connects all the way through to Narrabeen Lake	28	0
General Comment	11	Lower speed limit on all roads from Pittwater road to the beach to 40km/h. High cyclist and pedestrian activity. Driveways everywhere and parked cars make cycling in the cycling lane very dangerous. Not to mention the speeding vehicles up to 70 km/h.	14	2
General Comment	10	Instead of a big expensive tunnel that will bring more cars and destroy bushland why not invest in public transport and safer cycling from the Beaches to the City.	15	2
General Comment	9	Frequently bike lanes away from major routes intend to remove bike riders rather than provide convenient routes for travel. This means that commuter cycles are immediately disadvantages when the 'preferred' route is longer and less convenient such as numerous intersections along backroads. If a preferred route is established, care should be made to ensure it is also functional and can be operated as a convenient and safe travel route.	3	0
General Comment	8	With the large amount of us over 60 living in Bayview Mona Vale & Church Point we really need Pittwater Road between Mona Vale & Church Point to remain pedestrian only on the path. The path between these suburbs is flat & perfect for the elderly to walk for exercise & the more senior ones don't feel safe navigating the cyclists who illegally ride along here now & many would give up their all-important daily exercise	2	10

Type	Marker Number	Comment	Up Votes	Down Votes
		if this were to become a shared zone.		
General Comment	7	This intersection at West Head Road and Mccarrs Creek Road requires better signage. Many cyclists have been hit, including myself, by cars who have not taken care when turning right from Mccarrs Creek Road into West Head Road. It is difficult for the drivers to see descending cyclists coming down around the curve in the road. I would suggest that better signage and road makings with large letters of "Caution cyclists ahead slow down" or similar.	23	2
General Comment	6	One of the great pleasures I had in Holland after cycling there extensively... was the fact that the paths often did not go alongside a road. They criss crossed through parks, down little alley ways, through industrial sites etc. Nothing off limits! :) I would want to encourage as much creative thinking as possible to explore means of making it an experience as well. And please widen footpaths as much as possible.	5	0
General Comment	5	Firstly, there should be an opportunity to make a general comment regarding the cycling plan, not drag & drop to a specific location. My overall comments are; All cycling should be on dedicated cycleways not roads. Too crowded/ drivers don't care. Dangerous. Make footpaths wider to accommodate cycling/pedestrians; not narrow dangerous pathways. Connect key centres first and then join others over time, e.g. Manly-Mall, Forest-DY, Brookvale-DY, etc. As in Europe. More space to write comments!!	3	0
General Comment	4	Many cyclists currently turn up Wood St here; they're avoiding the steepness and traffic on Osbourne but aren't heading south enough to go to Stuart St. This is an observation about real behaviour, not a complaint or suggestion to change. Wood St is nice and wide and light traffic and probably fine as it is.	0	0
General Comment	3	That's a lot of proposed cycleways. I hope there is money to build it all.	0	0
General Comment	2	I would like to see more funds being invested at Manly Dam MTB - this is far safer alternative than anything else proposed and already exists and is working.	16	0
General Comment	1	The network of safe cycling routes is to be generally commended. They largely are interlinked, and provide routes to destinations, and link with the broader cycleways to the City as envisioned by Infrastructure Australia	8	0
Road Cycling Network Comment	141	Terrible slip road crossings all the way to St Ives. With the recent implementation of high danger ramps at Forest Way it seems the would of this road is now a fatality waiting to happen	0	0
Road Cycling Network Comment	140	Near miss central. Remove roundabout and install traffic lights before there is a fatality	0	0
Road Cycling Network Comment	139	The earlier comments are correct. This is an amazingly bad change to a previously already mediocre (and non-AS complaint) layout. WHY ? Furthermore this is the main route to access Bally Boys from Manly and Manly Vale. And 're-design' took 6 months.	0	0
Road Cycling Network Comment	138	The reduction to 2 lanes will likely lead to a serious incident / fatality. Very dangerous change to the road layout	0	0
Road Cycling Network Comment	137	please erect signage to warn motorists on approach to the roundabout that there are cyclists	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
Road Cycling Network Comment	136	Forest Way needs a dedicated on-road cycle-lane in each direction to facilitate/encourage more riders to commute to work in greater safety - the road-works at the nth end of Forest Way should also be facilitating this	0	0
Road Cycling Network Comment	135	Please provide more painted bicycle road symbols on streets like this one.	0	0
Road Cycling Network Comment	134	I have been fined by moron FF cop on my bicycle going thru here in the morning. The intent of the no entry is to stop cars on rat run. Check out the photo no thanks to council for ignoring cyclists	0	0
Road Cycling Network Comment	133	I cycled along here this morning and a dedicated cycleway linking Manly Vale to Warringah Mall along Condamine St is sorely needed. The footpath is not suitable and it's dangerous riding along the road. The cycle path just stops at Millers Reserve.	0	0
Road Cycling Network Comment	132	It's far too dangerous to have walkers(including children & senior citizens) and cyclists on the same paths. You cannot hear the cyclists (should have bells on handlebars) & they travel too fast & in packs. Cyclists need to contribute to the costs involved for providing any bikeways by paying a registration fee and displaying a licence plate.	0	0
Road Cycling Network Comment	131	Improved lane space here is much needed	2	0
Road Cycling Network Comment	130	There was a great opportunity to put in a decent cycle lane along here. Shared pedestrian paths are not a viable option for bicycle commuting as they are too slow. Imagine driving along in a car and having to stop at every side road!	1	0
Road Cycling Network Comment	129	It is unsafe to walk on the very narrow footpath when coming from Pittwater road along Oliver street up to Freshwater village. If someone is coming from the opposite direction, one of the two has to step onto the road. and it is also unsafe for cyclists and cars are too fast.	0	0
Road Cycling Network Comment	128	Wakehurst Parkway needs a cycle lane... it dangerous for cyclists.... I drive it every day	1	0
Road Cycling Network Comment	127	Wakehurst parkway needs a better and cleaner cycle lane. Debris all over it and have to go onto main road with cars traveling 80km	2	0
Road Cycling Network Comment	126	There should be a continuous cycle path from Dee Why to Chatswood to give drivers a green option to avoid the traffic. I believe it exists but it's not continuous all way through Warringah road and is not well maintained. It would also help to have an app where all these cycleways could be mapped.	3	0
Road Cycling Network Comment	125	I think the top part of the Corso should be allowed to be cycled on to link the 20 odd metres from the beach shared path to Sydney Road.	0	0
Road Cycling Network Comment	124	Very dangerous going uphill on the road here... needs a marked bike lane separate to the car lanes.	0	0
Road Cycling Network Comment	123	Commuting along Pittwater road through Dee Why on a bicycle has become quite dangerous with the b-line bringing 2 bus lanes and 2 car lanes. There should be a	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
		dedicated cycle lane through there, or an alternate parallel route		
Road Cycling Network Comment	122	I strongly support the continuation of a safe cycling route here to plug a missing link for commuters between manly vale/Brookvale/Allambie heights and the spit bridge.	0	0
Road Cycling Network Comment	121	Need a much better bike lane from Northern Beaches Hospital across Roseville bridge	1	0
Road Cycling Network Comment	120	Need better bike lanes from Dee Why to Chatswood.	3	0
Road Cycling Network Comment	119	Need bike lane around Newport bends	1	0
Road Cycling Network Comment	118	Need bike lane to get around Palm Beach bends	3	0
Road Cycling Network Comment	117	Add a pathway to the creative centre car park from footpath/cycleway along Grendale creek.	0	0
Road Cycling Network Comment	116	A bike path is not needed given the bike path only 50 metres across the park. However, a footpath from the bus stop on the park side just inside the existing new fence would benefit those who currently walk on that side of the street to get to the parking area and to meet up with the existing bike path. The danger of having residential driveways and cars reversing across a bike and footpath is a recipe for disaster.	1	0
Road Cycling Network Comment	115	This corner is a bottleneck. The path is just all wrong, there's a big tree and a stone wall that just get in the way of everything, and the corner is too tight for enough people to stand and wait at so everyone walks through the garden. The whole corner needs to be bulldozed and start again to improve flow.	0	0
Road Cycling Network Comment	114	This path is really narrow, I pass through here everyday there's always pedestrians and cyclists nearly hitting each other. From Manly to Brookvale this little stretch is the last bottleneck, it needs to be widened to the same as the rest of Pittwater Road paths.	1	0
Road Cycling Network Comment	113	The new Bus Stop has quite a wide footpath which should cater for pedestrians, cycles and bus passengers, but the placement of bus stop signposts, seats and the health centre entry way is a clusterflub of obstacles that just cause drama. This needs to be cleaned up to allow better flow.	1	0
Road Cycling Network Comment	112	Not needed. Duplicates bike path in Lakeside Park. Money would be better spent fixing the road, and enacting the recommendations contained in the Lakeside Park Plan of Management. If it must be built, put it on the park side - inside the northern fence of Lakeside Park.	2	0
Road Cycling Network Comment	111	It's unsafe and difficult to transition in any direction between Barrenjoey Rd and The Serpentine at this point. The connection could be redesigned to require less turning and should have a way of safely entering or exiting it on the Barrenjoey Rd side without dismounting in the middle of a roundabout.	2	0
Road Cycling Network Comment	110	There is a missing link here to exit Warringah Rd heading SW up to Babbage St. All it needs is a small concrete cutout and kerb/ramp up to the path. The cyclists or pedestrians will do the rest o for you it's that badly needed by simply mowing a path (over the	4	0

Type	Marker Number	Comment	Up Votes	Down Votes
		rubbish strewn in the bush).		
Road Cycling Network Comment	109	There is a missing link here between Birrima St and Pitt or Condamine.	1	0
Road Cycling Network Comment	108	The brand new shared pedestrian/cycle way entry has been designed with a massive sight-line blocking wall immediately at the entrance which creates a dangerous situation for both pedestrians and cyclists when entering and leaving the path. Entrance/exit ways need some visibility around them. This wall could be sliced at an angle down toward the entrance to provide some visibility.	3	0
Road Cycling Network Comment	107	This road takes a massive number of cyclists. Often they are only 50 metres apart and often there are pelotons of around 20 riders. This amount of cycle traffic does not work well with cars on a windy road through the national park. It is dangerous for cyclists, cars and motorbikes. Needs to be a cycle lane or discourage them from using the area. Trying to get to work from Church Point is very difficult and frankly some riders have very little consideration or cars	2	0
Road Cycling Network Comment	106	I frequently ride up MCarrs Creek road. I'm not a fast club rider, just a social rider but I love the ride; Hills, scenery etc. The recent introduction of lane separators (little yellow things) whilst am sure well intentioned, actually made it worse for cyclists in that cars passed far too close to us- rather than staying behind or crossing to the other side of the road to overtake, they were overtaking within the narrow lane(hope this makes sense!) . More signage re One metre wd help	2	1
Road Cycling Network Comment	105	This route along Mortain / Kurabi / Wyarama is quite unsafe with sharp corners, parked cars, and oncoming traffic driving on the wrong side of the road. A safer route with better visibility and a gentler slope is Mortain / Larissa / Owen Stanley / Ethie Rd.	0	0
Road Cycling Network Comment	104	It would be fantastic if an awareness of cyclist safety, vulnerability on roundabouts when vehicles attempt to overtake.	0	0
Road Cycling Network Comment	103	This road is extremely dangerous but there is no alternative to access Palm Beach and the ferry to the central coast - and the better bike tracks along Brisbane Water. A shoulder, prevention of URM, the council's contractor dumping bins in the road and traffic calming and separation are required.	2	0
Road Cycling Network Comment	102	There is a safety issue at night for cyclists riding down Wanganella St from Sydney Rd when its dark. If you are driving up from the bottom of Wanganella St or coming out of some of the streets, there are certain places where the lights of the bikes can blend in with the other lights behind/around, making it very easy to miss cyclists (thankfully I know to look for them, however other motorists who don't live nearby may not). Is a busy road with cyclists coming home from work that way.	0	0
Road Cycling Network Comment	101	Improvements at crossing required Centre refuge island (cutout) is too narrow, requires extra width.	0	0
Road Cycling Network Comment	100	Please extend the bike park over the road on both ends of Victoria Parade.	1	0
Road Cycling Network Comment	99	This bridge is extremely dangerous re very close and fast traffic -as it has no safety railing - see what happen at the Narrabeen road bridge - they put up a safety rail there - but Manly is not as important - Parents please	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
		be extra careful with your children crossing this bridge especially if your on bikes as the NBC is advocating.		
Road Cycling Network Comment	98	This will be a disaster for flooding - council has delegate this area a high flood risk area and a concrete rubble nearly 2 meter pathway will not allow the water to submerge and instead add a massive flood risk to the residents, business, buildings, sporting fields and community. Turn this place into a wilderness area for all and leave it alone for the wildlife's sake.	1	0
Road Cycling Network Comment	97	what a moronic suggestion - this is a high risk flood area and leads onto a golf course - another bridge will create massive flood catastrophe and a high risk of being hit by golf balls - please show some intelligence in the comments. If you are on a bike ride it - get fit and on go along the established pathway to Harris Farm to buy your extra large Custard Pie for your dinner.	1	8
Road Cycling Network Comment	96	This area is particularly nasty for bike riders. Negotiating buses, parked cars, suddenly-opening car doors and impatient drivers. I have had a driver prosecuted for a deliberate close pass at this location. An alternative suitable for children is urgently needed. Cycle parking for the B1 stop is also an urgent priority for mixed-mode commuting.	0	0
Road Cycling Network Comment	95	With so much traffic going through Dee Why every day, it needs far less sets of traffic lights and a lot more space and infrastructure to be able to get through safely. There are regular close calls because of so many side roads, slip lanes and parked cars that make riding through here an absolute gauntlet	0	0
Road Cycling Network Comment	94	Very unclear what a bike rider should do if heading north on Quirk Street across Kenneth Rd. The first few times I used the ped refuge to cross Kenneth Rd and rode on to the eastern side of Quirk St, but it's really dangerous to try and cross over Quirk St at that point to head north. Trying to keep your balance while riding uphill but also keeping an eye out for cars coming south over the brow of the hill is pretty messy.	3	0
Road Cycling Network Comment	93	On this steep downhill stretch having the bike lane next to the door zone of parked cars is too dangerous. It should be replaced with bicycle stencils in the middle of the lane, to indicate to cyclists and motorists that cyclists should 'take the lane'. I've had a motorist abuse me on that stretch because I wasn't riding in the bike lane, and they didn't understand that the bike lane is actually dangerous on a downhill at speed.	5	1
Road Cycling Network Comment	92	Please fix those potholes on the road	2	0
Road Cycling Network Comment	91	Connector trail required northbound on eastern side of Wakehurst Parkway to join Manly Dam trail to Aquatic Centre bridge. This was indicated years ago but NBC has badly let down NPWS and the mountain biking community by failing to provide this link. It is now a major safety issue that needs to be urgently addressed.	7	0
Road Cycling Network Comment	90	We need a proper bicycle path along Roseville bridge. commuting from Chatswood to the northern beaches and vice versa would be a lot safer if we have this kind of infrastructure	17	0
Road Cycling Network Comment	89	To gain Roseville Bridge from Chatswood an extension of the existing path to Ormond road is required. It just enters W' rd at the moment. This is in another council area but the existing path is in NBC. Is there a way the	16	0

Type	Marker Number	Comment	Up Votes	Down Votes
		two councils can work together to make this happen? Right now it is extraordinary dangerous to cycle down to the bridge to get onto the NBC cycle path across the bridge. The alternate on the other side is just about as dangerous for various reasons is inconvenient and longer.		
Road Cycling Network Comment	88	It is now no longer possible to turn safely on a road bike from Warringah road into patangi road to allow cyclists into the back streets rather than fighting the traffic on Warringah road - we now have to up to Inverness or Harmston Ave - this is dangerous and has taken out both a road cycling network link and a safe cycling network link	8	0
Road Cycling Network Comment	87	Please make the wharf for the Barangaroo and Darling Harbour ferry bicycle/pram/wheelchair accessible. Always ever help from the ferry staff is required to get down those stairs safely.	2	0
Road Cycling Network Comment	86	Would it be possible to get a road sweeper to go up Wakehurst Parkway to make the shoulder safer for cyclists? At present, many parts of the shoulder covered with leaf litter	2	0
Road Cycling Network Comment	85	This is a dangerous intersection for cyclists, particularly early in the morning when cars travelling from west to east on Glen street have the sun in their eyes. I have been hit by a car and had a near miss on this roundabout. More signage and dedicated bike lane could help.	3	0
Road Cycling Network Comment	84	The fast down hill section of the bike path narrows abruptly at Tumburra St. The hard shoulder is then narrow, lumpy and covered in debris and sticks from the tip deliveries. The hard shoulder disappears on difficult bends.	1	0
Road Cycling Network Comment	83	Any mention of cycle paths in the mythical Mona Vale Road upgrade seems to have disappeared. It doesn't matter to me if there isn't a cycle path, provided there are alternatives such as McCarr's Creek Road which are no longer prioritised for car use.	0	0
Road Cycling Network Comment	82	For this and many other roundabouts it is much safer for cyclists to go outside of the roundabout boundaries. I think it is this one where there is a narrow straight strip along the kerb that I use. This should become part of all roundabout designs, so cars and cyclists going straight are separated crossing the roundabout	2	0
Road Cycling Network Comment	81	See other comment - my suggestion is to (negotiate with RMS to) leave a metre off either side for all speed bumps so cyclists can avoid them	2	0
Road Cycling Network Comment	80	Iâ€™m a cyclist - cyclists and drivers need to be aware in these zones - all parties could be better road users and more considerate of each other	5	2
Road Cycling Network Comment	79	Please make the road shoulder wider, as Wakehurst Parkway is 80km and cars do not have enough room to safely pass. Please also keep the road should clean as tree debris is a major safety issue.	7	0
Road Cycling Network Comment	78	Primary route for road cyclists - road quality is poor and unfair for drivers and cyclists	4	0
Road Cycling Network Comment	77	A safe cycling route to Palm Beach ferry wharf to access a ferry to the Central Coast would be a major improvement	10	0
Road Cycling Network Comment	76	Please consider creating bike lanes or a separate bike path along Booralie - I feel like I am taking my life into my hands whenever I ride along here.	1	0
Road Cycling	75	Fitzpatrick Ave is already a suitable road from Allambie	0	3

Type	Marker Number	Comment	Up Votes	Down Votes
Network Comment		to Forestville and can easily be added to the network by stamping some bicycles on the road		
Road Cycling Network Comment	74	The cycling route to Forestville needs many more signs to help cyclists know about and find the footbridge across Wakehurst Pkwy	7	0
Road Cycling Network Comment	73	The Balgowlah road route and the Kenneth Road route are the flat "drainage points" for the north of Fairlight and all of North Balgowlah, and manly vale for those taking the flat route to the wharf. Any improvements here in safety and route speed should be prioritized. It benefits a large geographic area.	2	0
Road Cycling Network Comment	72	Cyclists are increasing in the area and I get the feeling that they feel it is a private cycle way more than a public road. There are many that ride in large packs and give very little regard for cars that need to use the road. I have witnessed many incidents of unsafe passing as motorists get frustrated at following the bikes up the road at 20km an hour. Maccars creek road should not be included on a bike plan unless there is a major upgrade on the road with safe passing zones.	5	7
Road Cycling Network Comment	71	I and many others use the road from Manly Wharf up to Seaforth and then on to the city. I accept the sharing of the road and most drivers are excellent. But I think some cyclist-aware signage along that road would be very welcome.	6	0
Road Cycling Network Comment	70	There is currently a "No Entry" restriction into Grace Ave heading south-west toward Forestville at the morning peak time. This is the safest route for those of us commuting from Belrose/Davidson to the City/Chatswood over the Roseville bridge. Suggest allowing bikes an exemption to this "No Entry" similar to the exemption already provided for buses and taxis. Thanks!	25	0
Road Cycling Network Comment	69	A great place for a pedestrian / cycling bridge and connection to Harris Farm?!	10	1
Road Cycling Network Comment	68	There is a lane with a bike logo but is being used for parking. That's rather confusing for cyclist and probably drivers as well given there is no yellow line or sign telling them not to park there.	6	1
Road Cycling Network Comment	67	RMS must include Safe Cycling pathways in Mona vale road upgrade.	1	1
Road Cycling Network Comment	66	It really is obvious that you could have a totally separated path for cyclists in the bush away from the road connected the Allambie road and hospital hubs with the Narrabeen lake path. This would be fantastic for commuting but also give recreational cyclists a longer totally separated circuit which makes it feasible for families to use. Please do not make the path on the road, there is plenty of room either side and underpasses can be used to connected the two sides.	10	0
Road Cycling Network Comment	65	This intersection is dangerous for cyclist coming up Charles st turning right onto Evans. Cars travel very fast here and the crest of the hill forces the cyclist out into the road before he/she can see what traffic is coming.	6	0
Road Cycling Network Comment	64	This intersection which provides an alternative to riding though the middle of Freshwater is dangerous. Cars travel very fast down here and the crest of the hill forces the cyclist out into the road before he/she can see what traffic is coming. Riding through freshwater however has its own problems because it is very busy.	5	0
Road Cycling	63	This is a very busy road especially during school drop	1	6

Type	Marker Number	Comment	Up Votes	Down Votes
Network Comment		off and pick up times. It is also a bus route. Groups of many cyclists on this road are creating a potentially dangerous situation. Can a limit on the size of such groups be introduced or at least cycle clubs be encouraged to limit the size of their riding groups?		
Road Cycling Network Comment	62	This section of Condamine Street is particularly scary for cyclists due to the large number of parked cars related to the shops. You never know when a car door will open of a shopper walk out between parked vehicles. The road is usually busy with buses and trucks not leaving a lot of room on the inside lane. As a potential route for school children accessing the local primary schools and community centre this area is crying out for a safe cycling path.	8	0
Road Cycling Network Comment	61	An on-road marked cycle route along Sydney Road is impractical and hazardous - due to parked cars on both sides that already restrict the carriageway, the bus route, and high traffic speeds. Traffic already stops on this street to allow buses and other vehicles to pass - adding bikes to the mix is dangerous. The only cyclists who ride on-road in this area are more experienced training or group riders - the road is not used by, or attractive to and safe for, social or recreational riders.	6	0
Road Cycling Network Comment	60	There needs to be some action taken to manage traffic on McCarr's Creek road while the Mona Vale Road upgrade is in progress. A lot more traffic will use this road and it will become far more dangerous for the many cyclists that use it. Apart from that a wider shoulder on the uphill section would be a great addition.	9	2
Road Cycling Network Comment	59	Fresh potable water is required here to fill bidon's.	5	1
Road Cycling Network Comment	58	This corner has a very narrow shoulder (about 300mm) with a drop which is no good for road cyclists so they stray onto the white line and slightly into the lane. This is a problem because there is an embankment to the left and the road veers to the left meaning that cars/trucks and buses can't see the cyclist until the last second. If these vehicles are moving quickly and are pushed over by oncoming traffic, it could result in a fatality.	3	0
Road Cycling Network Comment	57	This is a residential street and the people who live here still need access to a safe road to get in and out of their suburb. There needs to be road rules both for the cyclists (maybe max 2 abreast in max group of 6?) and drivers - some who seem to enjoy using it as a race track. Emergency services also need safe access to residents in high fire area. The suggestion of closing the road exclusively for cyclists at certain times is ridiculous for the residents at both ends of Mccarrs Creek Rd	2	8
Road Cycling Network Comment	56	As a driver going to work. Its extremely unsafe when cycling groups of up to 100 ride on mass making it extremely unsafe to try and overtake them. Maybe there could be groups of ten then a 3-meter clearance gap in-between riders. Cars could then overtake safely and not hit any cyclists who are very reluctant to let cars back in when overtaking. Especially if there is oncoming traffic and you need to move back into the lane quickly. People will use this route when Mona Vale	9	7

Type	Marker Number	Comment	Up Votes	Down Votes
		roadworks occur.		
Road Cycling Network Comment	55	When Belgrave st turns into one lane after Sydney road I feel very unsafe as a cyclist. Being on the left lane after light turns green I am forced to wait for traffic in the right lane to pass. There is no space for the bike and the cars and I feel I am constantly blocking the traffic if I stay in the right lane. I live near Harris Farm and when commuting from the Ferry this is the only dangerous section as then I can cycle through the inner roads. people just cycle this section in the sidewalk.	5	0
Road Cycling Network Comment	54	McCarr's Creek Road should NOT be designated as part of a 'road cycling network' unless/until there is ever a separate bike path installed. It is not in a condition that is safe for road sharing on the scale that is already happening, let alone encouraging more. The volume of Sunday riders in packs makes this stressful and dangerous for all concerned. incl us local residents trying to go about daily business. Plenty of other places to ride for pleasure without endangering other road users.	8	10
Road Cycling Network Comment	53	Classic example of painted cycle path just ending. They need to be continuous on the road to remind motorists that they need to give way to cyclists.	5	0
Road Cycling Network Comment	52	All major roads in Manly Warringah need to have shared cycling paths painted.	1	0
Road Cycling Network Comment	51	Cars often pass through this roundabout travelling west along woodbine without giving way to a bicycle already in the roundabout. Some way of preventing this blind spot is needed.	0	0
Road Cycling Network Comment	50	The shoulder of Wakehurst Parkway needs to be wider on both sides for safe road cycling. Cars drive too fast to use the main lanes. The current shoulder is often covered in debris and gravel in parts after rain.	16	0
Road Cycling Network Comment	49	I ride a bike and a car on McCarrs Creek Rd. The new wider double lines with rubber buffers have been a disaster. Cars must be able to pass bikes. We have a cultural problem where car drivers hate bikes and vice versa unlike places like Germany where I believe, at least in some cities, bicycles always have right of way over cars and they all respect each other. Not sure how to change this. Bicycles are growing in popularity and we must just live with the risks and share the responsibility.	7	3
Road Cycling Network Comment	48	McCarrs Creek, West Head and General San Martin drive roads are amongst THE most popular recreational road cycling roads in Sydney. There needs to be clear marking on the roads and with signage that these are shared cycling roads to ensure that drivers of vehicles understand the conditions. There are far too many accidents and incidents involving cars and cyclists on these roads due to lack of attention from drivers and dangerous overtaking by vehicles.	20	3
Road Cycling Network Comment	47	Bridge crossing both ways has no room for road cyclists. There is a cycle way (narrabeen lagoon) that could be accessed for safe passage westwards but Roads and Maritime have CLOSED the path from the road way. This is the most hazardous section of wakehurst parkway for cyclists due to no verge on the bridge	12	0
Road Cycling Network Comment	46	Many cyclists are wearing footwear that makes dismounting and walking for sections of the bridge dangerous. Possibly a "cyclists give way to	11	0

Type	Marker Number	Comment	Up Votes	Down Votes
		pedestrians" sign would be more appropriate?		
Road Cycling Network Comment	45	The shared footpath cycle track on Lauderdale Avenue is not safe. Make Lauderdale Avenue 2 way from Manly wharf to woodland st. Cars one way west on Lauderdale Avenue and south on Fairlight st	3	0
Road Cycling Network Comment	44	The intersection at Headland Rd/Harbord Rd needs a set of traffic lights urgently, Its very congested and dangerous to cross on a bike without dismounting. Its dangerous for car drivers turning into Harbord Rd from Headland Rd as well due to heavy traffic and confusion over merging traffic.	2	0
Road Cycling Network Comment	43	Extremely dangerous crossing Delmar Parade on a bike when using the shared cycle path. The cars turning right into Delmar Pde from Pittwater Rd do not give way to cyclists when they get a break in the traffic. Please improve this intersection asap	1	0
Road Cycling Network Comment	42	Balgowlah Road Share Path is not suitable for road cyclists, so please add a marked cycle lane to the very wide road.	8	0
Road Cycling Network Comment	41	If this section of Sydney Rd (Seaforth to Manly) is to be in the Cycling Network, there need to be major upgrades for cyclists safety. There are lots of parked cars and tight spots, making it challenging for cyclists to share the road with motorists. But it is the most direct route to Manly!	4	0
Road Cycling Network Comment	40	Improve road signage, or add cycle lanes here now that the junction has been improved. It's a very well used route (from Seaforth, across towards Bally Boys) and often cars are impatient to get around cyclists, who can use the whole lane.	8	0
Road Cycling Network Comment	39	Please add this Wanganella Rd to the cycling network - it's very heavily used as is!	3	0
Road Cycling Network Comment	38	I don't understand why Oliver St is the recommended uphill bicycle route. It's too dangerous. Make the rarely-used pavement a shared path, AND, make Queenscliff Rd the recommended road route up the hill	1	0
Road Cycling Network Comment	37	Could 2 gaps in the armor guard be created to allow cyclist riding northbound on the road to use the cycle bridge across deep creek.	6	0
Road Cycling Network Comment	36	Corrie Road has a blind crest. Parked cars + a bike + a car short-cutting up the hill is not ideal. Removal of parking, better signage and street lighting for later commuters would assist. This 'suggested route' is often quite dark after 5:30pm in winter.	1	0
Road Cycling Network Comment	35	There is no ramp to access the "cycle path/shared path" on the western side of Bridge Road after the bridge. The bridge path is pedestrian only. Needs a ramp and a way to cross safely and quickly to the eastern side of Bridge St to continue down hill. Currently it ends on a near-blind corner on a downhill run.	7	0
Road Cycling Network Comment	34	Powderworks Rd traffic calming that was done some years ago has made it very unsafe for bike riding, and difficult for cars to pass with the required 1.0m minimum clearance. Either some provision should be made for a bike path on the opposite side of the road to the footpath, or an alternative route or routes up/down the hill (this would be difficult - Rickard/Elanora/Anana Rds and Bolwarra Rd both have slope and road width problems).	3	0

Type	Marker Number	Comment	Up Votes	Down Votes
Road Cycling Network Comment	33	The whole of McCarrs Creek rd is unsafe to share. There is nowhere on this road that a vehicle can safely pass a cyclist. Visibility is zero, hence the double lines that go from one end of this road to the other. There are cyclists on both sides of the road. Motorists cannot see an oncoming vehicle passing a cyclist or row of cyclists on the opposite side. If a designated bike path cannot be created, it will never be safe for motorists or cyclists alike.	17	5
Road Cycling Network Comment	32	This road needs wider shoulders to make it safer for everyone on this high volume route	11	0
Road Cycling Network Comment	31	As traffic volumes have increased it is becoming more difficult (dangerous) to cross Wakehurst Parkway to link the Council managed Manly Dam Mountain Bike track to cycling trails in the Bantry Bay area including the trails managed by NPWS. Better integration and linkage of the MTB trail network will be value add for Northern Beaches.	17	0
Road Cycling Network Comment	30	It is no use Northern Beaches Council designing commuter bikeways without co-ordination with adjoining councils. Cyclists use Roseville Bridge roadway going west rather than the shared footpath as the shared footpath goes no-where in Roseville. Similarly cyclists heading east share the road with high speed cars rather than the back streets of Roseville Chase. TALK TO OTHER COUNCILS ABOUT END TO END JOURNEY SAFETY	32	0
Road Cycling Network Comment	29	commuting to city every day and going up corrie road is lethal with cars speeding up that hill with abrupt narrowing of the road leaving no space for cyclists. Just painting lines on the road is meaning less there needs to be a barrier of some sort. Attached is a picture from sweden where a cost effective barrier is put down on the road to make a safe cycle path.	3	0
Road Cycling Network Comment	28	Comming along Bennet street towards the beach, I don;t know how many times I've been pushed off the road when the painted cycle path just ends before the intersection with Stewart avenue to the left. Can't blame the cars, they would not know the cycle path just ends and riders are forced out on to the road. It is super dangerous and mind boggling that something so bad has been put in to place.	3	0
Road Cycling Network Comment	27	I would like to see a bicycle/pedestrian path along Barrenjoey Road.	16	0
Road Cycling Network Comment	26	A dedicated cycle path from Veterans Parade (at the top of Nioka Street) to the back of Jamieson Park (a short distance) would be safer than trying to negotiate Nioka Street or its footpath, with fast traffic, blindspot, steepness etc. A path running from the Veteran's village to the lakeside path would be much better.	7	0
Road Cycling Network Comment	25	Need to work with RTA to get cycling space incorporated into the upgrades proposed for Mona Vale Rd	8	2
Road Cycling Network Comment	24	Great back road to avoid Fisher Road which can be a busy rat run, especially in morning and evening commutes. Bit of an incline at 5% but peaceful wide tree lined street with almost no vehicle traffic. Would be good to mark as a cycle route. Only issue with southbound is that you are not supposed to turn right	1	0

Type	Marker Number	Comment	Up Votes	Down Votes
		onto Lynward - that could be changed for cyclists only with a protected turn bay? Would be a great connection for locals wishing to cycle faster to DY. Happy to explain further by email.		
Road Cycling Network Comment	23	Many cyclists ride to North Head as a training run - it's pleasant, few cars and great for regular exercise. Only problem is the traffic humps - the wider ones aren't too bad, but the narrow ones are very uncomfortable. Sometimes there is enough room at the kerb side to ride around them, but often not. I can send photos if requested.	9	0
Road Cycling Network Comment	22	Bike path required to access North Harbour Reserve. You often see tourists with hired bikes trying to get down there and it is not safe.	1	0
Road Cycling Network Comment	21	What is the status of the on road marked cycle route here on Thomas St (B Line connection)? Generally a quieter street and better for cycling than the adjacent William St. Note that the signs direct to 'Harbord'.	1	0
Road Cycling Network Comment	20	The slip lane adjacent to the squeeze point here is dangerous for cyclists and pedestrians, this needs to be redesigned.	6	0
Road Cycling Network Comment	19	Improve space for cyclists through roundabouts and squeeze point giving cyclists priority, reduce speed limit. This section of Harbord Road is a high conflict area between cyclists and motorists	1	0
Road Cycling Network Comment	18	The condition of the road in many areas increases danger to bike riders - from degraded surfaces to pot holes and manholes or utility plates that are set low and are an obstacle.	10	2
Road Cycling Network Comment	17	In the current format, debris is a major problem. The road does have a shoulder however the amount of debris on both sides is a safety risk and requires regular cleaning. For future planning and access to the hospital, it is inevitable that this road is 4 lanes (currently the 2 lanes and heavy congestion mean that emergency vehicles are delayed and it is unsuitable for the amount of traffic). In the case of an upgrade, wider and safer bike space in the shoulders is crucial.	21	1
Road Cycling Network Comment	16	This is the sole connection point in the north shared by all traffic with bike riders facing the most inconvenient route. Along the recommended shared pedestrians / bike path, poles create squeeze points. Along the main road is the most direct road, in theory it is suitable for commuters but in practice it is dangerous with misuse of the bus lane by cars (and blocking the lane), aggressive bus drivers. Linking Sydney road better into the alternative route could help establish it better.	6	0
Road Cycling Network Comment	15	The Pedestrian crossing islands are valuable for walkers however they reduce space on the roads for cars to pass bike riders (particularly uphill) and create dangerous squeeze points. Vehicles will attempt to pass bike riders and too frequently will cut them off as they return into the lane and into the squeeze point. An improved design that allows bike riders to continue would retain the safe pedestrian cross, the slower traffic	4	0

Type	Marker Number	Comment	Up Votes	Down Votes
		area for motorists and safer passage for bike riders.		
Road Cycling Network Comment	14	The bus lane which many cyclists use is badly damaged along the Collaroy b-line stop	8	0
Road Cycling Network Comment	13	Bus lane only marked here. (Just before Pittwater Road /Warringah Road/ Harbord Rd intersection east side coming from Dee Why) This excludes cyclists from legally riding in the bus lane for continuation towards city/Manly	8	0
Road Cycling Network Comment	12	Shared cycle and pedestrian way around the western side of Dee Why lagoon	3	1
Road Cycling Network Comment	11	Dee Why for road cyclists is a dangerous zone, some improvements needed- marked cycle space added to the parking lane would help safety.	9	0
Road Cycling Network Comment	10	Brookvale for road cyclists is a dangerous zone, some improvements needed- marked cycle space added to the parking lane would help safety	3	0
Road Cycling Network Comment	9	Make Ocean st, and similar roads that have high numbers of parking and no or narrow footway, a 40 local speed area with shared on road cycle markings. The lowered speed makes it safer for all pedestrian and cyclists and pushes through traffic to arterial routes.	14	1
Road Cycling Network Comment	8	Liberator General san Martin Dr needs a reduced speed limit to 50kmph. The road is twisting, has been the location of accidents involving cars at excessive speed, and is heavily trafficed by recreational cyclists. The road is used for recreational travel, and the excessive speed limits are not appropriate to the mix of road users, proliferation of wildlife.	31	3
Road Cycling Network Comment	7	West Head Rd is a designated tourist road, and is utilised by bushwalkers and sight seers. The speed limit on this road should be 50 to discourage the rev heads who use it for early morning and late afternoon speed sessions. The danger to cyclists, and the number of dead wildlife is most unfortunate. An alternative would be to close the West Head gate to motorists between 6pm and 9am as the NPWS entry fee seems to discourage the drivers using it as a drag strip.	29	8
Road Cycling Network Comment	6	The level of through traffic between Mona St and Cabbage Tree rd has increased drastically. 40km speed limit on the Bayview rat ran might reduce this traffic.	12	12
Road Cycling Network Comment	5	A directional (40km up and 60km down) speed limit would reduce through traffic and decrease the incidents of dangerous passes during morning peak.	26	12
Road Cycling Network Comment	4	Cars often cut across the painted lines when turning left from the north. A bike lane with a ripple strip would prevent this and allow for safe passage through the roundabout.	3	0
Road Cycling Network Comment	3	Transitioning from the overpass to the road is currently unsafe, especially as cars try to turn into the shopping centre.	28	0
Road Cycling Network Comment	2	A ramp 50m after the end of Roseville Bridge would allow cyclists to transition to the sidewalk/bike path safely.	20	0
Road Cycling Network Comment	1	test	1	0
Safe Cycling Network Comment	517	terrible junction with pole in the path, vegetation and tight turn	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
Safe Cycling Network Comment	516	maintenance required long overdue	0	0
Safe Cycling Network Comment	515	This will make a great bike track if wider and with improved sight lines onto the roads	0	0
Safe Cycling Network Comment	514	Lots of glass on the road which is never cleared up	0	0
Safe Cycling Network Comment	513	Sort more visual and textural separation of the bike track to reduce risk to pedestrians	0	0
Safe Cycling Network Comment	512	The bins on the path are placed there by the NBC's contractors	0	0
Safe Cycling Network Comment	511	The 'designer' of the bike path here is clearly potentially liable. Virtually every cyclist who rides on the road or path here has had a very bad near miss	0	0
Safe Cycling Network Comment	510	This bike 'lane' needs removing. The bike lane should be on the other side of the road and run all the way through to the mall on the other side. There will likely be a child fatality behind a parked car by a turning motorist off Pittwater Rd.	0	0
Safe Cycling Network Comment	509	Sort out sight lines on this path - golf club entrances, bus stops, and the corner / vegetation blockages.	0	0
Safe Cycling Network Comment	508	Please could we have bikes allowed to cross Condamine in both directions - safely and using the zebra xing	0	0
Safe Cycling Network Comment	507	Phil, very good that you have mapped a path to avoided the road	0	0
Safe Cycling Network Comment	506	This is in terrible condition. Why ?	0	0
Safe Cycling Network Comment	505	Please could this be re-engineered to avoid the switchback when going to / from Seaforth. The width needs to comply with standards too	0	0
Safe Cycling Network Comment	504	please could the lights be fixed in tunnel	0	0
Safe Cycling Network Comment	503	This road is a better approach to/from the bike track	0	0
Safe Cycling Network Comment	502	This road should be avoided at school drop off / pick up times: very dangerous congestion and parking. This school needs to get parents and kids onto bikes.	0	0
Safe Cycling Network Comment	501	Please get the give way / stop lines painted at this very dangerous junction	0	0
Safe Cycling Network Comment	500	Please continue pathway to Macpherson street.	0	0
Safe Cycling Network Comment	499	Please continue pathway to Jacksons road.	0	0
Safe Cycling Network Comment	498	Road Quality in this area of Wanganella St is very poor and dangerous for cyclists	0	0
Safe Cycling Network Comment	497	For all people whose driveway crosses a shared path I suggest making it compulsory to install wide-angle mirrors on both side of the end of the driveway, so they can see if cyclists are approaching. Perhaps Council can supply them or suggest approved	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
		brands		
Safe Cycling Network Comment	496	There doesn't appear to be a crossing hear. It would be fantastic if a bicycle crossing was provided.	0	0
Safe Cycling Network Comment	495	Please include footpath up the southbound side after exit roseville bridge the underpass is dangerous	0	0
Safe Cycling Network Comment	494	A bike lane along the bends here would be ideal. Great to see this type of engagement with the community. Let's hope it results in a plan of action.	0	0
Safe Cycling Network Comment	493	Footpath over bridge is unsuitable for cycling due to floating removeable concrete pavers entry and exit to this path is very unsafe	0	0
Safe Cycling Network Comment	492	Rubbish bins obstruct the path monday morning and drivers pull out of petrol station and side roads without looking very unsafe	0	0
Safe Cycling Network Comment	491	The shoulder on this section of Wakehurst Parkway is so narrow and dangerous, strewn with rubbish and debris, forcing cyclists onto the narrow roadways near the cars	0	0
Safe Cycling Network Comment	490	When are we going to have a safe cycle commute from frenchs forest to chatswood. This is long overdue and needed urgently	0	0
Safe Cycling Network Comment	489	The path here is unsafe for cycling even patch up on the concrete which has split and lifted is inadequate and unsafe especially after rain leaving sand on the patch up banked up	0	0
Safe Cycling Network Comment	488	Non compliant ADR road for cyclists this is unsafe commuting cyclists need to lobby more to get forestway to chatswood cycleway priority	0	0
Safe Cycling Network Comment	487	I am dismayed at the proposed cycle path down Lake Park Rd. It is on the north side of the road. It is clearly unsafe both for cyclists who will be cycling across driveways and anyone walking out of a property who could be hit by a cyclist. Street lighting is on the south side hence the safety concerns are exacerbated at night. The path ends within metres of the present lake side path so is an unnecessary duplication. Spend our rates fixing the south side of the road as per the Management Plan.	0	0
Safe Cycling Network Comment	486	I am against this plan for the following reasons: Cuts across driveways, inviting accidents. No street lighting, this is on the south side of the road, so the path should be there. Much more pleasant walk in daylight (safer as no driveways). Should be developed as part of the south side street upgrade planned over 5 years ago. NBN cabling already underground where path is proposed.	0	0
Safe Cycling Network Comment	485	Yes please. Kid friendly cycle path to Manly	0	0
Safe Cycling Network Comment	484	Linking pathways in this location would be perfect. Great for everyone including children.	0	0
Safe Cycling Network Comment	483	I ride through this intersection all the time and it's a major hazard as cars come through here quickly and there are pedestrians to try to avoid as well. A solution which allows cyclists to get through this crossing without needed to dismount is sorely needed.	0	0
Safe Cycling Network Comment	482	The current shared cycle way around Narrabeen lake is dangerous for pedestrians. Older pedestrians refuse to walk on the weekends. Riders do not ring their bell to	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
		warn of approach, a large number treat the circuit as a time trial, many ignore the keep to the left instructions and younger riders are unsupervised. Separation would seem to be the best solution to let all residents enjoy the pathway.		
Safe Cycling Network Comment	481	No centre line on path, non-existent signage. Port Stephens Council has excellent signage. Some cyclists seem to think that they have priority & with the speed they travel at, leave children & the elderly at risk. As the path is so popular council needs to police its usage especially of a weekend. It is an accident waiting to happen. I live opposite the path walking along it daily so I feel I am qualified to comment.	0	0
Safe Cycling Network Comment	480	I commute from Frenchs Forest along this route. McIntosh rd is abit narrow and dangerous for cyclists as busses also try to squeeze along this road. A bike path would be great to connect the ones in Dee Why	1	0
Safe Cycling Network Comment	479	The shared pathway has some reused power pole sized logs running along edge of pathway, these require moving back in direction of vegetation and away from path. This would give cyclists and pedestrians a much better experience.	0	0
Safe Cycling Network Comment	478	Bike path or lane between Pittwater Road and Warringah Road intersection	0	0
Safe Cycling Network Comment	477	Bike path or bike lane along this stretch of Condamine Street. Bus lane too busy in rush hour. Footpath not suitable for cycling	1	0
Safe Cycling Network Comment	476	Safe connection to Balgowlah road cycle path leading to manly	0	0
Safe Cycling Network Comment	475	Safe Connect Griffiths street through to the cycle path in Balgowlah road	0	0
Safe Cycling Network Comment	474	Hudson parade needs a dedicated bike path. The road is just too dangerous to cycle into Avalon. We need a network that allows us and the kids to get around Avalon Anaë™s Clareville	1	0
Safe Cycling Network Comment	473	Bike path runs through bus stops, where lots of people gather. Not safe for cyclists or pedestrians	0	0
Safe Cycling Network Comment	472	We need off-road cycle and pedestrian paths around all the new developments in Warriewood, particularly adjacent to Warriewood road. It is highly unsafe at the moment.	0	0
Safe Cycling Network Comment	471	Cycle path at bottom if hill turns onto the footpath and immediately back onto road at traffic island. This is ignored as the maneuvering to negotiate this is dangerous. I would imagine this type of marking is considered bad planning by motorists and cyclists alike	0	0
Safe Cycling Network Comment	470	A safe cycle way from Seaforth to narrabeen both ways for both commuting and recreation	0	0
Safe Cycling Network Comment	469	Also on the way North, turning onto this steep path is very dangerous from Babbage especially if there are cars behind as they aren't necessarily expecting us to slow down so much to make the turn....also more lights please	2	0
Safe Cycling Network Comment	468	Could we please get some proper lighting on the underpass section as it's super dangerous and pitch black, especially when the clocks change for winter. Of course we all have bike lights but they're more about being seen rather than lighting up the pathway	2	0
Safe Cycling	467	The only way to get to Roseville and points South other	2	0

Type	Marker Number	Comment	Up Votes	Down Votes
Network Comment		than the Spit and is dangerously narrow and littered with debris and uneven surfaces.		
Safe Cycling Network Comment	466	heather is not safe path needed	0	0
Safe Cycling Network Comment	465	Riding next to the creek would be great I could get from my home in collaroy to my work in Fenchs Forest easily and bypassing hard unsafe roads in cromer	0	0
Safe Cycling Network Comment	464	How do I cross over to the bike path on FF Rd from Patanga Rd?	0	0
Safe Cycling Network Comment	463	I would ride to my work at NB Hospital but don't because there is no safe and convenient route from Collaroy.	0	0
Safe Cycling Network Comment	462	There needs to be safe cycling pathways available from Church Point to Mona Vale for parents to ride with primary school kids and for high school kids to ride to Pittwater high.	0	0
Safe Cycling Network Comment	461	Cars crossing bike path. Please add signage for cars coming out of office works or add better painted warnings on the road	0	0
Safe Cycling Network Comment	460	There is a concrete join in the bike path on this corner that the bike wheel can easily get stuck in when riding around the corner. The join runs in the length of the path, not across it	0	0
Safe Cycling Network Comment	459	There's a dangerous dip where the bridge meets the path on the southern side. Please make the dip less steep so that we are less likely to come off the bike at speed	0	0
Safe Cycling Network Comment	458	The corner here where the path meets the road is very poor condition, the bitumen is broken up and tree roots breaking through. It can be dangerous turning from this corner, often people with prams are coming the other way, very difficult to navigate on a bike going around the lumps and bumps.	0	0
Safe Cycling Network Comment	457	It would be fantastic and very much appreciated if council could consider sealing pathway from Jamieson Park, car park to James Wheeler Place in a similar way as Narrabeen Creek, Middle Creek, South Creek. and Greendale Creek all which are sympathetic to their natural surroundings. The commuter and recreational cyclist would benefit including disabled residents and visitors.	1	0
Safe Cycling Network Comment	456	I totally agree 100% with the proposed safe cycling network draft especially when it includes widening footpaths like this one.	0	0
Safe Cycling Network Comment	455	Please remove the dismount restriction on bridge.	0	0
Safe Cycling Network Comment	454	Very dangerous for commuter cyclists to connect to the south bound cycle track at this point.	1	0
Safe Cycling Network Comment	453	Extremely dangerous round about for road cyclists and commuters.	3	0
Safe Cycling Network Comment	452	Crescent road needs more traffic slow signage and a pedestrian pathway. Once these are in place it becomes a safer route for bike riders to travel down	1	0
Safe Cycling Network Comment	451	Bike path from Kentwell cross Condamine to Warringah mall. I walk this path daily and am always sharing the small path with cyclists coming and going to the mall.	0	0
Safe Cycling Network Comment	450	This narrow part of the lake track could benefit from being wider and further from the road.	1	0

Type	Marker Number	Comment	Up Votes	Down Votes
Safe Cycling Network Comment	449	There are often bins placed all over the share path here	1	0
Safe Cycling Network Comment	448	make this bikes only as walkway is.	0	0
Safe Cycling Network Comment	447	insanely dangerous to cross - cars get impatient with bikes waiting to cross - no give here just agro and super dangerous.	0	0
Safe Cycling Network Comment	446	super dangerous - need bike lane on belgrave	0	0
Safe Cycling Network Comment	445	make one way - give bikes a lane.	0	0
Safe Cycling Network Comment	444	Roseberry st is becoming very busy with a lot of car traffic. Now Aldi is there, it will increase. A dedicated cycle way, or at least a shared bike path would be great. I don't ride on the road in this street, I ride on the footpath and get dirty looks from pedestrians, but I'd rather that than die.	0	0
Safe Cycling Network Comment	443	I object to the proposed walkway along Lake Park Rd, on the northern side of the road for various reasons. Safety: There are a number of driveways both servicing residential and business properties along this stretch of road which will become unsafe for pedestrians using the walkway on this side of the road. My suggestion is to kerb and gutter the southern side of the road which is badly needed and the incorporate a walkway next to it. This is more in line with the P'Water Rd bus stops as well	1	0
Safe Cycling Network Comment	442	I agree with the previous comment, particularly about the need for lighting on this stretch. I commute to North Sydney but won't use this stretch when daylight saving ends because it is too dark and scary.	2	0
Safe Cycling Network Comment	441	Could you put a lower edge on a section on the gutter at the end of Pitt Street for cyclists to exit/enter the cycle path. The sides are a bit steep for road bikes.	1	0
Safe Cycling Network Comment	440	could you please get the vegetation (native grasses & shrubs) that are overhanging the cycle path next to Stony Range (down to Officeworks) pruned back to the edge of the footpath and low tree canopies lifted.	0	0
Safe Cycling Network Comment	439	a refuge island to assist cyclists to cross safely from Bristol Lane to access the shared path around the lake would be good	0	0
Safe Cycling Network Comment	438	Shared path along Manly beachfront adjacent to North Steyne/south Steyne should be redesignated as an exclusive cycle path with the beachfront promenade left exclusively for pedestrians.	1	0
Safe Cycling Network Comment	437	This footpath and cycling path should be installed on the Southern side of lake park road for the following reasons , 1: It will not impact on the residents, 2: It will give a safer passage for people walking or riding down to the caravan park from Bus stop on Pittwater road and avoid the possibility of being hit by cars accessing and leaving driveways . 3: They would also not have to cross Darius avenue or the end of Lake Park road on a bad corner that has already claimed a child's life. Bad	0	0
Safe Cycling Network Comment	436	Please remove 'End of Shared Pathway' sign and continue shared pathway north to Robertson Street.	2	0

Type	Marker Number	Comment	Up Votes	Down Votes
Safe Cycling Network Comment	435	Please remove the dismount restriction at crossing.	1	2
Safe Cycling Network Comment	434	Please remove tree on Lismore Avenue obstructing cyclists vision of (vehicles from the west) when crossing road southbound.	0	0
Safe Cycling Network Comment	433	chicane Forces traffic together	0	0
Safe Cycling Network Comment	432	chicane Here forces cycles into traffic - very dangerous	0	0
Safe Cycling Network Comment	431	Needs proper surface	0	0
Safe Cycling Network Comment	430	getting over Roseville bridge safely and efficiently is crucial to link us to Chatswood and the city.	1	0
Safe Cycling Network Comment	429	It does not make sense to add a cycle path to this side of Lake Park Road. Having lived here and watched the cycle patterns bike riders will not use this path, along the wrong side of the street to where they are heading. It appears to be counterproductive when the connecting path is on the other side of the road.	1	0
Safe Cycling Network Comment	428	Speed bumps or similar traffic calming devices would slow local traffic and encourage more bike riding - especially kids. For example - Monash Pde is not safe for kids to ride on with many cars travelling at over 60km/h.	0	0
Safe Cycling Network Comment	427	I agree 100% with the proposed shared pathway off-road route. This would be awesome when Jamieson Park is flooded. Dismount restriction at crossings would need to be removed.	1	0
Safe Cycling Network Comment	426	Roundabout has a large blindspot when travelling south and is on a fast downhill section	0	0
Safe Cycling Network Comment	425	This intersection always has vehicles trying to push through amber lights when the intersection is blocked causing grief. Needs more police presence to keep drivers doing the right thing.	0	0
Safe Cycling Network Comment	424	I ride down here every day and haven't seen the police in at least 6 months. The longer the police stay away the more people abuse the bus lane/T3 cutting in and out driving dangerously. Needs regular police presence to keep drivers honest	0	0
Safe Cycling Network Comment	423	This corner is a hazard. The entry from Condamine onto the bike path is wonky, covered in branches and leaves, and the asphalt is broken and bumpy from tree roots.	3	0
Safe Cycling Network Comment	422	I ride through here everyday and the amount of cars abusing the bus lane or cutting off cyclists to turn left down Condamine St is a hazard. Needs more police presence.	0	0
Safe Cycling Network Comment	421	As the other comment said, this is a new design/build and it's shocking. Two sharp blind corners, with a path too narrow for a pedestrian and cycle to share. How do we keep building poorly designed paths in 2019?	2	0
Safe Cycling Network Comment	420	This bus stop actually blocks the path. It's like they deliberately planted a bus stop and bus stop sign post to get in way of everyone.	1	0
Safe Cycling Network Comment	419	This roundabout is always approached very fast by cars, and there is always confusion around right of way for those leaving the golf course driveway. In order to make this a safe cycling road, measures	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
		need to be put in place to remind car drivers of the rules of roundabouts and that they should slow down and give way to those already at or on the roundabout.		
Safe Cycling Network Comment	418	Mc Carrs Creek Road is an extremely dangerous road to cycle on. There are very few, if any, safe passing places for cars which become obliged to pass over double lines. I feel it is unsafe as a driver when I don't want to pass over double lines, and when cars zoom down the hill passing a bike rider or group of riders - so I imagine it is unsafe for bike riders too. Please do not make this an approved and recommended bike route - it is not safe.	0	3
Safe Cycling Network Comment	417	Not needed. Duplicates bike path in Lakeside Park. Money would be better spent fixing the road, and enacting the recommendations contained in the Lakeside Park Plan of Management. If it must be built, put it on the park side - inside the northern fence of Lakeside Park.	1	0
Safe Cycling Network Comment	416	Relatively quiet street and in my experience seems quite safe. It is STEEP and some of us want the cardio work out. Please consider as additional/alternate route.	0	0
Safe Cycling Network Comment	415	The big wall here is too close to the very busy pedestrian/cycle way and entry/exit and bike parking to Boy Charlton pool. Obviously too late to fix it now, I just couldn't believe it when I first saw it built there. In future, "please" consider sightlines at entry/exit points adjacent to road, walk and cycleways...and a few little bushes really makes the place look and feel much nicer.	0	0
Safe Cycling Network Comment	414	Signage in the middle of the share path is a fail. As cycle travel was specifically excluded during the upgrades, the current solution is a shared path. Shared paths are debatable as in some situations they may encourage a bike rider not to ride within dangerous traffic but they do increase the interaction with pedestrians... and this close to a hospital with fragile pedestrians needs more consideration. But putting street signs in the middle of the path will always be a fail.	2	0
Safe Cycling Network Comment	413	Right hand turn bay for cyclists would improve safety (parkway transition to back streets) on the morning commute to the city.	0	0
Safe Cycling Network Comment	412	The bend on Balgowlah Rd here makes it dangerous to pass the Woodland St intersection.	0	0
Safe Cycling Network Comment	411	The bend here in Kitchener St makes passing the Wanganella St intersection westbound dangerous: all motor vehicles are forced into your path and tend not to allow safe space and/or misjudge the agility of their vehicles.	3	0
Safe Cycling Network Comment	410	This link from Newport to Avalon via Barrenjoey Rd & The Serpentine would be awesome. Always worries me cycling around the bends with the narrow road & limited room for cars to overtake. Definitely the right move to encourage more cycling in a safer environment.	1	0
Safe Cycling Network Comment	409	Paving or regularly grading the dirt track around FF showground would provide a safe exercise circuit for young cyclists. Max speed 20km/hr, no racing. Linkage with the new playground underway provides more options for children of different ages. Allows Mum &	2	0

Type	Marker Number	Comment	Up Votes	Down Votes
		Dad to join in too.		
Safe Cycling Network Comment	408	This particular intersection has become more chaotic over the years. Cars waiting in Park St to turn onto Pittwater and vice versa cause long queues lowering visibility for cyclists and making it difficult for pedestrians to safely cross. A roundabout with pedestrian and cycling safety signs could greatly improve traffic flow and safety	0	0
Safe Cycling Network Comment	407	The curve in Pittwater Rd here, mixed with the parked cars plus high speed of the road make this a dangerous spot. Consider lowering the speed limit	0	0
Safe Cycling Network Comment	406	This is probably the most dangerous road on the northern beaches for cyclists. The new(ish) paring arrangements of angled parking on one side and parallel on the other leave no room for cyclists and motor vehicles to share the road. There is almost no warning and absolutely no time to react to cars leaving an angled parking spot unless cycling in the middle of the lane. There are also few places to join the cycle path if you want to avoid the bustle around the aquatic centre.	0	0
Safe Cycling Network Comment	405	There is no walking path or cycling path up to Nth Head ! Narrow road and well deserving of it! Safety should be first and then encourage a healthy lifestyle should be encouraged by the Northern Beaches Council	0	0
Safe Cycling Network Comment	404	The position and size of the traffic control islands a the sides of Oliver street at this intersection make turning right off Oliver St dangerous for cyclists as vehicles try to squeeze by if the cyclist has to slow or wait for oncoming traffic. It would be safer and the traffic control devices would serve the same purpose if they were set 1m further back from the intersection and were slightly smaller in both directions.	0	0
Safe Cycling Network Comment	403	This is not a "safe" family riding formula! Riding on a footpath with a loads of driveways coming onto it! And very busy road ! Please make the scenic walkway wider; prams; people and bikes to be we,come! There is no where in Manly with a designated BIKE track only! And we deserve to be able to ride freely as a family with kids: & safely!	0	0
Safe Cycling Network Comment	402	Already narrow path is made even narrower because of poor maintenance allowing sand and grass to spread. Path needs to be raised to same level of grass to stop grass and sand covering the path.	1	0
Safe Cycling Network Comment	401	There is a cutting here between houses that would be a great bike connection with a bridge across the creek.	1	0
Safe Cycling Network Comment	400	Cycleway should go along lagoon in this location.	0	0
Safe Cycling Network Comment	399	Please install bicycle crossing lanterns at intersection.	0	0
Safe Cycling Network Comment	398	Please install bicycle crossing lanterns at intersection.	0	0
Safe Cycling Network Comment	397	Adding two missing shared pathways, and links from the eastern and western sides of Narrabeen bridge to Pittwater road/ Waterloo street, and then to Ocean Street would be amazing.	1	0
Safe Cycling Network Comment	396	This crossing point (and all road crossings on this route) should be given cycle priority. Cars often block cycleway when waiting to turn out or turn in on approaching bicycles.	1	0

Type	Marker Number	Comment	Up Votes	Down Votes
Safe Cycling Network Comment	395	Please trim vegetation that is partially obstructing the pathway causing inappropriate closeness and intrusion.(pedestrian and cyclist conflict)	2	0
Safe Cycling Network Comment	394	Suggest safe extension to cycle way to give access to sports and rec centre.	2	0
Safe Cycling Network Comment	393	This proposed route along Lagoon street should commence Ablemarie Street with the section between Wellington Street and Ablemarie Street being moved to the path along the lagoon between those two streets. The current proposed section is extremely busy at the intersection of Lagoon and Wellington Streets due to Woolworths traffic.	0	0
Safe Cycling Network Comment	392	Sort out the golf ball firing range to prevent the inevitable accident from the prioritisation of golf over safety. The notices and the refuge are laughable as are the poor signage and the tight turn at the north end of the path	1	0
Safe Cycling Network Comment	391	This section of the proposed SCNetwork will definitely need to be an off-road or safely separated cycle path - due to the winding, steep, nature of this section of Anana Road with higher traffic speeds. A painted, on-carriageway, route would not be a safe or usable link on this section. Clearly many of these mapped (desktop ?) SCNetwork routes/links need close ground-truthing and on-site evaluation.	0	0
Safe Cycling Network Comment	390	Please remove the large flowering shrub (Lantana) partially obstructing the pathway.	1	0
Safe Cycling Network Comment	389	Please connect Freshwater to Manly with a safe cycle way.	3	0
Safe Cycling Network Comment	388	Please can the footpath from over Roseville Bridge to top Crown of the hill be widened and the overgrown bush be cut back. This would make commuting to City much better. It's THE biggest impediment to my E biking commute (which takes 1/2 the time in rush hour to car or bus) Thanks	2	0
Safe Cycling Network Comment	387	Grace rd has restricted access in the morning. I think it is 7am-8.45am. Could cyclists be allowed to use this road during that period to avoid Warringah road	6	0
Safe Cycling Network Comment	386	It is extremely dangerous to ride on Warringah Road. Is it possible to either 1. Put in dedicated cycle track 2. Alter walkway to allow cyclists on the walkway	7	0
Safe Cycling Network Comment	385	Paint is not infrastructure. World's best practice dictates this should never be done. Bike lanes should always be separate and protected unless the speed limit is 30km/hr or under, in which case they are not needed. Further, tempting novice and casual cyclists into close proximity to parked cars where car doors can be flung open unexpectedly is bad practice, and opens council to liability. I have written to traffic engineers about this several times, including a response from the GM Rik Hart	1	0
Safe Cycling Network Comment	384	This is another location to investigate for a dry weather mountain bike crossing under Wakehurst Parkway to Join the Red Hill trail network to the Garigal network. Does not matter if it is submerged during wet weather - trails will be unsuitable to ride anyway.	2	0
Safe Cycling Network Comment	383	This is one of two locations worth investigating for a dry-weather crossing underneath Wakehurst Parkway for mountain bikers. Please see my other comment.	1	0
Safe Cycling	382	An underpass for mountain bikers is needed here to	1	0

Type	Marker Number	Comment	Up Votes	Down Votes
Network Comment		enable connection between the Red Hill mountain bike trail network and north of Wakehurst Parkway. It does not have to be all weather - if there is enough rainfall to submerge it, the trails are too wet to ride anyway.		
Safe Cycling Network Comment	381	I rode these sections yesterday and was struck by the lack of fencing. If I was a parent with kids at the primary school corner of Warringah Rd and Forest Way, or at The Forest High, I would not feel comfortable with my kids riding to school against traffic going 70km/hr in the opposite direction when the roadworks are completed. Fencing similar to that used elsewhere on this project is required. Running off the kerb into 70km/hr traffic is just as deadly as a fall from height.	4	0
Safe Cycling Network Comment	380	A lot of cyclists use this road, but it's treacherous with so many parked cars and no cycle lanes	0	0
Safe Cycling Network Comment	379	This route needs a proper cycle lane. It is the main route coastal route to/from Manly. I do not feel safe cycling here.	1	0
Safe Cycling Network Comment	378	It is much more dangerous cycling on the cycle path than on the road. There are far too many people walking across the cycle path without looking. I have witnessed many accidents and something needs to be done about this	4	0
Safe Cycling Network Comment	377	Very dangerous cycling along here, no cycle path and lots of empty boat trailers permanently parked	0	0
Safe Cycling Network Comment	376	Provide dedicated bike lanes along either Oaks or Howard and turn these roads into one way system (eg east on Oaks and west on Howard for cars and bikes). It would encourage more bike use between Dee Why centre and beach. Turn Dee Why into a Manly-like bike culture. Painted lanes on busy roads aren't safe enough.	2	0
Safe Cycling Network Comment	375	Bicycle crossing on Ocean Street, Narrabeen (adjacent Pittwater road) in poor condition. Pot holes obvious and require repair.	4	0
Safe Cycling Network Comment	374	Please remove the bicycle handle bar hazard (white wooden vertical post) in the middle of narrow shared pathway.	1	0
Safe Cycling Network Comment	373	please improve the Pittwater road bike shoulder for bikes travelling towards west head from mona vale Please make a bike path next to the stairs going from north newport beach to Bilgola or at least a smooth path next to the present stairs so that a bike can be pushed along rather than lifted up the stairs. Then improve the connection between north bilgola to Avalon beach, thus creating a dedicated , off road bike path from Newport to Avalon	0	0
Safe Cycling Network Comment	372	I often ride my bike with grandchildren to Avalon public school . Wickham lane from Avalon school where the bikes are parked to next to the post office becomes crowded with kids on bikes from 3.30 to 4pm. This lane needs resurfacing and closed to traffic before and after school to make it safe for use by primary school kids. Also a safe crossing is needed at the end of the lane as it crosses Avalon Pd and connects with Dunbar park	1	0
Safe Cycling Network Comment	371	The sidewalk should be made broader and be decluttered from poles etc. It is dangerous to ride with a child on the sidewalk here, as the kid risks to lose its	1	0

Type	Marker Number	Comment	Up Votes	Down Votes
		balance and fall on the road...		
Safe Cycling Network Comment	370	This turnoff here is dangerous for cyclists that are not going left. Cars often squeeze in in front of you...	4	0
Safe Cycling Network Comment	369	It would be great to have the railing from the bridge extended until the end of the sidewalk to avoid the risk that a cyclist or pedestrian end up on the very busy road...	0	0
Safe Cycling Network Comment	368	Please widen the shared pathway at this location because of the thousands who use it each week.	2	0
Safe Cycling Network Comment	367	There is a lot of gravel on Pittwater road where it meets Hillcrest Pl and Western Ave causing punctures.	3	0
Safe Cycling Network Comment	366	Please remove dismount restriction at crossing.	0	0
Safe Cycling Network Comment	365	Please remove dismount restriction at crossing.	0	0
Safe Cycling Network Comment	364	It would be Great if this section could be sealed to match the Majority of the rest of the Loop Track.	5	1
Safe Cycling Network Comment	363	Would love the coastal walkway to be integrated with a safe off road cycling network	4	0
Safe Cycling Network Comment	362	It would be awesome, wonderful and exciting if a continuous all levels of ability shared pathway loop around Mona Vale course and Kitchener Park Sports Centre was constructed.	2	0
Safe Cycling Network Comment	361	Please install bicycle crossing lanterns at the intersection.	0	0
Safe Cycling Network Comment	360	Please trim vegetation partially obstructing the shared pathway. This would assist with reducing the risk of cyclist and pedestrian conflict.	0	0
Safe Cycling Network Comment	359	Creating bike lanes on widened foot paths like between Narrabeen and Collaroy on Pittwater Rd doesn't work. It needs to be a lane on the road.	0	0
Safe Cycling Network Comment	358	This section of Balgowlah rd is unsafe and the corners are not wide enough for cars to pass cyclists safely. I was recently sworn at, abused and threatened by a P plater trying to squeeze past me while I was on my bike- she could have easily killed me. The footpath has lots of children usig it so can't be used safely by cyclists. We need a proper bike path along this section of Balgowlah road as it is heavily used by both cars and cyclists	1	0
Safe Cycling Network Comment	357	Shared pathway does require some repair and width. Pedestrians do feel close when passing.	5	0
Safe Cycling Network Comment	356	Yes please - we need a safe cycle path here to connect with Burnt bridge creek and the spit. It would make bike commuting to North Sydney are safer and more viable option for Brookvale, Allambie Heights and Manly Vale residents.	1	0
Safe Cycling Network Comment	355	Kinma Preschool like to be connected to our community. 3-5 year Olds need safe walk ways to get to our local shops and neighbours.	1	0
Safe Cycling Network Comment	354	This is a terrible route for cyclists	2	0
Safe Cycling	353	Although shared paths are a start, they are not the most	11	0

Type	Marker Number	Comment	Up Votes	Down Votes
Network Comment		friendly or convenient for cyclists. The Northern Beaches needs dedicated cycleways at least for the main North-South and East-West corridors. E.g. Warringah Rd, Mona Vale Rd, Pittwater Rd, Wakehurst Pkwy, Forest Way, Sydney Rd, Condamine St Then maybe shared paths connecting to these major cycleways.		
Safe Cycling Network Comment	352	A cycleway the complete length of Warringah Rd from Brookvale/Dee Why to Roseville would be absolutely amazing. It makes sense to have it run alongside Warringah Rd due to the easier terrain than having a cycle route through back streets with hilly terrain.	8	0
Safe Cycling Network Comment	351	This bridge is extremely dangerous re very close and fast traffic -as it has no safety railing - see what happen at the Narrabeen road bridge - they put up a safety rail there - but Manly is not as important - Parents please be extra careful with your children crossing this bridge especially if your on bikes as the NBC is advocating.	0	0
Safe Cycling Network Comment	350	This bridge is extremely dangerous re very close and fast traffic -as it has no safety railing - see what happen at the Narrabeen road bridge - they put up a safety rail there - but Manly is not as important - Parents please be extra careful with your children crossing this bridge especially if your on bikes as the NBC is advocating.	1	0
Safe Cycling Network Comment	349	My son was almost hit here by car turning right across two lanes of traffic (from Pittwater). Cars turning into Girard are focused on the fast approaching south bound traffic and have zero consideration for pedestrians/cyclists. This is hard enough for an adult to navigate let alone children who rely heavily on this pathway for beach and school access. I would recommend closing the access to and from the north bound land of Pittwater road and installing a zebra crossing	7	0
Safe Cycling Network Comment	348	This Girard St / Pittwater Rd intersection is a fatal accident waiting to happen for cyclists/pedestrians/motorists. Northbound traffic on Pittwater Rd should be banned from turning right into Girard St. I have previously sent letters about this to the council but have not received a reply. As an adult, I ride this route twice a day and am very careful, but it is still dangerous for me. It would be very easy for a child/teen to get hit crossing Girard St (even if they were trying to be alert).	13	0
Safe Cycling Network Comment	347	Extend the marked cycle lane on Forest Way at this intersection alongside the concrete island separating the left left slip lane. It is now only about 10 metres long! It needs to be around 100 metres next to the slip lane and painted green. Cyclists turning right or going straight ahead can enter it and use it flanked on both sides by cars turning left or right. This will enhance safety well before the intersection.	1	0
Safe Cycling Network Comment	346	Opening a path here would increase the exposure to this wonderful natural resource and intum increase the communitis value of it too	2	1
Safe Cycling Network Comment	345	This would be a wonderful addition to link the Long Reef loop to the Dee Why & even Narrabeen Lagoon trails Brilliant Idea!!!	3	0
Safe Cycling Network Comment	344	Could (currently prohibited) cycle traffic be allowed on this section of the Corso to allow cyclists to transition from the Sydney Road cycleway to the beachfront cycleway?	3	0
Safe Cycling	343	Surface of the bike path here is very poor. Is	5	0

Type	Marker Number	Comment	Up Votes	Down Votes
Network Comment		resurfacing possible?		
Safe Cycling Network Comment	342	Totally agree that the section of unused footpath on the eastern side of Condamine street would make an excellent and popular cycleway. Would allow for connection with the Kentwell Road section and Pittwater Road.	3	0
Safe Cycling Network Comment	341	Could this section of footpath be converted to cycleway? Would make it easier to connect from the Harbord Road section to the Oliver Street on-road cycleway when riding between Dee Why and Manly.	0	0
Safe Cycling Network Comment	340	I ride from Dee Why to Manly every day with two kids. This is the most terrifying crossing for us during peak times. Lots of cars trying to turn both right and left into Harbord Road from Headland Road. Cars from Harbord Road turning left and right into Headland Road at high speed. Not sure what the solution could be... A pedestrian island midway? Love the off-road cycleway in general. We use it almost everyday and it's a great way to commute.	1	0
Safe Cycling Network Comment	339	Totally agree with the other comment. I have lost count of the number of times a car has driven straight across the footpath without checking for cyclists/pedestrians, almost skittling me and the kids on bikes. We are super cautious, but it's very dangerous. Stop sign would help.	0	0
Safe Cycling Network Comment	338	Agree with the other comment on this intersection. I ride past this intersection twice a day with two kids. It's very dangerous to get across and there's no safe mid point for cyclists to wait out the light sequence. Leads to us crossing against the signal, rather than being unsafely stranded in the middle of the road. Love the off-road cycleway in general. We use it almost everyday and it's a great way to commute.	0	0
Safe Cycling Network Comment	337	A shared pathway in this location would be fantastic. Much needed access to transport, recreation and sports.	1	0
Safe Cycling Network Comment	336	Entry to the Sydney Academy of Sport and Recreation via a shared pathway would be an awesome and safer alternate than the Wakehurst Parkway. Cycling to the Academy would also offset the high entry fees associated with participation in sport.	1	0
Safe Cycling Network Comment	335	Retain the entire section of the Narrabeen Lagoon Trail, from James Wheeler Place to Jamieson Park, in its current gravel-surfaced condition. This provides a very valuable variety of recreation experiences along the Trail as a whole - for both walkers and riders - and is more consistent with the less developed and more natural setting or character of this section of the Trail. Sealing, or boardwalk, along this section would drastically change (destroy) this "natural feel".	5	2
Safe Cycling Network Comment	334	Extend foreshore shared path to Octavia Street - to enable easy connection to Lagoon Street (via less aggressive uphill on-road sections along Octavia, Leslie and Tourmaline or Emerald).	0	0
Safe Cycling Network Comment	333	Safety issue - sharp downhill section of gravel path with a blind 90 degree bend at the bottom of slope. Breaks all good path design guidelines - requires realignment. Downhill (southbound) riders drift onto outer side of the bottom bend and into oncoming traffic. Northbound traffic (riders and walkers) cannot see oncoming traffic until they are into the bottom bend.	5	0
Safe Cycling Network Comment	332	Safety railing required over Mullet Creek Bridge to separate riders (and walkers) from high speed Pittwater Road carriageway - especially for riders approaching	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
		from north via curve on shared path coming up from Lake Park.		
Safe Cycling Network Comment	331	Safety railing required over Nareen Creek Bridge to separate riders (and walkers) from high speed Pittwater Road carriageway - especially for riders approaching from small bend on south, with rough uneven surface of asphalt and concrete (with signalised pedestrian crossing adding to possible conflict/confusion).	1	0
Safe Cycling Network Comment	330	opportunity for an off-road cycle only lane connecting to the new Frenchs Forest Hospital and new Town Centre along this route adjoining crown land to the east.	4	0
Safe Cycling Network Comment	329	The Armco fencing along here is super dangerous for cyclists descending southeast along this route. Sharp metal with hard corners would slice open a cyclists torso in a crash. Path needs to be wider as well, and properly signposted. The fencing is needed, but needs to be updated. After 50 years, it has paid for itself. Replace it with something safer..	16	0
Safe Cycling Network Comment	328	Why is there no connection with Fitzpatrick Rd East? Works are already underway for this intersection to be opened.	4	0
Safe Cycling Network Comment	327	When the western end of Aquatic Drive is opened to Wakehurst Parkway, the right turn onto Aquatic Drive will become high risk for cyclists. A separated bike lane on the southern side is needed. It should also continue westward to join with Wakehurst Parkway when the entrance is completed.	6	0
Safe Cycling Network Comment	326	When this route becomes open at the Wakehurst Parkway end, traffic volumes will increase exponentially. Safe, separated bike lanes to meet worlds best practice standards will be essential. At present, trucks park here illegally and obstruct the shoulder lane almost every day. This is not sustainable into the future	6	0
Safe Cycling Network Comment	325	Pavement is damaged by tree roots, and bark and leaves make it slippery and dangerous in wet weather. Lighting along this entire corridor would be welcome, especially for females travelling after dark in winter. I am an experienced male rider and I feel uncomfortable riding here after dark. I have had a near-head on collision with a "ninja" unlit cyclist at this location. While people should not ride unlit after dark, it is very common. Lighting would help mitigate this risk.	3	0
Safe Cycling Network Comment	324	This section is not adequately signed as part of the safe cycling network. Technically it is a footpath still, and users could be subject to fines for using it. I believe a substantial number of bike commuters continue up Condamine street battling with traffic and buses due to being unaware they can use this route ... but is it legal?	3	0
Safe Cycling Network Comment	323	It is presently illegal to cross the slipplane without dismounting. Fortunately this has not been subject to police attention to date. A cycle lane crossing such as used at the crossing at the Falcon St end of Merlin St Neutral Bay would eliminate cyclists exposure to overzealous policing.	2	0
Safe Cycling Network Comment	322	Given that Manly Dam MTB Trail is one of the busiest in the country, it is embarrassing that so much of the trail requires you to ride on and cross roads. There is so	1	0

Type	Marker Number	Comment	Up Votes	Down Votes
		much council-managed reserve around the dam, that a smooth, fun and far more enjoyable experience could be given by linking the whole dam up with only singletrack; starting with something like a climb trail from the wall of the dam up to North Balgowlah.		
Safe Cycling Network Comment	321	A safe way from Russell over to Naree should be built for cyclists.	7	0
Safe Cycling Network Comment	320	I strongly support a cycling path along Warringah rd	6	0
Safe Cycling Network Comment	319	This is a potential conflict/accident point as the turn into/from the shared path is sharp. Some signage reminding cyclists to ring their bell, as well as a mirror on a lamppost for pedestrians/cyclists to see each other in advance of the corner could help.	1	0
Safe Cycling Network Comment	318	This path is a must	3	0
Safe Cycling Network Comment	317	Cyclists proceeding east along Campbell Parade and wishing to access the Manly Vale B-Line stop currently have to cross to the west side of Condamine at the Campbell Pde lights then cross back again at the King Street lights. Creating a length of Shared Path between Campbell and Lovett on the east side would be more convenient	1	0
Safe Cycling Network Comment	316	A centre island or similar is required to safely cross Fisher Rd N from Carawa Rd to the shared path to Dee Why.	6	0
Safe Cycling Network Comment	315	It has probably been about a year since Mayor Regan proclaimed in the Manly Daily that the East-West Warringah Rd corridor was in dire straits and that it was a priority to rectify. I realise the cogs of government move slowly but to not even have a cohesive plan finalised by now and construction started is contemptuous. When will any council of the Northern Beaches take cycling, walking and any other non-fossil fueled powered transport seriously and actually follow through with their rhetoric?	7	0
Safe Cycling Network Comment	314	There are various places along this section of the shared path which are too narrow for cyclists to pass with safety. Mostly this cycle way is amazing !	5	0
Safe Cycling Network Comment	313	This path that connects Yachtsmans Paradise with Rednall Street is a good link to widen for a quiet connection to Winnererremy Bay	2	0
Safe Cycling Network Comment	312	The safer and preferred option for cyclists would be a dedicated cycle path around the bends rather than the narrow Serpentine option. Just painting a bike logo on the road does not constitute a safe cycle way	5	0
Safe Cycling Network Comment	311	A great bike path terminates at Dee Why beach. There is limited bike rack parking which has been full each time we ride there. Although last time I noticed Council had tagged some old bikes that were attached permanently however their removal will only free up about 6 places. My suggestion is additional bike racks in the same location as the existing one.	2	0
Safe Cycling Network Comment	310	The only safe crossing of Mona Vale rd between Pittwater Rd and Lane Cove rd is the traffic lights at Foley St. A path runs to the lights on the northern side at this crossing but does not exist on the southern side. The path is a narrow single pedestrian from the lights to the entrance of Pittwater RSL and from there to Jubilee Ave is a single gravel path (running past the RSL car	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
		park) As a cyclist I will not attempt to cross Mona Vale rd at the Samuel St roundabout. Too dangerous.		
Safe Cycling Network Comment	309	Aden should remain open in both directions for local residents living on Jenner, Harvey, Ellery, Grandview, Gurney etc. Forcing northbound traffic a half kilometre around, to Ponsonsonby (where there is a bike lane and considerable traffic), narrow Panorama (where there is a kindie an) and into narrow Ellery, to double back to top of Aden makes no sense. It will create additional congestion, reduce safety, increase driving times (and fuel consumption) and inconvenience for local residents.	0	0
Safe Cycling Network Comment	308	It would be wonderful if the pedestrian pathway on bridge could be widened and converted to a shared pathway linking the shared pathways to the north and south.	3	0
Safe Cycling Network Comment	307	Cyclist priority at non-signalized cross-street intersections. A speed hump style crossing sends the appropriate visual cues and is in line with worlds best practice. Intersection collisions are the top cause of cyclist mortality in the urban environment.	14	0
Safe Cycling Network Comment	306	For safety, Cyclists must have priority over cars entering and exiting cross streets, consistent with world's best practice. Suggest a raised speed hump such as is used for pedestrian crossing to send the appropriate visual cues. Collisions at intersections are the top cause for cyclist mortality in the urban environment.	16	0
Safe Cycling Network Comment	305	The bends are the only practical way north to Avalon & Palm beach, but are just too dangerous. There needs to be dedicated cycling infrastructure here to support the large number of cyclists and the crazy summer traffic.	4	0
Safe Cycling Network Comment	304	Continuation of a separated shared cycle path along both sides of Warringah Road would be a significant boost to the safe practicality of cycle commuting to and from Chatswood.. Presently only a proposition for the brave and fit.	20	0
Safe Cycling Network Comment	303	Resident garbage bins are an ongoing problem with obstructing the bike path at this location. It is a safety issue. I appreciate residents need their waste collected but the path needs to be wider here. I no longer commute this route but remember being sorely tempted to kick a few bins over to send a message to residents to be more considerate. Cyclists were forced off-path when I regularly travelled this route. Please fix.	17	0
Safe Cycling Network Comment	302	There is no signage at the lights to direct cyclists into the underpass. No cyclists should be turning right here - it is too dangerous. Please ban it and divert all cycles to the safer and usually quicker underpass.	1	0
Safe Cycling Network Comment	301	Paint is not infrastructure. Particularly inappropriate on 70 and 80km/hr roads. Known as a "Murderstrip" by the Belgians. Fails to meet worlds best practice by some margin. Close passes by cars and especially trucks and Forest Coach Lines buses are an ongoing problem. I have had acquaintances hit from behind by cars entering the bike "lane". Should be separated on roads above 30km/hr.	9	0
Safe Cycling Network Comment	300	This intersection is now a disaster for cyclists. It is especially intimidating for those continuing straight ahead north from Forest Way, and those turning right into Mona Vale Road. Continuing westbound from	4	0

Type	Marker Number	Comment	Up Votes	Down Votes
		Terrey Hills across this intersection towards St Ives is also fraught when negotiating the left turn slip lane and then being forced to deal with merging traffic across the other side. Surprised there hasn't been a death.		
Safe Cycling Network Comment	299	Drivers consistently cut corners into the bike lane on left hand bends. Paint is not infrastructure. Either move the bike to between cars and footpath as they do in the Melbourne CBD, with cars to give way to cyclists when turning into or out of side streets, or put a shared use path for the full length of Allambie and Kentwell Roads. The current configuration is dangerous and unsuitable for kids and the elderly.	5	0
Safe Cycling Network Comment	298	Paint is not infrastructure. The bicycle shoulder lanes on Allambie and Kentwell Roads need urgent reconfiguration. 1: Downhill side removed. Bikes easily keep up with cars and placing cyclists in the door zone at those speeds is deadly. 2: Shift centre line of road across to make more room for a wider bicycle shoulder lane on the uphill side - provide a buffer for cyclists away from car doors. 3: Place uphill bicycle shoulder lane between cars and footpath, with drivers to give way when turning	6	0
Safe Cycling Network Comment	297	Where Sterland Ave meets Pittwater Rd it is getting too wide for pedestrians and cyclists to cross without risking to be hit by a car. At least introduce road markings.	8	0
Safe Cycling Network Comment	296	Advertising of bus stop wall obstructs view. Cyclists cannot see pedestrians or other cyclists behind the wall. Leave the glass wall but remove the ads so we can see through. Thanks	11	0
Safe Cycling Network Comment	295	The road in this section needs to have the street sweeper through it at least once per week. As a very popular and relatively safe route it's disappointing to have to avoid the same sticks and piles of stones that have been there for weeks on end.	2	0
Safe Cycling Network Comment	294	A fence needs to be added from the cross lights up to the bridge. Also the sign posts need to be removed / moved. Riding with you kids along this section is concerning, particularly when foot / bike traffic is going both ways. A simple clip of handle bars could send someone out into the roadway. Extending the fence down to the lights would remove this issue.	5	1
Safe Cycling Network Comment	293	Travelling west along the shared bike path on Kenneth Rd, it would be great to have access to the road from the bike path (a kerb ramp I think?) just before the Burchmore Rd intersection, so that we can join the road to turn right, to get to our home.	0	0
Safe Cycling Network Comment	292	Palm Beach is such an important destination the bike path should certainly extend to there.	6	1
Safe Cycling Network Comment	291	Why does the bike path stop here? What about it going around Bungan Head Road and Karloo Parade which is a much better way to get to Mona Vale than up the highway.	4	0
Safe Cycling Network Comment	290	This section of shared pathway needs a routine maintenance plan. This would assist with safety.	0	0
Safe Cycling Network Comment	289	I fell here once onto the road. Most of Pittwater Rd in this area is made of concrete plates which are sealed together. I was passing parked cars and my tyre got stuck in the 'seam' of two concrete plates. I fell over my bike on the lane where cars were driving. Luckily there wasn't much traffic.	1	0

Type	Marker Number	Comment	Up Votes	Down Votes
Safe Cycling Network Comment	288	The quality of the road is very bad. Porous and big potholes	7	0
Safe Cycling Network Comment	287	Suddenly 3 lanes turn to 1 lane thanks to parking cars. It's very dangerous for cyclists with many cars not realizing the road narrowing. Instead of having a cycling path on the other side where there are lots of intersections, why not make the PARKING lane a cycling lane. It's puzzling how much public land/property is wasted on this road for private usage, i.e. boats parking, abandoned cars.	10	0
Safe Cycling Network Comment	286	Was almost hit by a car here a few times. As cyclist and as a pedestrian with a pram	9	0
Safe Cycling Network Comment	285	It takes a long time to cross the two traffic lights to get to the other side. Please add some sun shelter/trees to traffic lights with long waiting periods. It's boiling.	1	0
Safe Cycling Network Comment	284	Please widen, extend the shared pathway to traffic lights at intersection and install bicycle crossing lanterns.	2	0
Safe Cycling Network Comment	283	Please widen the center refuge at crossing, too narrow for cyclists.	2	0
Safe Cycling Network Comment	282	Please widen the refuge at crossing, too narrow for cyclists.	2	0
Safe Cycling Network Comment	281	Please widen the narrow footpath and convert to a shared pathway.	3	0
Safe Cycling Network Comment	280	Please remove the dismount restriction at crossing.	1	0
Safe Cycling Network Comment	279	Please remove the dismount restriction at crossing.	2	0
Safe Cycling Network Comment	278	Please remove the dismount restriction at crossing.	2	0
Safe Cycling Network Comment	277	Adding a shared pathway at this location would be fantastic. Linking the pathways from Pittwater and Mona Vale roads and a crossing to Bungan street. A much safer option than the current.	2	0
Safe Cycling Network Comment	276	To complete the path around John Fisher park would mean when cycling with children we can do laps around the park and not have to go near the busy roads. Currently going over sometimes wet grass can be hard for young children. Also as a senior I do not ride on roads so completing laps around the park would be safer.	1	0
Safe Cycling Network Comment	275	Please remove the dismount restriction at crossing.	3	0
Safe Cycling Network Comment	274	Dangerous bend with no room for a shoulder. A separate pathway is needed.	1	0
Safe Cycling Network Comment	273	A good safer short-cut for cyclists to use if a bike channel can be added to better negotiate the steps plus appropriate sign posting.	1	0
Safe Cycling Network Comment	272	Around here the bike lane just stops as it hits telephone poles.	6	0
Safe Cycling Network Comment	271	2 types of cyclists: 1.sport & 2.transport. No distinction made between them re road rules. Sports cycl are fast and mostly can cope with road	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
		traffic. Exception rds like McCarrs Creek, where they are risking their lives. It needs widening by at least 2m! Transport cycling needs a safe, separate lane OR a permit to slowly cycle on footpaths! I was an avid rider until I moved here. I am too afraid to cycle on Pittwater rd from Church Pt to Mona V. Would be healthy & environmentally friendly!		
Safe Cycling Network Comment	270	Please continue the shared pathway south to Narrabeen Street, Narrabeen.	5	0
Safe Cycling Network Comment	269	Bike friendly link on a quieter street as most roads in this area are narrow and a rat run for cars.	3	0
Safe Cycling Network Comment	268	A marked cycle route with proper lanes or shared paths the full length from frenchs forest to Chatswood is essential. The new cycle lanes and bridges just end here and don't connect to a wider network. This is a short relatively easy cycle to a major transport hub with the metro going in but most would-be cyclists will be scared off.	17	0
Safe Cycling Network Comment	267	The uphill section is extremely dangerous for cyclists as the road is narrow, the bend has minimal visibility and cars travel too fast. The shoulder should be widened and marked for cyclists	5	1
Safe Cycling Network Comment	266	This hill is one of the most dangerous ways of getting from the base of the escarpment to the top at Terrey Hills. It's also steep and very hard work. The only way of getting to Terrey Hills and inland which is reasonably easy and less dangerous is via McCarr's Creek road; this route should be prioritised for bikes.	0	0
Safe Cycling Network Comment	265	This hill is one of the most dangerous ways of getting from the base of the escarpment to the top at Terrey Hills. It's also steep and very hard work. The only way of getting to Terrey Hills and inland which is reasonably easy and less dangerous is via McCarr's Creek road; this route should be prioritised for bikes.	0	0
Safe Cycling Network Comment	264	This hill is one of the most dangerous ways of getting from the base of the escarpment to the top at Terrey Hills. It's also steep and very hard work. The only way of getting to Terrey Hills and inland which is reasonably easy and less dangerous is via McCarr's Creek road; this route should be prioritised for bikes.	0	0
Safe Cycling Network Comment	263	McCarr's Creek Road is one of the few less dangerous places to ride on the peninsula and one where few cars are inconvenienced. At some times of day, there are far more bikes than cars yet the bikes have few if any rights to the road. There are many other roads which cars can take, and few which bikes can use. Why not prioritise bikes for a change	4	2
Safe Cycling Network Comment	262	There's no easy way to access the network up to North Balgowlah from here. You need to run the gauntlet to access the Balgowlah Rd Road Cycling Network. It would be great to have a bridge, or underpass near the creek. It would be wonderful if we could ride through the green space to access Manly Vale B-line and Burnt Bridge Creek Safe Cycling Network.	2	0
Safe Cycling Network Comment	261	It's a real shame that the Safe Cycling Network cannot be extended any further East from this point. It would be wonderful if after the Rosberry St light industrial area there was some sort of connectivity through the green	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
		areas around Burnt Bridge Creek and Manly Lagoon.		
Safe Cycling Network Comment	260	This bike path is fantastic. It needs to be protected for future use, but some urgent maintenance and improvements are needed. Specifically the state of the path substrate is damaged in some places. Lighting and widening could be improved at some points too. However, I would like to see better dedicated Safe Cycling Network paths all the way to Manly Beach. At the moment, I cannot take my kids any further past Roseberry St, and crossing some major roads further down leave this path disconnected	2	0
Safe Cycling Network Comment	259	The crossing is often not recognised by drivers as being for cyclists too. coming out of the park a tree obscures cyclists from drivers going west creating dangerous situations. A stronger warning for drivers or sadly removal of the tree will make it safer.	1	0
Safe Cycling Network Comment	258	This is a better and safer route than BJ road	0	0
Safe Cycling Network Comment	257	Many of our footpaths are under utilised and should be converted to dual use outside of shopping areas and other sites with many pedestrians. This would be much safer for all cyclists not just children who are allowed to ride on footpaths.	4	0
Safe Cycling Network Comment	256	Would the council consider creating more family friendly bike circuits, similar to Narrabeen Lagoon? Perhaps the perimeter trail around Terrey Hills or another suitable location. Would be great to have more options to ride as a family. I would love to teach my kid the value of cycling but find most paths are too short or dangerous.	3	2
Safe Cycling Network Comment	255	I would like to see the dirt track that runs alongside Mona Vale road paved so the kids would be able to ride to JJs safely. Currently it is impassable by bike, and the main road is too dangerous for kids.	0	0
Safe Cycling Network Comment	254	Making Oxford Falls rd a safe off-road cycling route by e.g. erecting a fence between car and cycling parts of the road can encourage many families to send their kids on a bike to OFGS, solving many traffic issues along the way	6	0
Safe Cycling Network Comment	253	The current double paths along Queenscliff to Manly beach can be much safer by channelling walkers to the beachfront path and making the path next to the parked cars for cyclists only rather than a shared path. Such a change will require many signs initially.	8	0
Safe Cycling Network Comment	252	The current car park is a suitable access route coming out of Fisher Park on the way to Gusto cafe at South curl Curl beach, but not recognised as such. Painting bikes on the carpark surface can help everyone expecting cyclists there	0	0
Safe Cycling Network Comment	251	It is unclear to many users whether the current path along the ocean is for (dog) walkers only or for cyclists too. Making it a painted shared path will solve this	1	0
Safe Cycling Network Comment	250	This section of Warringah road needs a cycling option. Downhill the road is an option, uphill the road is too dangerous and the current footpath on the north side seems the best option. All that needs to happen is legalise it so we don't risk \$300 using it.	3	0
Safe Cycling Network Comment	249	Please continue the shared pathway from Wetherill Street to Homestead Avenue, Collaroy.	4	0
Safe Cycling Network Comment	248	Please continue the shared pathway from Ocean Street, Narrabeen to Collaroy shops, Collaroy Beach.	4	0

Type	Marker Number	Comment	Up Votes	Down Votes
Safe Cycling Network Comment	247	Please install bicycle crossing lanterns at the crossing.	1	0
Safe Cycling Network Comment	246	Please install bicycle crossing lanterns at the intersection.	3	0
Safe Cycling Network Comment	245	Please widen footpath and convert to a shared pathway.	0	0
Safe Cycling Network Comment	244	Please install bicycle crossing lanterns at the intersection.	1	0
Safe Cycling Network Comment	243	Please finish shared pathway from Walsh Street to the B-line carpark entrance.	3	0
Safe Cycling Network Comment	242	Please install bicycle crossing lanterns at the intersection.	1	0
Safe Cycling Network Comment	241	Please install bicycle crossing lanterns at the intersection.	2	0
Safe Cycling Network Comment	240	Shared pathway is too narrow for shared use.	2	0
Safe Cycling Network Comment	239	The process of building a cycleway along the entire length of Warringah Rd should be undertaken immediately. It is dismaying that such a vital corridor for our community lacks any transport options other than motor vehicle.	23	0
Safe Cycling Network Comment	238	The current traffic calming devices on Deakin St are dangerous for cyclist. They force vehicles into a single lane with no passing creating a point where cyclists are brought very close to vehicles. If this route is to remain as part of the on-road network, as this maps indicates, these speed humps and pinch points will need to be replaced with cycling friendly designs.	13	0
Safe Cycling Network Comment	237	The current traffic calming devices on Grace Ave are dangerous for cyclist. They force vehicles into a single lane with no passing creating a point where cyclists are brought very close to vehicles. If this route is to remain as part of the on-road network, as this maps indicates, these speed humps and pinch points will need to be replaced with cycling friendly designs.	18	0
Safe Cycling Network Comment	236	It is good that council has proposed multiple cycling paths to cater for the differing levels of confidence of riders. A path down Warringah Rd is a necessity for those who are not confident enough to ride on the road.	12	0
Safe Cycling Network Comment	235	All these underutilised public spaces should be pathed to allow the residents to make use of them. Anything to properly separate bicycles and vehicles is a yes from me.	11	0
Safe Cycling Network Comment	234	As well as for touring, commuting & fitness, this path aligned next to South Creek could be used as a safe route to Cromer Public School.	12	0
Safe Cycling Network Comment	233	Narrabeen Lagoon track is getting to the point where it needs separated cycle and pedestrian paths. As it gets busier there will be collisions.	8	5
Safe Cycling Network Comment	232	Some thinking needs to be put in to create a viable bike path from the southern end of Kangaroo lane to the wharf and Manly 'village'. the current solution requires cyclists to enter the heavy traffic along Belgrave st.	0	0
Safe Cycling Network	231	Please upgrade this path	14	0

Type	Marker Number	Comment	Up Votes	Down Votes
Comment				
Safe Cycling Network Comment	230	Please upgrade this path	2	0
Safe Cycling Network Comment	229	Please build a bike path next to Warringah Rd	15	0
Safe Cycling Network Comment	228	Please build this	11	0
Safe Cycling Network Comment	227	I'm sure there's a large % of people such as myself that would love to commute to work and around the beaches on bike but don't due to safety concerns.	7	0
Safe Cycling Network Comment	226	Other commenters are correct. This is not a cycle path.	12	0
Safe Cycling Network Comment	225	Warringah Rd cycle path is very much overdue	20	0
Safe Cycling Network Comment	224	This is a very good idea	10	0
Safe Cycling Network Comment	223	We need proper protected cycle paths and not just painted lines in Curl Curl and all across the Northern Beaches. Especially between the main hubs and through to outside council destinations like Mosman, Chatswood and St Ives. If we want more people to ride bikes then we need to stop the focus on cars.	8	0
Safe Cycling Network Comment	222	Diagonal bicycle crossing will be needed if the paths are on opposite sides of the roads.	9	0
Safe Cycling Network Comment	221	This would be wonderful. With proper connections, bicycle crossings and traffic light timings linking to the proposed South Creek path through Cromer it would be an immensely pleasurable experience to cycle all the way from Forestville to Narrabeen with nary a car in sight except at the crossing points. Also great for safe access for cyclists to the Manly Dam track, Aquatic Centre and new High School (when built).	21	0
Safe Cycling Network Comment	220	A bike path next to Willandra Road and Carawa Road is definitely needed to connect to the wonderful bike path from Fisher Road to Dee Why. Riding on the road is very unsafe. We would ride from our home to Dee Why and the beach a lot if this were available. Please also consider bicycle friendly crossings at Fisher Road and Campbell Avenue.	16	0
Safe Cycling Network Comment	219	A path next to the creek would be great. With access to Willandra Village. Would allow us safe and easy access to Narrabeen Lake and Frenchs Forest on our ebikes.	17	0
Safe Cycling Network Comment	218	this intersection is terrible now for cyclists. needs to be made safer.	7	0
Safe Cycling Network Comment	217	shared path is not great for cycling with pedestrians. why not widen the path on the northern side and make it bidirectional cycleway with third lane for pedestrians? there is heaps of room for it	17	0
Safe Cycling Network Comment	216	there needs to be an on road cyclist crossing lane from Fitzpatrick Ave W, over Forest Way to the path on the other side with at-level ramps with priority	16	0
Safe Cycling Network	215	Very dangerous pinch point here for cyclists. urgent rectification needed	3	0

Type	Marker Number	Comment	Up Votes	Down Votes
Comment				
Safe Cycling Network Comment	214	more cycling friendly traffic calming devices needed through these backstreets to discourage car drivers from rat running	15	0
Safe Cycling Network Comment	213	more cycling friendly traffic calming devices needed through these backstreets to discourage car drivers from rat running	17	0
Safe Cycling Network Comment	212	roseville bridge path is very bumpy	21	0
Safe Cycling Network Comment	211	shrubs and trees block path here	21	0
Safe Cycling Network Comment	210	this service station is dangerous for cyclists	18	0
Safe Cycling Network Comment	209	even though it says there is existing safe cycling network here, this path is in severe need of an upgrade	26	0
Safe Cycling Network Comment	208	About time there was a bike path alongside Warringah Rd	21	0
Safe Cycling Network Comment	207	Please remove the dismount restriction on Jacksons Road.	3	0
Safe Cycling Network Comment	206	Commuting south of Narrabeen via a coastal cycle route would be wonderful (exciting) and an everyday activity. I'm currently commuting via an unsealed narrow overgrown natural walking track in Jamieson Park or Bus lane through Collaroy. If a Bridge over Dee Why Lagoon was proposed it would need to be sympathetic to the natural environment for example colour.	16	0
Safe Cycling Network Comment	205	This path makes so much sense as an extension from the path at Narrabeen Lagoon. Especially as a route to get to the new hospital and the planned town centre around it. The roads through Cromer are not easy to traverse by bicycle and this path would overcome the North-South part easily. Also allowing much easier access for residents in Beacon Hill and beyond to Narrabeen Lagoon, shops and beach by way of bicycle or foot.	20	0
Safe Cycling Network Comment	204	If the car tunnel actually goes ahead, why not work with NSW government to make the water pipe path continue across the parkway with a crossing or as others suggested an underpass then continue the water pipe path from here.	17	0
Safe Cycling Network Comment	203	I ride to Forestville a few times a week for work and feel that I have to use the footpath for safety even though it is against the rules. I go slow and move to the grass when approaching pedestrians but still against the rules. I prefer to risk a fine on the footpath than risk my life on Warringah Rd.	31	0
Safe Cycling Network Comment	202	Please place pressure on the Mosman side as well. I got hit by a car door in the car park on the south-east side of the bridge. It was caused by someone pulling out of traffic to drop a passenger near the Kayak store. Three hours in RNS surgery for me. This is a very popular route for the Northern Beaches cyclists going to work in the city.	4	0
Safe Cycling Network Comment	201	Agree with this. Even though would be longer than Warringah Rd, it would be fantastic to get away from the busy Warringah Rd. But it needs to be a hard surface.	20	0

Type	Marker Number	Comment	Up Votes	Down Votes
Safe Cycling Network Comment	200	I agree that a bike path along May Rd would be great. Even though it is steep, it would be a better way than Warringah Rd. Then need bicycle friendly turn bay onto Warringah Rd at the top with a centre island to wait. Hopefully with bike path whole way on Warringah Rd to Frenchs Forest and Forestville even Roseville.	9	0
Safe Cycling Network Comment	199	An off-road cycle-way along Forest Way, Warringah Rd and Wakehurst Pkwy needs to happen NOW - not in 5 or 10 years time. The Northern Beaches is falling way behind the times with Active Transport Infrastructure. We need to decrease our reliance on motor vehicles that cause pollution and congestion. We need to encourage more people to travel actively reducing the burden on our healthcare system from lifestyle related diseases. How do you encourage people to ride? Make it safe and convenient.	23	0
Safe Cycling Network Comment	198	With the building of the pipeline bike path, could NB council consult with RMS for the Wakehurst Parkway upgrade as part of the Beaches Link tunnel to get an underpass for cyclists.	23	0
Safe Cycling Network Comment	197	An all-weather concrete path alongside the pipeline and under Wakehurst Parkway would be awesome. Fully support.	26	0
Safe Cycling Network Comment	196	An all-weather concrete path alongside the pipeline and under Wakehurst Parkway would be awesome. Fully support.	6	0
Safe Cycling Network Comment	195	Cyclists should have prioritised crossing signals and not just phased with the pedestrian signals otherwise cyclists won't use the crossing and will use the road instead.	20	0
Safe Cycling Network Comment	194	A cycle path along Warringah Rd linking Dee Why to Chatswood is badly needed.	24	0
Safe Cycling Network Comment	193	It astounds me that there isn't already a safe cycle route all the way to Chatswood. My husband and I work in Chatswood and we would ride most days if we felt safe. I think there would be quite a few who feel the same.	29	0
Safe Cycling Network Comment	192	The slots in the drain covers (2) run in the same direction as the path rather than across the path. This is dangerous as bike tyres can get stuck in the drain covers. Drain covers need to be rotated 90 degrees. Care needs to be taken with the orientation of drain covers wherever bikes are likely to be ridden.	0	0
Safe Cycling Network Comment	191	To turn right onto Mona vale Rd here cyclists need to cross the slip lane of fast travelling traffic turning left with many trucks. A sign to advise drivers of cyclists crossing and road markings showing the continuing bike path would help safety - it's a dangerous spot. A proper fix would need an underpass just West of the intersection, crossing like the one further up Mona Vale Rd nr Cooyong Rd.	5	1
Safe Cycling Network Comment	190	Forest way Northbound btw Glen St and Wearden Rd - Forest way reduces from 3 lanes to 2 lanes in way of turning lanes. This is a dangerous spot, a lot of cyclists use this road and at this spot the bike lane and 3rd side lane ends. It's a bottleneck where cars do not have space to share with cyclists, and the footpath is narrow with blind spots crossing side streets and driveways. Can shorten the turning lanes in the middle so they 1 lane wide, and then can make a bike lane both NB and SB.	4	0
Safe Cycling	189	Cars and trucks are regularly parked in the bike lane	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
Network Comment		along Griffin Road. This should either be policed better or more space provided. There is a safety issue in continually having to swerve out of the bike lane into the traffic because of reduced bike lane width where vehicles are parked. Typical photo attached.		
Safe Cycling Network Comment	188	Concrete all the dirt path from Wimbledon Ave to Middle Creek to provide a safe active transport access from Narrabeen going south. The dirt paths are really only suitable for mountain bikes and not commuter or road bikes. Wakehurst parkway is too unsafe for most people and a safer alternative is essential, ideally an even wider path with a lane for pedestrians and lanes for bikes, as are provided in the Illawarra and some Sydney areas.	2	3
Safe Cycling Network Comment	187	Iâ€™m looking forward to the bridge across Narrabeen Creek opening soon	1	0
Safe Cycling Network Comment	186	An underpass would be a great way to get bikes across Mona Vale Road here. Itâ€™s a really busy roundabout and can take ages waiting for a safe break in the traffic.	3	0
Safe Cycling Network Comment	185	I am concerned as a road rider that paths on busy roads run out as they approach a roundabout putting everyone at risk. Northern Beaches roads are getting busier and the parking of non motorized vehicles clogs up the road for cyclists and cars. Introducing a lower speed limit of 40kms would improve safety.	2	0
Safe Cycling Network Comment	184	Advertising of bus stop wall obstructs view. Cyclists cannot see pedestrians or other cyclists behind the wall. Leave the glass wall but remove the ads so we can see through. Thanks	12	0
Safe Cycling Network Comment	183	Advertising of bus stop wall obstructs view. Cyclists cannot see pedestrians or other cyclists behind the wall. Leave the glass wall but remove the ads so we can see through. Thanks	9	0
Safe Cycling Network Comment	182	Why hasnâ€™t Council included the Duffys Forest end of Booralie road into the safe cycling network plan. The only road in and out of Duffys Forest attracting hundreds of riders in large groups on weekends and midweek. This stretch of road with double white lines is a disaster waiting to happen with drivers becoming aggressive when stuck behind these large groups for kilometres. Cyclists who would be prepared to move over cannot because of the unmade shoulder covered in gravel & potholes	3	0
Safe Cycling Network Comment	181	I canâ€™t imagine how you would make this feasible for cyclists and drivers. There is often a line of cars waiting to turn right into Harris Farm and cyclists would be at extreme risks from frustrated drivers trying to get across. The highest number of cyclists deaths and injuries come from this sort of right hand turn as drivers claim not to see the cyclists. If it comes to a choice between hitting a bike or get hit by a car travelling from the other direction, drivers will take the former.	6	0
Safe Cycling Network Comment	180	In addition to the other comment, if you happen to miss pressing the crossing button you have to sit there for ages for the lights to cycle through if you want to continue along the path into Nolans reserve from Pittwater road. This makes it unattractive for commuters. In Sweden the default is for the green light to be shown for pedestrians and cars can only go once they are safely across the road. Why not have it as	9	0

Type	Marker Number	Comment	Up Votes	Down Votes
		default? They can still go if no one is there.		
Safe Cycling Network Comment	179	This sort of separated, pleasant path is ideal and should be the sort of path that is prioritised in the plan. This path would be absolutely perfect if it could be continued across the mangroves (using raised paths as at Narrabeen lake so as to not damage the vegetation and bird habitats) to Dee Why strand. This would be attractive to commuters because it is shorter than going along the main road and would be safe and pleasant which would attract more children and less confident riders	5	0
Safe Cycling Network Comment	178	This is a very popular bike route. If a "safe cycling" solution is just a painted line to make a lane next to parked cars (like in many other streets) it will be more dangerous because of car door opening and high bike speed downhill. Painting a lane encourages riders to travel next to parked cars - very dangerous!	0	0
Safe Cycling Network Comment	177	Having cycle paths crossing driveways cuts out many riders. It is dangerous. Cycle paths are best located completely away from roads where possible. There are many driveways crossed in this stretch, some with poor visibility of the path. This makes riding unpleasant and dangerous.	3	0
Safe Cycling Network Comment	176	The Serpentine is neither safe nor convenient for cyclists, especially young or inexperienced riders. It is used as a rat run by cars, is narrow and has no shoulder, the hills out are both steep and therefore bikes will be slow and drivers will be frustrated and put pressure on cyclists. The exit northbound leaves the cyclist in the wrong side of the road and crossing would be dangerous at peak or weekends. This is lazy planning as it will not make it feasible for the majority of cyclists.	5	1
Safe Cycling Network Comment	175	There is a high level of danger to all concerned (cyclists, pedestrians and exiting residents by foot or vehicle) along this inappropriately designated shared stretch from Federation Point and along The Crescent and Lauderdale Ave. The shared pavement is too narrow, driveways and dwelling exits are hidden or obscured, the steep nature of sections mean cycles often speed (and rarely bell or warn pedestrians). Granted the roadway is dangerous but the shared path here is worse and a menace to all.	2	0
Safe Cycling Network Comment	174	Really like this planned route - protects us from Pittwater Rd traffic.	2	0
Safe Cycling Network Comment	173	Allow shared (Safe Cycling) bike / pedestrian use of pathway on both sides of Forestway from at least Ralston Ave to Russell Street, linking with proposed Glenn Street Safe Cycling link. This bounded area is the only relatively flat route for older citizens who may not be overly fit and feel unsafe on the road. There is a high concentration of older people in this area (Belrose - about 33%). This link would complete safe access to all of the local shopping centres providing low impact exercise.	8	0
Safe Cycling Network Comment	172	Please put an off road cycle path along Park Street. Don't just paint a bike on the road or existing footpath and call it a cycle route. There is room on the other side of the road for a new path.	2	0
Safe Cycling Network Comment	171	Would love to see more safe off road cycle track that can be used by families. Narrabeen lake cycle track is great for kids (reasonably flat, no hills and fairly wide with great views). Would be good to have some child friendly mountain bike tracks for kids aged 10-16 so	4	0

Type	Marker Number	Comment	Up Votes	Down Votes
		they can get out in the bush and ride safely (nothing too crazy or hilly)		
Safe Cycling Network Comment	170	Would be good if there was a safe cycle path from Frenchs forest, forestville, Belrose down to the beaches, so kids can cycle to the beach. This would improve freedom for kids and get them some good exercise and independence.	2	0
Safe Cycling Network Comment	169	A safe way to get from Forestville/Belrose etc down to Brookvale would be really useful. Cycling on the road here is very dangerous, cars go very fast. Footpath is narrow and not suitable for both, however these days very few pedestrians walk on pavements, make them dual purpose for cyclists and walkers.	11	0
Safe Cycling Network Comment	168	Would be good to have a good flow of cycle tracks to the new hospital . This is a large hub of commuters and general public visiting. Having sensible/safe cycle tracks well signed that do not just stop at a random intersection, that allow commuters to cycle from homes or on the major busy roads safely would be a real benefit.	25	0
Safe Cycling Network Comment	167	The path in this area is utterly unsuitable to be shared by cyclists and pedestrians unless it's widened and separated. I love both cycling and walking but common sense stops me cycling on this stretch of pathway.	4	3
Safe Cycling Network Comment	166	I assume this will be a two way cycle way to allow riding in both directions	3	0
Safe Cycling Network Comment	165	This junction has been ruined by the recent road works. For cars turning left off forest way onto Mona vale rd, it is terrible (old slip road much safer. This needs to change to be safer for both cars and cyclists.	7	1
Safe Cycling Network Comment	164	This junction has been ruined by the recent road works. For cars turning left off Mona vale rd onto forest way, it is terrible (old slip road much safer. I have seen cars drive down the cycle path here. This needs to change to be safer for both cars and cyclists.	10	2
Safe Cycling Network Comment	163	Allow cycling on the pavement (ie. wider dual purpose pavements) as kids can then use this to cycle safely to school, rather than being on roads. An accident on a footpath could cause an injury, but an accident on the road could be fatal.	7	0
Safe Cycling Network Comment	162	Wider Cycle way on Forest would be good. Either a dedicated lane or a well designed shared footpath. Not too many people walk this road and the cars drive very fast.	7	0
Safe Cycling Network Comment	161	The Narrabeen lake loop is a fantastic community asset. I love riding the loop with my young kids. The biggest hazards for the children are the two crossings of Wimbledon av. I suggest some simple signage for vehicles to give way or watch for cyclists crossing would help. A raised hump type crossing would be even better to distinguish where pedestrians and cyclists are crossing	9	0
Safe Cycling Network Comment	160	This intersection has no safe provision for cyclists. Turning right involves being sandwiched between two lanes of cars. Cars in the centre lane sometimes decide to turn right, trapping cyclist between tow lanes of accelerating vehicles. With the new median strip it is no longer possible to swing across to the pedestrian crossing (probably illegal but safer). Drivers at this intersection are often rude and aggressive to cyclist who dare to negotiate it.	7	0
Safe Cycling Network	159	Please continue the shared pathway to Brissenden Avenue.	8	0

Type	Marker Number	Comment	Up Votes	Down Votes
Comment				
Safe Cycling Network Comment	158	The Spit Bridge is an essential link in the daily commute for hundreds of cyclists. At the moment it is extremely dangerous with no viable alternative route. There needs to be a wider shared path on both sides of the bridge and stricter enforcement of the bus lanes on the southbound lane in morning peak-hours. Impatient drivers regularly pull in front of cyclists with no warning.	15	0
Safe Cycling Network Comment	157	Please install bicycle crossing lanterns at the intersection.	4	0
Safe Cycling Network Comment	156	Please install bicycle crossing lanterns at the intersection.	3	0
Safe Cycling Network Comment	155	Please install bicycle crossing lanterns at the intersection.	5	0
Safe Cycling Network Comment	154	Please install bicycle crossing lanterns at the intersection.	4	0
Safe Cycling Network Comment	153	The sign warning motorists about cyclists on this bridge comes too late for a motorist at 80kms per hour. By the time they see it and read it they are almost on the bridge. The sign should be moved back. The real solution is an upgrade to the bridge to provide a shoulder for cyclists to use.	9	0
Safe Cycling Network Comment	152	Crossing this bridge on a bike is one of the scariest experiences. Cars approaching at 80kms per hour while a rider merges into the lane at 30kms (at best). Virtually all the rest of the Wakehurst is a great track for cyclists. Surely the brick walls on the bridge can be modified/removed to help create a shoulder for cyclists.	12	0
Safe Cycling Network Comment	151	I am a cyclist who rides McCarrs Cr Rd and West Head Rd at least twice a week. For the safety and convenience of all those who use these roads - 1. Cars need be more aware of the 1-1.5 metre rule. Current signage to small and obscure. Speed limits are not observed. 2. Cyclist groups should be advised to ride single file on these one lane roads. 2 abreast forces cars to pass into oncoming cyclists. 3. Gaps between cyclist groups also need to be observed so as to give cars room to pass.	9	2
Safe Cycling Network Comment	150	A bike trail between DY beach & Long Reef beach car park would be fantastic, but putting the trail behind the sand dunes & across the lagoon entrance might be too environmentally controversial. A bridge across the lagoon entrance has been done before. It did not last. A bridge would also interfere with kite surfers. A better option might be to construct a trail from the lights at Lismore Avenue to the Long Reef beach car park adjacent to Pittwater road on the Lagoon side of the road.	6	0
Safe Cycling Network Comment	149	Extend safety railing from north end of bridge to signalised pedestrian crossing - due to proximity of high speed traffic to narrow, and partially obstructed, shared pathway	5	1
Safe Cycling Network Comment	148	Since the start of new rules allowing motorists to cross double lines to give space to cyclists, I have had several oncoming drivers do that coming around the blind corners and causing near head on collisions. Idiotic driving made worse by the narrow roads with bikes on them. Need a solution to suit all users please.	2	0

Type	Marker Number	Comment	Up Votes	Down Votes
Safe Cycling Network Comment	147	Widen paths on both sides of bridge adequate for safe shared use	13	1
Safe Cycling Network Comment	146	When cycling north of Newport Beach to Bilgola Beach a safe cycling link is missing.	8	1
Safe Cycling Network Comment	145	The road between Mona Vale and Church Point is heavily used by cyclists. It needs a Safe Cycling path. The nature of the cycle traffic is also different. It has many more children and many more residents who are using it as a commuting and shopping option, rather than as sports road cycling. Parking demand at Church Point is high and rather than build more car parks, Council could invest its energies in encouraging cycle transport between Church Point and Mona Vale.	7	2
Safe Cycling Network Comment	144	A Shared Pathway at this location would be a much safer option for cyclists rather than the road, a dangerous narrow bend.	8	0
Safe Cycling Network Comment	143	Remove the cyclist dismount restriction and widen both the eastern and western side of this bridge.	13	0
Safe Cycling Network Comment	142	Please extend the Shared Pathway to Loftus Street, Narrabeen.	4	0
Safe Cycling Network Comment	141	This section of Smith St is unusable for 3 months of the year due to an extremely violent magpie. An alternative route or relocation of the magpie is required	3	0
Safe Cycling Network Comment	140	Phil, per our site visit. Please upgrade this path to a shared pedestrian / cycle path and improve sight lines at Kanagaroo St. A 'Hazard Cyclists' sign needs installing at the junction of Smith st and Kangaroo Lane too.	0	0
Safe Cycling Network Comment	139	Crossing Sterland Avenue is super dangerous for cyclists and especially for pedestrians. I've almost been killed several times, cycling, walking, even pushing a pram. Sterland Ave becomes too wide where it hits Pittwater rd which doesn't give people enough time to cross the road. Also, the cycle lane should have the same way of right as a car going straight on Pittwater road, i.e. turning cars have to give way.	0	0
Safe Cycling Network Comment	138	Please convert the crushed sandstone path through Billarong Reserve to an all weather disabled friendly concrete path, sympathetic to the natural environment. Concrete paths have significantly less maintenance than crushed sandstone. This infrastructure would suit both recreational and commuter type cyclist use.	8	3
Safe Cycling Network Comment	137	Crossing Sterland Avenue is super dangerous for cyclists and especially for pedestrians. I've almost been killed several times, cycling, walking, even pushing a pram. Sterland Ave becomes too wide where it hits Pittwater rd which doesn't give people enough time to cross the road. Also, the cycle lane should have the same way of right as a car going straight on Pittwater road, i.e. turning cars have to give way.	0	0
Safe Cycling Network Comment	136	If you ride down Victoria parade towards the wharf the cycle path simply ends. Please allow cyclist to use the pedestrian crossing.	9	0
Safe Cycling Network Comment	135	To many cars that park on the bike path or are so long that they block a part of it	8	0
Safe Cycling Network Comment	134	This is the most dangerous crossing I can think of. There are lots of cars trying to avoid the lights leading up to Oliver st and go this way instead. This is extremely difficult to manage for pedestrians and	16	0

Type	Marker Number	Comment	Up Votes	Down Votes
		cyclists. Option 1: Pedestrian and cyclist crossing, Option 2: concrete barrier on Pitt Rd to prevent that cars turn right from Pittwater rd into Girard st and take Oliver st instead.		
Safe Cycling Network Comment	133	This bike path needs to be repaired. Unless you ride a mountain bike it has become way too bumpy. It is so bad that I'm riding on Sydney road instead.	16	0
Safe Cycling Network Comment	132	Clear defined cycle path on both sides.. more signage so trucks don't just zoom pass giving you the fright of your life. More signage making drivers aware of the 1m 1.5m passing rule...	7	1
Safe Cycling Network Comment	131	To echo other comments here, this section of shared path is asking for conflicts, it is not the correct mix of cars (parked), pedestrians and cyclists. It is these kind of conflicts that make non-cyclists get annoyed with all cyclists. Not a solution, but could be improved through painting the asphalt, making cycles only and providing kerbing either side to clearly identify/delineate.	14	0
Safe Cycling Network Comment	130	The shared path along the Lagoon Park between Pittwater Rd and the beach desperately need lights. It is so dangerous riding along there once the sun goes down especially in winter. It's pitch black and not really unsafe on such a busy path with cyclists, dog walkers and runners etc. it's a really important safe link for commuter cyclists like myself and yet becomes really dangerous after dark.	8	0
Safe Cycling Network Comment	129	Road is damaged without shoulders which mean cyclists must ride in the middle of the road. Holding up traffic. The serpentine is not a good alternative due to bumps, pedestrians etc	7	1
Safe Cycling Network Comment	128	Unsafe to cross to or from wakehurst parkway Nthbound into Narrabeen Lagoon cycleway.	5	0
Safe Cycling Network Comment	127	All the stormwater drain covers need upgrading along Sydney Road, they currently are all a serious bike tyre hazard.	1	0
Safe Cycling Network Comment	126	There should be a protected cycleway all along the seaward side of the roads lining the sea. It's awful that cars are parked along here continuously, blocking views and being generally ugly. It's only when bikepaths are safely protected from moving traffic that we will get significant numbers of people riding for everyday transport. Painted bikelanes are almost useless and give riders a false sense of security. Imagine the boost to locals & tourists from being able to ride along the seafront.	7	0
Safe Cycling Network Comment	125	The link between Sydney Rd and Lauderdale Ave via Rosedale and Hill St. is a popular route for cyclists and should be made a safe cycling path. Sydney Rd to the east and Lauderdale Ave to the west are hilly and this connection is the best cycling route between Manly and the west.	2	0
Safe Cycling Network Comment	124	please liaise with the owners of Officeworks/Fitness First property (St Lukes School?) to get a Stop sign placed at the bottom of their driveway where it meets the cycle path & a sign saying "look for cyclists". Car drivers exiting the site only look to the right for traffic and don't look to the left for cyclists/pedestrians on the cycle path. I have had many near misses at this spot.	6	0
Safe Cycling Network Comment	123	The cars turning right into Corrie Rd do not obey the road rule that says they must give way to pedestrians and cyclists. The just speed around the corner when they get a break and the road rule is not enforced.	18	0

Type	Marker Number	Comment	Up Votes	Down Votes
		Please look at ways to prevent this happening - the sign on the median strip in Pittwater Rd does not have any effect.		
Safe Cycling Network Comment	122	This footbridge needs to be connected to the mtb trails and cycle paths on the East of Wakehurst Parkway (North Balgowlah) to provide safe access from the Manly Dam cycling trails to the other cycling trail networks on the West. Both road and bush trail networks.	6	0
Safe Cycling Network Comment	121	the shared path under and over? the bridge are poorly marked and there is regular conflict between inattentive pedestrians and cyclists using all these access ways. separating cycle path and pedestrians is the only answer in these areas.	7	0
Safe Cycling Network Comment	120	the off road cycleway that passes the swim centre needs to be re-aligned and widened. pedestrians continue to use the cycle way regularly and the narrow sight lines and pathway causes conflict.	6	0
Safe Cycling Network Comment	119	a very dangerous intersection for all users. the entire pedestrian/vehicle/cyclist interface needs to be reconsidered	8	0
Safe Cycling Network Comment	118	The section of roadway through Seaforth is a high risk area for cyclists. It carries the bulk of cycling traffic to Manly from the city/north Sydney for commuters and the conflict of parked cars, buses and impatient traffic is high risk to cycling.	11	0
Safe Cycling Network Comment	117	Battle Boulevard requires better and clear marking as a cycle route. It is currently shared by buses, bicycles and cars racing to avoid the spit hill. Either reduce access to cars for local traffic only or provide traffic calming as the conflicts of a narrow road, heavy traffic and being the major cycling through road heading back from the city to the beaches could lead to deaths or serious accidents	23	0
Safe Cycling Network Comment	116	Why have a 'shared path' that you cannot get onto unless you ride beyond the end of it? The access to this path is unclear, disjointed.	7	0
Safe Cycling Network Comment	115	a shared cycle path from Keirle Park tennis courts to Lakeside Crescent would be good. The road is too dangerous to ride on this section and the old footpath is very narrow. There's plenty of space to widen the existing footpath and make a shared cycle path.	9	0
Safe Cycling Network Comment	114	Yes! Please allow cyclists through this blockage for a safer way to get to Freshwater and Queenscliff	6	0
Safe Cycling Network Comment	113	Please add bicycle crossing lamps to this crucial junction, and others along this stretch of road	5	0
Safe Cycling Network Comment	112	Lots of tree roots on the Shared Path here :(8	0
Safe Cycling Network Comment	111	The transition from the south side shared path to the new one on the north side, over Quirk Rd, is not fit for purpose. It's out of the way and up a steep hill. Most cyclists join Kenneth Rd, use the roundabout, and scoot over to the shared path in the next block. Make road markings to allow this	2	0
Safe Cycling Network Comment	110	Add a bicycle lamp to this crossing, and others in the area, so cyclists are not required to dismount.	2	0
Safe Cycling Network Comment	109	Improve this cycle crossing - maybe give cyclists the right of way over cars? Cyclists Dismount is not an acceptable solution.	6	0
Safe Cycling	108	There is no easy way to access the Shared Path North	5	0

Type	Marker Number	Comment	Up Votes	Down Votes
Network Comment		of the Kenneth Rd junction when coming from Balgowlah Rd south. You have to carry on along the road until the Croquet Centre		
Safe Cycling Network Comment	107	If this is to be part of the Cycle Network, allow cyclists to turn right at any time.	0	0
Safe Cycling Network Comment	106	See other commenter - this is the world's most pointless cycle path!	4	0
Safe Cycling Network Comment	105	Allow cyclists to use Zebra Crossings to link cycle path with Shared Path. Cyclists Dismount sign are an admission of defeat!	14	0
Safe Cycling Network Comment	104	Please add bicycle crossing lamps to this crucial junction, and others along this stretch of road.	7	0
Safe Cycling Network Comment	103	Are both pavements on Queenscliff Bridge also Shared Paths? The signage is not clear. I ride on the road here, as there is not signed alternative - it would be great to have both sides of the bridge Shared Paths!	4	0
Safe Cycling Network Comment	102	This "Safe Cycling Network" is anything but safe. Sharing a footpath with pedestrians, cars backing out of driveways, car doors opening etc means this stretch is extremely dangerous even at very low speeds never mind if you actually wanted to commute to the ferry wharf or are cycling as a family. A separate bike lane would make an amazing difference on this stretch. Opening up both the possibilities as a commuter route and opening up the harbour beaches to easier access and enjoyment.	10	0
Safe Cycling Network Comment	101	Road island is a dangerous pinch point for cars and bikes	9	0
Safe Cycling Network Comment	100	Road island is a dangerous pinch point for cars and bikes.	10	0
Safe Cycling Network Comment	99	There needs to be co-ordination with Kuringai Council as to resolving the loop under the Roseville Bridge at the western end. The climb to Babbage Road is steep, short, and often littered with leaf debris making it slippery and unsafe.	45	0
Safe Cycling Network Comment	98	Current format drops riders back onto the road at a pinch point at the pedestrian island. Encourages unsafe rejoining the roadway.	9	0
Safe Cycling Network Comment	97	The bridge should be made wider so riders don't have to dismount in order to cross, and there is enough space for prams and walkers to fit alongside oncoming pedestrians.	19	0
Safe Cycling Network Comment	96	Please consider putting temporary traffic arrangements in place. For example: Closing McCarrs Creek Rd for motorists each Sunday from 6 am to 9.30 am between October to April. The road is ok as is but a few motorists use it as a race track and a speed limit and /or better signage will not address this problem.	8	16
Safe Cycling Network Comment	95	Can we please remove the metal railing obstacles erected on the walking/cycling path behind the art gallery? I have a double pram that's also a bike trailer and trying to maneuver it around these barriers is nearly impossible. I understand the barriers were put up to stop cyclists/skateboarders from riding down this hill, but they haven't stopped anyone except parents with double prams. Maybe speed bumps would be better?	6	0
Safe Cycling	94	Partially agree with previous comments (mysteriously	4	0

Type	Marker Number	Comment	Up Votes	Down Votes
Network Comment		showing location as near Kimbriki Tip rather than on Forestway at Supa Centre) re no stopping at traffic lights for cyclists heading east along Forestway . However, the intersection handles a pedestrian crossing as well. Perhaps red light for cyclists only when pedestrian button has been pushed (not often and mostly only at certain times of day - peak hour to bus stop). Green cyclist light at all other times.		
Safe Cycling Network Comment	93	It is imperative for any sections of a Safe Cycling Network to have a way of showing path surface, condition, suitability for what types of bikes & riders. This could include such things as "rough, unpaved surface with varying topography including wet areas, suitable for off-road MTB bikes and experienced riders. Or "paved path, mostly flat, high bike & pedestrian area" suitable for all bike types and all rider types, however inexperienced riders need close supervision. This helps Safety.	20	0
Safe Cycling Network Comment	92	Improved signage needed when traveling eastward on bike lane in Aquatic Drv, to show shared path is actually on other side of road after roundabout. Sign should also warn that care should be taken when crossing over roadway at roundabout to shared path.	5	0
Safe Cycling Network Comment	91	Large trucks regularly park here, blocking the bike lane westward to the Aquatic Centre. No Parking signs need to be moved to provide safer bike lanes - width as well as visibility	9	0
Safe Cycling Network Comment	90	Improved & safe access from Aquatic Centre to track running beside pipeline is required before this route is included in the Safe Cycling Network	18	0
Safe Cycling Network Comment	89	If this is to be included as part of Safe Cycling Network, much improvement needed to allow access past the pumping station and then beside pipeline to Warringah Rd. Both of these sections are currently problematic.	14	0
Safe Cycling Network Comment	88	Need to continue shared pedestrian / bike path down eastern side of Warringah Rd, between Fitzpatrick Ave East & Maxwell Pde, to provide connection between new path from overbridge to Fitzpatrick Ave East. This would then link up with proposed Maxwell Pde Safe Cycling cycling route	29	0
Safe Cycling Network Comment	87	Currently no safe access for bicycles or pedestrians from shared path on Roseville Bridge or beside Warringah Rd, into Garigal NP - Davidson Recreation Area. Needs a shared path / separated lane created on wide "up" road ramp and / or kerb area beside old wooden fence.	13	0
Safe Cycling Network Comment	86	need a safer route than using the bends	8	2
Safe Cycling Network Comment	85	I would prefer a cycle lane up Narrabeen Park Prade, the road is wider and a lot less traffic and a lot more scenic	9	0
Safe Cycling Network Comment	84	a track was built around St Matthews Farm Res. some years ago but didnt continue along South Creek to Toronto Ave. not sure if a track could fit under the Toronto Bridge but this would bypass all the dangerous drive ways on South Creek Road to the popular Lagoon track	21	0
Safe Cycling Network Comment	83	continue path to Robertson Road	1	0
Safe Cycling Network Comment	82	Continue bike lanes from Harbord lagoon / Griffin R. track up to Pitt R., Robertson R., Ozone Parade and Monash Parade to Dee Why Beach. a popular, safer	2	0

Type	Marker Number	Comment	Up Votes	Down Votes
		and quieter way to / from Dee Why - Manly run		
Safe Cycling Network Comment	81	Like to see track go around both sides of Greendale creek and Harbord Lagoon as it is a great location for families and young children to learn to ride safely and together	4	0
Safe Cycling Network Comment	80	Foot path needs widening between Curl Curl path crossing and path to Pitt rd east, popular way to avoid traffic into Dee Why beach link	7	0
Safe Cycling Network Comment	79	Designated cycle pathway here would be great. Very frustrating to have to get off the bike to get past the art gallery. As there is no footpath on the south side of West Esplanade this area needs due consideration. Lots of cycle, skateboard, stroller, pedestrian and scooter traffic here.	13	0
Safe Cycling Network Comment	78	With narrow bridge over Deep Creek this makes for dangerous choke point riding on Wakehurst Parkway in both directions. The road shoulder is used by cyclists and where this ceases on approach to the bridge, cyclists have to move out into traffic. Existing signage does little to assist situation.	20	0
Safe Cycling Network Comment	77	The new bike track at Mona Vale hospital is dangerous. It is downhill and groups of teenagers hurtle down. I was also nearly taken out by a family group whose father going at break neck speed was doing cowboy whoops all the way down. It needs traffic calming. Where it joins the golf club there are blind corners. It is really frightening for elderly people walking their dogs or enjoying the view. It should have been but around the edge of the park. It needs traffic calming measures.	3	4
Safe Cycling Network Comment	76	The ramp to east Esplanade is a link in the cycle route, but it is meant to be walking only. It needs to be widened and straightened, with a better ramp into the road	1	0
Safe Cycling Network Comment	75	Proper cycle way to Manly would be very useful. So many people cycling here.	8	0
Safe Cycling Network Comment	74	If this safe cycling path along Sydney rd could be a designated on road cycle path, like they have in Europe - with bollards - that would be ideal. Shared bike paths are slow for commuters and sharing the road with cars is dangerous. Maybe Raglan St might be a good option?	2	0
Safe Cycling Network Comment	73	Yes! a safe cycle path along Whistler Street would be great. Pittwater road is way too busy and the beachfront cycle path is always full of kids on scooters and bikes and tourists which slows down active travel by bike.	1	0
Safe Cycling Network Comment	72	Raglan st is the quickest way to cycle from Manly to Fairlight, however I always have to ride on the footpath as the road is so narrow and cars really speed up there, making it incredibly dangerous. Having no parking on both sides of this street would be ideal.	1	0
Safe Cycling Network Comment	71	This is a blind corner on the shared bike path due to the overgrowth of trees from private property, making it dangerous for both pedestrians and cyclists.	6	0
Safe Cycling Network Comment	70	The shared bike path from Condamine st to Manly Wharf via Lauderdale avenue is very dangerous. Cars back out of their driveways and the path is often obstructed with wheelie bins. It feels safer and a lot faster to ride on the road.	6	0
Safe Cycling Network Comment	69	Excellent idea to make Arthur Street safer for cyclists	2	0

Type	Marker Number	Comment	Up Votes	Down Votes
Safe Cycling Network Comment	68	Both at this location and elsewhere where paths are adjacent to roads there are cycle/pedestrian shared areas behind crash barriers. The metalwork used to support these barriers are extremely likely to injure anyone who falls on the track. Many of these supports are U channel and simply filling them with a wooden filler would make a major difference to their safety.	12	0
Safe Cycling Network Comment	67	The round-about intersection across A3 is totally unsafe and an inappropriate link between the Safe Cycling Network north and south across Mona Vale Road. Traffic light controls need to be provided with cycling crossing. BIKEast leads quarterly rides from Manly Wharf to Mona Vale Beach past Narrabeen Lakes via Cromer and Warriewood. Crossing the A3 is the riskiest on the whole route. Cabbage Tree Rd needs to be a Safe Cycling route to link Warriewood and Mona Vale residents to Pittwater High.	7	2
Safe Cycling Network Comment	66	Generally, separated cycleways or high standard shared path (min 3.5m wide) must be provided along main roads and at intersections across them. For example, Mona Vale School must be directly connected to Kitchener and Village Parks with controlled crossings, including at Bungan Street across Mona Vale & Pittwater Road	4	0
Safe Cycling Network Comment	65	Allow cyclists travelling south to use existing path (on other side of road) as they can't climb 22% gradient anywhere near as fast as traffic (except e-bikes), plus breathing in fumes here is not pleasant. Two schools at the top plus Narrabeen SHS students can use as commute.	5	0
Safe Cycling Network Comment	64	An alternative to the proposed route along the beach side of the lagoon would be a shared path along the land side of the lagoon. This would remove the road climb up over the ridge involved in the current designated bike route and make it more attractive to casual and family cyclists.	11	0
Safe Cycling Network Comment	63	This intersection needs some work to facilitate safe cycle traffic along Harbord Rd. Currently have to gutter-hop or switch to the road to cross the intersection on the eastern side of the road.	5	0
Safe Cycling Network Comment	62	Conversion of the footpath on the western side of Pittwater Rd would provide a better link for cyclists through this area.	12	0
Safe Cycling Network Comment	61	A link between Grandview Parade and the end of Hillcrest Ave would provide the opportunity to ride from Mona Vale Headland virtually all the way to North Head on dedicated bike lanes.	10	0
Safe Cycling Network Comment	60	The path up beside Burnt Creek is in need to repair to address excessive bumps from tree roots.	21	0
Safe Cycling Network Comment	59	I strongly support a cycling path along Condamine st beside the golf course. The existing safe path on the footpath by Pittwater road is not all that safe - too many busy side roads, bus stops and pedestrians.	9	0
Safe Cycling Network Comment	58	with road speed limit of 80km/hr it would help to have a dedicated cycle path created or upgrade the shoulder of the existing road which is dangerous	22	0
Safe Cycling Network Comment	57	Join the two bicycle paths between woodland and Balgowlah roads. There is no safe crossing for bikes here.	1	0
Safe Cycling Network	56	Turn this track into a sealed pathway for all weather use.	13	0

Type	Marker Number	Comment	Up Votes	Down Votes
Comment				
Safe Cycling Network Comment	55	Move the bike lane out of the car door zone (an incredibly dangerous place to put a bike lane). The bike lane should be next to the footpath, then parked cars, then car lane. See Kent St cycleway in Sydney city for an example of a good arrangement.	3	0
Safe Cycling Network Comment	54	Best way from Harbord Rd down to the bike road on Pittwater Rd is via Rowe St, avoids busy roads and intersections.	0	0
Safe Cycling Network Comment	53	The best way to get up the hill from Pittwater Rd to Harbord Rd is past Bike Addiction and up Waine St, avoids busy roads.	0	0
Safe Cycling Network Comment	52	Need a third track along the beach for bikes that is not directly adjacent the road. Current option is incredibly dangerous - surfboards coming out from cars blind taking out cyclists, people stepping back from parking meters and being hit, kids running to and from cars without looking, and so on.	15	1
Safe Cycling Network Comment	51	Make the road safe for cyclists to ride up	9	0
Safe Cycling Network Comment	50	I seriously question the decision to include Gladstone St, Newport in the safe cycling network. I live on this street and since the pub reopened it is often unsafe to drive on let alone cycle down. On big pub days cars line the road, both sides, and buses struggle to squeeze past each other. I can't imagine cycling up or down it when it is busy as it would be incredibly dangerous.... and only a matter of time before someone was badly injured or killed, hit by a car. It is not safe for cycling!	0	0
Safe Cycling Network Comment	49	A safe cycling off road or separated bike lane the length of Sydney road linking Manly to Seaforth would be amazing and makes the most sense with topography!	6	0
Safe Cycling Network Comment	48	Improving the link from the Peninsula View area to Skyline shops/FF employment area would be useful and not difficult to achieve	2	0
Safe Cycling Network Comment	47	access the network from the Peninsula Views area would remain difficult due to lack of footpaths in the area and on Lady Penryhn Drive	1	0
Safe Cycling Network Comment	46	Please widen path around lake and separate footpath from cycle path by raising footpath. This way there won't be any confusion between pedestrians and cyclists	20	6
Safe Cycling Network Comment	45	This route needs to be better publicised. There's a very safe, back street road network to get to the cycle way at the back of Hallstrom Park. That gives safe cycle access to the CBD, Macquarie Park, HomeBush, etc. I speak to many people who don't know that it's possible to take the foot path down, then under Roseville Bridge to get to Babbage Road.	10	1
Safe Cycling Network Comment	44	Needs to be a wider bike path here. It would allow people to use back streets to avoid Warringah Road; i.e. from Cook to Currie.	23	0
Safe Cycling Network Comment	43	Does this provision for bike riders who want to continue into Powderworks road. The current routes takes bike riders along an offroad path and then onto a narrow (less than 1m) shoulder with fast passing vehicles... and difficult in crossing traffic to turn right. Resolving this will help increase the viability of this route.	2	1
Safe Cycling Network Comment	42	Hoons along McCarrs Creek Road (and in the National Park) are a continuing safety concern. Understandably this is relatively difficult to control however the number of collisions from cars hitting bike riders and history of collisions with serious injury and deaths along	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
		vandalism (of 'watch for bike signs' or self-made speedbumps aims to injury or kill bike riders) means that the area needs ongoing monitoring by police.		
Safe Cycling Network Comment	41	This is a tricky intersection, particularly for bike riders travelling east on Warringah Rd and onto Wakehurst Parkway. The new tunnel and infrastructure neglected provision for bike riders and public transport - prioritising private motor vehicles. Pedestrian bridges have not been established as convenient routes for commuter cyclists or appropriate for recreational (road) cyclists.	27	0
Safe Cycling Network Comment	40	Access to the bike path is well hidden and easy to miss unless you know it is there. Improved signage and guidance would help in this spot.	4	0
Safe Cycling Network Comment	39	I would like to see a bike path around Dee Why Lagoon similar to Narrabeen except it doesn't have to circumnavigate the lagoon. At long reef it would continue straight to link up with the long reef path. This would provide a safe ride all the way to Collaroy and in time linking up with Narrabeen lake.	1	0
Safe Cycling Network Comment	38	I love commuting to my work in Manly via this golf course route. In the morning it is great. But heading home at night it can be dark, poorly lit, isolated with a dark tunnel. I don't feel safe as a female rider. I'd love a bike lane on Sydney Road (far too busy to consider otherwise). Or an alternative safe bike route on road with a plausible topography. The missing link for me between Neutral Bay and Manly using quiet back streets is only between Seaforth and the bunnings bike lane. Thanks!	13	0
Safe Cycling Network Comment	37	Pedestrian crossing needed here.	30	0
Safe Cycling Network Comment	36	Pedestrian crossing needed here.	23	1
Safe Cycling Network Comment	35	Why were parking ticket machines built so that people getting tickets have to stand on or in the middle of the cycle path?	26	0
Safe Cycling Network Comment	34	Heading west at the bottom of the hill here, the road widens significantly and there are parking restraints (postbox/bus stop) which provide space to pull aside and grant relief to motorists eager to pass (not to mention a moment to rest before the hill). This is good. Please don't mess that up.	0	0
Safe Cycling Network Comment	33	Need regulation/signage of unleashed dogs on cycle path in park.	8	0
Safe Cycling Network Comment	32	Cyclists urgently need a green lane cycle path from Manly Wharf North bound along Whistler St to Pine St into Malvern Avenue to Pacific St to Collingwood St to Iluka Avenue to Eurobin Avenue to meet up with the existing cycle track. Pittwater Road is too high volume and narrow. The suggested green cycle path route, by avoiding Pittwater Road, is much safer and offers a more efficient cycle commuter path.	6	0
Safe Cycling Network Comment	31	Crossing Roseville Bridge on the way in to the city is difficult if one wants to stay off the road. The cycle route down the northern side of Warringah Road is good apart from the narrow path. The bridge crossing is	7	0

Type	Marker Number	Comment	Up Votes	Down Votes
		great, However, on the other side of Roseville Bridge, the approach to Roseville roads is impossible for any cyclist to negotiate without dismounting and pushing one's bike for a considerable distance. Can a more suitable path be found ? Riding on the road is unsafe and unpopular.		
Safe Cycling Network Comment	30	There is terrible squeeze point here created by the pedestrian traffic island. It is amplified by cresting a small incline and the end of the parking lane. The result is that cyclists are forced to cut into faster moving traffic. During peak times this is dangerous to cyclists, and a significant point of confusion and frustration for motorists ('That cyclist just cut in front of me-I had to touch the brakes to avoid hitting her!')	10	0
Safe Cycling Network Comment	29	I believe Lauderdale and White streets make a better Manly to Balgowlah bike connection than the redline you have on Sydney road. Narrow Lauderdale and White to have wider bike paths, by which you'd discourage non-resident traffic from using it as it would be slower. Join this to a bike path on Woodland to head north and a bike path to Woodland/Bungalow to head south.	4	0
Safe Cycling Network Comment	28	100% yes!	33	0
Safe Cycling Network Comment	27	The popularity of this path requires it to be widened.	21	1
Safe Cycling Network Comment	26	At the moment, the climb up Willandra Rd from the roundabout is extremely unsafe for cyclists with parked cars and caravans forcing cyclists out onto the road with cars, trucks and buses speedily approaching from the rear. There is already a large shoulder on the left - this could easily be converted to a bike lane - just disallow car parking.	27	0
Safe Cycling Network Comment	25	Please work with Ku-ring-gai Council in trying to get a better designed route to/from Willoughby Council area.	44	0
Safe Cycling Network Comment	24	The fork in the road here is unsafe. The narrowest part coincides with a very steep incline which motorists like to charge up the apex. Cyclists electing to avoid that incline and risk have to risk moving into the middle in order to take the right fork to go up the Esplanade. I'm not sure what the solution is here. Just noting the challenge.	4	0
Safe Cycling Network Comment	23	1. Pedestrian crossings urgently needed on road crossings near Time and Tide Hotel on Fisher Road where cycle trail crosses road. Increase foot/cycle traffic here. As well, pedestrian crossing need at Fisher Road North opposite St Matthews farm Reserve where cycle path crossed road. 2. Signage needed to educate pedestrians about dangers of walking on shared path with headphones and three abreast. many pedestrians unaware of bicycle traffic due to inability to hear bells/warnings etc.	13	0
Safe Cycling Network Comment	22	At the intersection of Forest way and the turnoff to Bunnings there is a traffic light, What is needed on the traffic light is a green bicycle giving cyclists proceeding	6	1

Type	Marker Number	Comment	Up Votes	Down Votes
		South down Forest Way in the cycle lane, the right of way. Cyclists should not need to stop as there is no intersection for them.		
Safe Cycling Network Comment	21	An underpass of Willandra Rd on the South Creek route would be fantastic	20	0
Safe Cycling Network Comment	20	A cycle route alongside South Creek would be absolutely brilliant. THUMBS UP!	32	0
Safe Cycling Network Comment	19	Now with no entry from Patanga Rd onto Frenchs Forest Rd, where are cyclists meant to go if using the cycle route along Dareen St?	19	0
Safe Cycling Network Comment	18	A safe Off-Road Cycleway between Wakehurst Parkway and the Roseville Bridge must be a high priority to fill this huge gap in active travel infrastructure. There is currently no safe route from the new shared path ending at Fitzpatrick Ave to the Roseville Bridge.	38	0
Safe Cycling Network Comment	17	A direct way up the coast from Manly would be exciting. The present cycle track that goes out along the lagoon inland then along the creek and up to cross Toronto Ave. is very good indeed, and it leads down well on footpath down to Narrabeen Lakes, which is fantastic, but an alternative, safe ride would be very welcome, also for example to come back safely from a long ride without adding more distance by doing the lake again.	19	0
Safe Cycling Network Comment	16	I'd like to ride from beacon hill to forestville ships in a safe way not on the busy Warringah rd	35	0
Safe Cycling Network Comment	15	The shared path along Warringah Rd between the Roseville Bridge and Crown of the Hill is completely inadequate as a Safe Cycling Route - it's just a footpath designated as a shared path. It's narrow, bumpy, power poles obstruct path, bus stop sign placed in the middle of the path, unsafely crosses multiple streets, garbage bins block the path, cars block the path whilst waiting to enter the service station, difficult to pass pedestrians and other cyclists, etc, etc.	51	0
Safe Cycling Network Comment	14	There's no safe way for cyclists to turn right into Mona Vale Road from Forestway. The new lane design implemented worsened a situation already dangerous given the high speed lane allowing drivers to turn left into Mona Vale Rd. There needs to be better cyclist protection there.	25	1
Safe Cycling Network Comment	13	I totally agree with the comment made before. This "shared cycle path" is so unsafe, that most people cycle on the road. I'd love my children to cycle to Manly but at the moment have deemed it too unsafe. There needs to be a separate cycle path and one that takes into account the many driveways and cars entering and exiting across the cycle path.	12	0
Safe Cycling Network Comment	12	Create a firmer, more level surface for bikes to travel via this area.	7	1
Safe Cycling Network Comment	11	There's currently no safe way for cyclists to turn right into Warringah Road from Forestway. In effect, while new bridges have been built, no provision has been made for this. The only safe way for cyclists on Forestway to turn right is 2km earlier, at the corner with Hews Parade. Perhaps allowing bikes to share the bus lane and traffic light at the cnr Forestway Warringah Road might be a way forward.	14	0
Safe Cycling Network Comment	10	Please extend the safe cycling network from Terrey Hills public school to Kinma primary school. At present it is very dangerous for children to cycle to Kinma	17	0

Type	Marker Number	Comment	Up Votes	Down Votes
		school from Terrey Hills school onwards. The roads are narrow and there are no footpaths. Cars use this road as a bypass and often travel at speed.		
Safe Cycling Network Comment	9	the bridge over Pittwater Road has a narrow footpath that needs to be widened to shared path width or a separate pedestrian/cyclist bridge added - this was identified in the Manly PAMP too	33	0
Safe Cycling Network Comment	8	This is designated as a safe cycling path. But it is anything but. It's narrow, windy often blocked by rubbish, tradies utes etc. Signage has been put up to show it's a shared path, but no other effort has been made to upgrade it from a footpath to accommodate the extra traffic and the mixed use. Consequently everyone uses the road as its safer.	14	0
Safe Cycling Network Comment	7	I support making this a safe cycling route. Very good. Consideration could also be given to making Aden St one way southbound 24/7 (extending the current 4pm to 7pm).	0	1
Safe Cycling Network Comment	6	This route from Spit Bridge up to Seaforth etc... could really benefit from more visible recognition as a heavy use cycling route. Every cycling commuter on the Beaches has to go up Battle Boulevard and unfortunately there are a small number of motorists who use this street as a short cut alternative to Manly Rd and engage in high speed risky overtaking. It's narrow, blind and cyclists will always be riding slow.	30	0
Safe Cycling Network Comment	5	This cycle way is crazy dangerous! For all users. Having it shared just creates congestion and danger. This should be cycle (skateboard, scooter etc.) ONLY. This way walkers will stay on the beachside esplanade and cyclists etc will stay on the cycle way- not the beachside and will stop using the road- as for now the road is safer	24	2
Safe Cycling Network Comment	4	Yes need this Cycleway to access Harris Farm safely.	10	0
Safe Cycling Network Comment	3	The bridge linking sections of the lake trail is unsafe to pass a rider in the opposite direction. North of the bridge, the footpath is narrow and exposed to traffic- unsafe for young or inexperienced riders.	28	0
Safe Cycling Network Comment	2	The shared path along the beachfront is arguably the most dangerous bike path (and probably the busiest) on the entire Northern Beaches. Every morning there are vans reverse-parked (in disobedience to the parking signs) with their tailgates open at head height across the path. People mingle with surfboards, walk blocking the entire path, children are allowed to run from inside the playground onto the path. Some people also ride carelessly.	27	0
Safe Cycling Network Comment	1	Himlar is the best route to both Warringah road cycling overpasses and should be promoted as the main route.	1	1
The following comments were made on the Connected Communities Social Pin Point Mapping during the Bike Plan Stage One Engagement period.				
Connected Communities Comment	180	There are no walkways or cycleways in the Peninsula Views area. This makes safe pedestrian and bike connection very difficult.	0	0
Connected Communities Comment	145	This is a coastal sand dune and lagoon - probably one of the last ones on the NB that still opens naturally. These environments are not stable and constantly moving - what idiot would put a permanent structure on top of this? Aside from the environmental vandalism, this would be a complete waste of ratepayers money.	0	0
Connected	36	Only on the western side of the lagoon, edging along	0	0

Type	Marker Number	Comment	Up Votes	Down Votes
Communities Comment		Pittwater Road - anything else would be environmental vandalism		
Connected Communities Comment	163	You can just walk along the beach - like everybody else does at the moment. And cyclists already have a cycleway on the western side of the lagoon, which connects to the cycleway to Narrabeen lagoon. Only people not familiar with the beach and it's constantly changing nature would suggest this. Can we have some experts please?!!!!	0	0
Connected Communities Comment	45	Ridiculous - who is submitting these ideas? Is that Pat Daley or staff? Most people would actually want to protect these wonderful remnants of natural environments, so rare in a large metropolitan city like Sydney. Save Narrabeen Lagoon from these environmental terrorists!	0	0
Connected Communities Comment	181	There should be an offroad cycleway here. On-road cycling is not safe - especially for children.	0	0
Connected Communities Comment	182	This corner is dangerous to pedestrians (especially with dogs and kids). A slightly wider footpath at the corner where you turn off Pittwater Road towards the little beach would be great.	0	0

9. Appendix 4 – Your Say Project Page Online Comments

Comment	Location	Response	Theme						
			Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude	Safety on Road
The more cycle paths the better. The main challenge will be getting the cyclists to use them. I am amazed at cyclists who ride on very busy main roads in peak hour traffic when a cycle path is available quite often beside the road they're riding on. Legislation needs to change to compel cyclists off the roads and on to the cycle ways and back streets. Cyclists need to be registered with a registration number displayed and they need to carry CTP insurance.	LGA	People riding bicycles are leagally allowed to use the road. Legislation and registration is a NSW Government issue.	1						
It comes as a bit of a surprise to find that there is a bike plan for Pittwater. Maybe it's just a plan to have a plan. I can go into the city to visit friends and cycle all the way to Paramatta or down to Cronulla, mainly off road and in good safety. There's nothing like this in Pittwater even though hundreds of cyclists are on the road every day. I have written to the council, the RTA and local members about the lack of activity and focus on cycling safety on the peninsula with little or nothing in the way of a constructive response. The most suitable road for road cycling is McCarr's creek road because it connects with the national park. Cycling should be prioritised on this road to avoid bicycles on Barrenjoey road.	Pittwater	Bicycle network infrastructure is continually being improved within the LGA. This Bike Plan highlights proposed network infrastructure to help create a betetr connected network. Bicycles riders are just one of the many users that use McCarrs Creek Road. Council endeavors to create a safe and suitable environment for all road users.		1					
Build bicycle path on both sides of Warringah Rd to Forestville/Crown of the hill.	Forestville	Proposed within Bike Plan		1					

Comment	Location	Response	Theme					
			Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude
In 2017 I had a bad fall off my bike and broke my elbow. I should have complained to the Council or sued them. It is the footpath at the corner of Oliver St and Pittwater Rd at the lights at the bottom of the hill. Cyclists and pedestrians are allowed to use it. There is an orange ramp from the path down to the road. The trouble is, there is a narrow bit of curb sticking up right in the middle. It needs to be removed. That is what my wheel hit and sent me crashing down.	Queenscliff	Path maintenance issue			1			
I think there is confusion over which footpaths are shared between cyclists and pedestrians. I find that cyclists tend to assume that ALL footpaths in the Manly and Fairlight area are shared and expect pedestrians to get out of the way. The path down past Manly Art Gallery is clearly signposted Cyclists Dismount, yet nearly every day I encounter a cyclist on a bike, going at some speed. Ditto with the Wharf. Cyclists just barrel through the wharf to the ferry gate. There are 3 small (A4) posters stuck on the side but right up by the ferry gates. It is dangerous. There will be a nasty accident one day. Fairlight walkway, despite of large signs, I have encountered cyclists on this path. Can we have more enforcement of the rules? I am sick and tired of pedestrians being at the bottom on the food chain.	Manly	An Audit of existing infrastructure is an action of this Bike Plan. This will identify where signage is needed. Enforcement is a Police issue.	1		1			
1 Speed limits to be enforced 2 Riders need to disembark their bikes when using crossings 3 pedestrians must always have right of way 4 fines for infringements of the rules 5 Signs at beginning of each section Thank you	LGA	An Audit of existing infrastructure is an action of this Bike Plan. This will identify where signage is needed. Enforcement is a Police issue.	1					

Comment	Location	Response	Theme						
			Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude	Safety on Road
The key is having a route from north to south and back all connected from end to end! The economic/health benefits will be enormous.	LGA	The Bike Plan is proposing better connections across the LGA.	1						
There is a path on the north side of Toronto coming from Cromer Heights until the roundabout at Carington then no path until you hit the bike path on S Creek Road. It is possible to cross the road at the roundabout and use the south path but traffic moves very quickly there with limited visibility of kids on bikes. Is it possible to connect the existing footpath on Toronto with a multi-use path that then joins the multi-use path on S creek Rd?	Cromer	The Bike Plan proposes a shared path along South Creek	1			1			
Shared pathways should be restricted to bike users that are casual riders, rather than those that appear to be in a time trial riding dangerously fast around Narrabeen Lagoon. This is not safe to kids riding, parents in prams and others walking the track. Such riders should at least slow down near others and ring their bell as a warning.	NLT	Behavioural campaigns and shared path etiquette are highlighted as actions in the Bike Plan					1		

Comment	Location	Response	Theme					
			Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude
				1				
I am totally for providing for recreational cycling and indeed walking and jogging. Locations such as around Narrabeen Lake are great. Spending money for A to B or alternative transport must however be carefully considered. A significant proportion of the topography is unsuitable. I travel around the Northern Beaches a fair amount and have very rarely seen cyclists using the already numerous provisions for A to B or cycling. It has been money wasted. Provision for A to B or indeed recreational cycling routes on or adjacent to roads appears to be for political correctness rather than any realistic chance of attracting a significant number of cyclists. Additionally in many locations cycling and pedestrians don't mix. (Example - the Manly to Shelly Beach walkway where I have noted dangerous speeds. Many cyclists take no or little regard of the restrictions and there appears to be minimal rangers checking and taking action on this.	LGA	The Bike Plan proposes a number of different connections varying in location and type of use.						
Please make the bike path along manly beach for cyclists only, too many people walk along the path (they have a perfectly good path adjacent to the bike path). They do not move out of the way, even when you ring your bell. This used to be an exclusive bike path and I do not understand why they need two paths to walk along.	Manly	Further investigation is needed into Manly Beachfront path.					1	

Comment	Location	Response	Theme					
			Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude
			An audit of existing infrastructure is an action of this Bike Plan.	x	1			
<p>I wholeheartedly support this initiative by NBC. I have an e-bike and, living near the Fairlight shops, have a significant hill in every direction except west. I ride it almost every day to go shopping, to the gym, to the pool, to the beach, to the ferry, and coffee with friends. I can't remember the last time I drove our car into Manly. My major issues are: lack of bike parking at Manly Wharf - it's chaos down there - and elsewhere in Manly (abandoned bikes are left on racks too long). Shared bike paths, particularly about the Manly Swim Centre, are diabolical - bumpy footpath and obstacles. They're also not wide enough for pedestrians and riders (I'm also a pedestrian on those same paths when walking my dog). I guess in general I'd just love to see a lot more resources directed to improving cycling infrastructure and the hazards and safety issues that discourage more people from riding, social leadership by reminding everyone about the benefits of cycling and how the road is there to share, and encouraging users to get on their bikes, esp e-bikes given the terrain of, at least, the Manly area.</p>	Manly							
Bike path leading from manly lagoon bridge up to Queenscliff rather than just ramp on stairs you have to dismount.	Queenscliff	Council is looking at this issue outside of this Bike Plan		x				

			Theme						
Comment	Location	Response	Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude	Safety on Road
I use Strava to log my rides which are primarily commutes to work at the Mona Vale Hospital campus from Dee Why currently. I believe Strava will provide (deidentified) route data to councils for planning use if asked. There are two sections of footpath after Warriewood along either side Pittwater road that have not yet been upgraded over Sheepstation Hill. I don't encounter a lot of pedestrians on this section but occasionally there are some. I avoid riding my Mountain Bike in the Bus lane because my ride is just too slow on Sheepstation hill and I feel it isn't quite fair on Bus drivers and other motorists to hold up traffic on this section of road. I also incur their wrath if I do. A road bike could get away with it and I often see them using the road. The southern shore around Narrabeen Lake path could also use some upgrades with concrete edging to reduce path degradation in wet weather. It's great to see council prioritise cycling as a viable transport initiative and I thank you for your work in this area.	LGA								
Link to manly wharf from Queenscliff headland and Freshwater is poor refer Facebook page Better Access For Queenscliff and change.org petition https://chn.ge/2D7KY7A	Queenscliff	Providing a safe cycling link between Manly to Freshwater is a high priority.		1					
We really need a shoulder or safe bike path along wakehurst parkway.. particularly between seaforth and Frenchs forest	Seaforth	Link proposed in Bike Plan. Provision for cycleway is made as part of the RMS Harbour Tunnel project.		1					

Comment	Location	Response	Theme					
			Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude
Please make it feasible to travel over the spit bridge. Only the elite fit rider can do that route. I would like to ride to St Leonard's but the route is undulating hills. Melbourne is great for riding distances as the bike paths are along the Yarra and flat. If only there was a route along the waters edge	Seaforth	Existing topography dictates routes to Spit Bridge. A route along the water's edge is not possible due to property ownership and cost.	1	1				
Along time ago I collected hundreds of signatures and presented them to the coastal management of the time and was extremely happy when they approved the pathway from Anzac Ave to Longreef beach. I also have written to council before on how beneficial for Walkers, bike riders and the disable people to be able to continue around the outskirts of the flora and fauna sanctuary of Dee why lagoon. Apart from getting bike riders off the extremely dangerous Longreef bends and stretch of road , it would enable people to walk and ride safely to Dee why main and continue to the beach. This path would allow people to appreciate this beautiful natural wonder, study it closely without disturbing the birds , allow school children to learn about local flora and fauna as well giving the fire brigade access, even a long overdue clean up of parts of lagoon could happen ! This bike track/walkway could be built like the track at Narrabeen lagoon so there is little impact on the area . The expense certainly is worth it for safety and sheer beauty that could be appreciated that has been overlooked in such along time ! Thank you Vickie Cunico	Collaroy	Links between Collaroy and Dee Why are being investigated. The Bike Plan identifies routes and a high priority on this connection.	1	1				

Comment	Location	Response	Theme						
			Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude	Safety on Road
More cycleways please. Would like to be able to ride every where safely.	LGA	The Bike Plan proposes an expanded Safe Cycling Network to provide better cycling connections throughout the LGA.		1					
I congratulate Northern Beaches Council for taking positive steps to encourage cycling as a transport option. Cycling improves communities - no-one wants to live in a freeway. I am a driver and a road cyclist who often uses Pittwater and Barrenjoey Roads. Anything you can do to normalise cycling would be positive for cyclists and the region. Highly visible cycling road signage is helpful, sending a message to drivers that cyclists are likely to be there and they need to share the infrastructure we all paid for. Drivers own a car, they don't own the road. Thanks and well done!	LGA	Behavioural campaigns to promote cycling will be included as actions in the Bike Plan.						1	

Comment	Location	Response	Theme					
			Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude
				1				
Redirecting the Bike and pedestrian traffic from (narrow 'footpathed') Pittwater Rd to the western side of the houses 351A-361 Pittwater rd, along Manly Creek/lagoon, would be a major improvement for safety and 'attractiveness' for 'commuters' and 'exercisers'. In other words, you would have a separate bridge crossing from Kierle Park to Mill Park for bikes (and Pedestrians) and then instead of following Pittwater Rd to Oliver street intersection, they would follow the Lagoon (Manly Creek) into Lakeside Cr (between 1 and 1A Lakeside Cr) and then into Palm Av, Riverview and Nolans Oval etc By the looks of the plan, a short boardwalk would be required to bypass the houses at 351A-361 Pittwater rd. Linking Kierle Park to Lakeside/Palm Av/Nolans reserve, would hugely improve both safety and attractiveness of the very popular commuter and sight seeing visits north of manly	Manly	The Bike Plan proposes better connection through the described area.		1				
Please consider dedicated cycle ways as opposed on encouraging riding on the roads. Riding on roads is not safe, and traffic is already congested, so bikes on the roads create more congestion. The community would benefit greatly from dedicated cycle ways which link transport, shopping and beach hubs.	LGA	The Bike Plan is proposing a safe cycling network that is largely separated from roads and motor vehicle traffic.		1				

Comment	Location	Response	Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude	Safety on Road
I am a 64 year old resident of Bayview and I have recently started riding a bike in the area. The Northern Beaches is the ideal setting for bike riding as it has such spectacular scenery and facilities. I leave my car at home and ride my bike from Bayview to Mona Vale beach every morning. I also enjoy riding my bike to Church Point as it is particularly scenic and there are many dirt tracks along the way. Unfortunately, these tracks are not marked as shared paths and cause some friction between cyclists and pedestrians. I am very concerned about the lack of shared cycle paths. This is a major issue as the roads are not safe for cycling. Cabbage Tree Road and Pittwater Road at Bayview and Church Point are particularly unsafe as many parts of these roads are single lane roads. I have noticed that there are shared paths throughout Narrabeen and Warriewood and am concerned that this isn't the case in Mona Vale, Bayview and Church Point.	Church Point	Current path from Mona Vale to Church Point is a footpath only. Draft Bike Plan proposed shared path from Mona Vale to Bayview Baths. To extend the shared path further would require significant funding.		1					

Comment	Location	Response	Theme					
			Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude
I wish to express my objection to bicycle lanes which consist of a line on the road about 1 metre from parked cars. These exist in many streets and I presume were created to give the impression that the Council is actually providing safe bicycle routes (possible to meet the guidelines imposed on Councils to provide cycling infrastructure). These lanes restrict cyclists to the most dangerous part of the road, next to parked vehicles, where the opening of a door can have fatal consequences. If one is inexperienced, it might seem safe to travel in these "lanes" but in reality it is always necessary to ride sufficiently away from parked vehicles that travelling within the lanes is impossible. I cannot identify any of these bike lanes which can be used safely. It is preferable to have no lanes marked and then riders do not feel compelled to ride close to vehicles. Separate bike lanes are obviously the best, shared paths are better than road but painted bike lanes next to parked vehicles are more dangerous than just riding freely on the road.	LGA	Bicycle lanes within the car door zone was once standard practice. These lanes will be phased out over time.						1
Safe cycling is required for people to use it for commuting. Currently a lot of cycling paths are located between parked cars and the road. This is most unsafe place to cycle as car doors open into the path or car pull out without looking. Further busses drive across the cycle way to pick up passengers. Also as it is a designated cycle path, the 1m distance from car to cycle does not apply making it even more unsafe to bike here.	LGA	Bicycle lanes within the car door zone was once standard practice. These lanes will be phased out over time.						1

			Theme						
Comment	Location	Response	Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude	Safety on Road
As has been proven throughout Australia and the world: if you build safe, high quality, fully connected and convenient cycling infrastructure, people use it. The numerous Benefit to Cost analyses undertaken post completion on Active Travel Infrastructure has consistently shown a benefit to society of \$4-\$5 for every \$1 invested. So, why wouldn't you build it? Building Active Travel Infrastructure isn't for those of us who already cycle; it's for people who want to cycle but don't feel it's safe or convenient. Subjective risk perception is the main reason given for not riding "Overwhelmingly, unsafe road conditions were the No.1 reason why people weren't using their bikes as transport" So please don't waste money on painted lines on roads - they do not encourage people to cycle. As indicated in the Glossary and Best Practice document "It is widely considered that separated cycleways are the best type of infrastructure to encourage people to cycle." And, as shown on Figure 3 from the Community Engagement Report, the second highest Key theme for transport improvements around the Northern Beaches was 'Promote active travel by providing dedicated and safe cycleways' - there is clear demand for dedicated cycleways - not Shared Paths.	LGA	The Bike Plan is proposing that separated cycleways are the most preferable network treatment.	1	1					1
Formalisation of existing commonly utilised cycle routes for Commuting and Sport (not just local cycle-paths or shared paths that can not be utilised by regular commuters (eg to & from CDB/Dee Why) or sport Cycling	LGA	The Bike Plan will propose regional routes that link town centres. The intention is that these routes will be of higher quality design to allow for efficient commuting.	1						

Comment	Location	Response	Theme					
			Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude
I can't get into the interactive map, so I'm not sure exactly what it has. We need a good off road network connecting suburbs, and corresponding maps of these networks,	LGA	The Bike Plan proposes a connected safe cycling network	1	1				
On roads that have a high bike use, such as Wakehurst Parkway, Pittwater Rd/ McCarrs Creek Rd, and where there is often little opportunity for cars to overtake, install overtaking lanes that bikes can pull into but keep cycling, and allow cars to pass safely	LGA	The Bike Plan identifies a road cycling network. One action will be to increase passing opportunities on these roads.						1
Can you please plant shade trees in the council reserves so its not so hot to ride especially up the roads into Elanora Heights Many shade trees are being cut down in multiple roads which makes it hot and unpleasant to ride for example along Windsor Avenue North Narrabeen all the shade trees have now been cut down. Please protect bike riders from cars Please separate pedestrians from bike riders Please investigate buses being able to carry bikes up into Elanora as they do in Canada Please make a dedicated bike path for bike riders up from Warriewood Square via Bolwarra into Elanora Heights and along Powderworks Road. This is one of the easiest and safest rides up from the flat of Narrabeen to Elanora Heights Can you please put a crossing at the intersection of the bike path with Toronto Avenue on South Creek Road as it is extremely difficult to get a bike across that intersection The other place that URGENTLY needs a crossing for pedestrians/bike riders is the corner of South Creek Road with Grover Avenue near St Matthew's farm	Elanora Heights	Tree planting is out of scope of this Bike Plan. Bolwarra Road is identified as part of Council's safe cycling network. Crossing treatments will be considered along Regional and District cycling routes.				1		

Comment	Location	Response	Theme						
			Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude	Safety on Road
Would like to see trial of cycle lanes beside gutter with cars having to park outside the lanes to provide a protective barrier between cyclists & traffic. As an adult I am too scared to ride on roads with cycle lanes. As a parent with young children, there is no way I would ride on the roads with them which limits our enjoyment of this beautiful area and opportunities for exercise.	LGA	Bicycle lanes within the car door zone was once standard practice. These lanes will be phased out over time.							1
It looks as if the route round Narrabeen Lake is going to be discontinued for cyclists and they might have to divert onto Wakehurst Parkway on the West side. That is an accident waiting to happen if that is the case. Most of the time the track around the lake is not heavily used and with good manners from both cyclists and pedestrians is not a problem of overcrowding.	NLT	Narrabeen Lagoon Trail will remain open to people riding bicycles.							
The cycle way on Forest Way is the most dangerous one I have ever used, even worse than Wakehurst Parkway (which is largely non-existent). The path is too narrow and too close to traffic. There is no way the many trucks speeding along the road can keep a metre from cyclists and some of the path, nearing the Super Centre, has bushes overhanging the path. It is a useful route but I will never use it again as it is. Also, it is rarely swept. Very hazardous.	Forest Way	The Draft Bike Plan proposed a safe off road connection along Forest Way.							1

Comment	Location	Response	Theme					
			Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude
				1				
We have one single lane 90% of the way from Newport to Palm Beach. Road congestion has never been higher. We have prolonged and congested roads is due to not only vehicles, trucks, buses etc, but sitting behind a single or pack of cyclists using the same lane. Cyclists need to have a lane dedicated to them the same as buses and possibly share with pedestrians to alleviate the potential dangerous confrontations between cyclists and motorists. It is no longer about patience and acceptance it is out of control and needs to be addressed by proper infrastructure.	Avalon	A safe cycling route is proposed between Newport and North Avalon. The Bike Plan identifies Newport to Palm Beach as part of Council's road cycling network. One action will be to increase passing opportunities on these routes.						1
I am most interested in creating a safe and functional commuting corridor for bicycles which would involve providing a shared cycle way with pedestrians between Narrabeen Bridge and Burnt Bridge Creek Deviation and eventually also north of Narrabeen Bridge, linking with established cycle ways for access to the city (primarily) and other points en route such as Dee Why, Brookvale and Manly. This MUST provide safe passage for cyclists that removes them from the main traffic flows along Pittwater Rd and Condamine St and would likely involve reclaiming current sidewalk space in both directions. This would ultimately also provide relief for motorists who are currently forced to continually dodge and slow down for cyclists which will only ever cause ongoing angst for motorists and danger for cyclists	LGA	The Regional Routes within the Draft Bike Plan aim to provide a more efficient connection between major centres and be more practical for longer distance commuting. The Road cycling network identified in the Draft Bike Plan aims to make improvements to safety for all road users on popular cycling routes.		1				

Comment	Location	Response	Theme					
			Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude
Please please please don't include bike paths on the road outside parallel parking. So dangerous - trying to navigate around large vehicles or badly parked cars that take up most of the lane. And let's not forget the danger of opening doors!	LGA	Bicycle lanes within the car door zone was once standard practice. These lanes will be phased out over time.						1
Because I could only attach one picture to the socialpinpoint form, please find attached to this email some examples I noted of mirrors people have used at the intersection of their driveway to a shared path.	LGA	The mirrors are a good example of how shared paths along property boundaries could be made safer.					1	
My husband and I (79 and 75) enjoy cycling, but the lack of designated cycle ways is very disappointing. The roads are too narrow and busy to cycle on them and when we go on the footpath(illegal) it is frowned upon. We swim every day at Mona Vale and would love to cycle but it is far too dangerous so we have to drive which is not good for the environment apart from petrol cost. The health benefits of cycling are well known...Warringah is well off for cycle ways but Pittwater , especially since the councils merged are the losers. Please consider planning designated cycle ways...thank you	Mona Vale	The Draft Bike Plan proposes an expanded Safe Cycling Network to provide better cycling connections throughout the LGA.		1				
Cycling is a critical part of our transport, recreation and health. It is environmentally friendly, sustainable and economically of benefit to the Northern Beaches, especially for the untapped cycle tourist market. The Northern Beaches Council deserves full support in the development of the Northern Beaches Bike Plan. This support means that full funding for the urgent implementation of the Bike Plan is needed. Cycling requires urgent funding for implementation of facilities throughout NSW as one of the highest priorities and especially on the northern	LGA	The Draft Bike Plan proposes new infrastructure along with greater education, promotion and safety campaigns. The adopted Plan will help to direct Council funding towards cycling projects and help to provide a base for grant funding opportunities.		1				1

Theme			Response	Location	Comment
Negative Cycling comments	Lack of Connectivity	Path Condition			
Road Crossing	Path Conflict	Behaviour and attitude	Safety on Road		part of the Northern Beaches where the single occupant, private car rules the road with blatant disregard for others. Driver attitude on the northern beaches has sadly worsened over the past few years, largely attributed to a lack of State government leadership and support, lack of funding for local government and lack of local government political will. It is time all of this changed. The latent desire to cycle is huge among the general population. People are in fear of drivers and their poor attitude to sharing the road with other users. Combined with the lack of support from Police when an incident occurs, and draconian fines and laws whereby the more vulnerable cyclist is penalised (either financially or by the need for the cyclist to prove driver wrongdoing) make for a resident population that gives up the effort of advocating for cycling. My guess is that there won't be many submissions to the draft Northern Beaches Bike Plan because of the above issues, not because of lack of interest, support or desire to ride a bike. Please make cycling a top priority for funding so that the Northern Beaches can become more sustainable and less carbon intensive with a healthier population, friendlier roads and a quieter calmer environment. NSW and the Northern Beaches are way behind other countries in terms of sustainable transport. It's time to catch up with the rest of Australia and the world and improve conditions for cyclists immediately

Theme	Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude	Safety on Road
Comment	I am organising the development of a Workplace Travel Plan at the Brookvale Community Health Centre. We surveyed staff late last year and found that despite over 60% living within 10km of the site only 5% chose to cycle to work. Of those that do not regularly cycle the most cited reason was that it was too dangerous to cycle to work (24%) and that there was inadequate cycle infrastructure (16%). As such it would be great to have the opportunity to contribute to making the area more 'cycle-friendly' so that more of our staff feel that it is a realistic/safe option for their journey to work.	Brookvale	Response	The Draft Bike Plan proposes an expanded Safe Cycling Network to provide better cycling connections throughout the LGA. Further conversations will take place with BCHC.			

Comment	Location	Response	Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude	Safety on Road	Theme
<p>Today for the first time after years of cycling locally I did not see an RMS pole in the middle of my lane in a shared path when I approached it. Many people have told me over the years these poles are serious hazards. I understood what they said, but only today did I feel it. The sunlight, the distractions because of other traffic on the shared path and cars crossing out of driveways, the colour of the pole being virtually the same as the surface of the shared path: grey. All this together created a situation where I only narrowly (<20cm) could avoid my steering wheel getting caught by the pole. Given my speed of appr 20 km/h this would have caused a serious incident. I understand removing all the RMS poles from shared paths across the Northern Beaches can only be a long-term goal. As a low-cost interim solution, can I therefore request that all poles that are placed on a shared path will be given a ring of coloured self-adhesive tape, brightly yellow or orange, possibly fluorescent, going around 360 degrees, at least 30cm high and placed appr 1.5 metres from the ground. This will make each pole much more visible, warn riders, and reduce risk of collision substantially. Today was a sunny day. The risk in grey or wet weather is a lot higher. On behalf of all the people who have asked me to act on this matter over the last few years.</p>	LGA	The Draft Bike Plan contains an action to audit existing cycling infrastructure, remove obstructions and highlight obstructions that cannot be removed.			1					
I have surveyed and endorse the proposed bicycle tracks planned for the Northern Beaches. It would be fantastic (although possibly a pip dream) if this initiative reduced the number of motor vehicles parking and restricting passage along our roadways.	LGA	Support for Bike Plan is acknowledged.								

Comment	Location	Response	Theme						
			Negative Cycling comments	Lack of Connectivity	Path Condition	Road Crossing	Path Conflict	Behaviour and attitude	Safety on Road
Multiple page submission. Refer below.	LGA	Extensive submission with sensible content. Most of the concerns raised will be included in the Bike Plan.		1	1				1
Totals			3	21	5	2	3	2	9

10. Appendix 5 – Multiple Page Submission

Before outlining and discussing proposed new links, I would like to stress the importance of maintaining and upgrading existing infrastructure. The new plan should not constitute a reason for postponing long overdue upgrades.

By way of background, at least 4 years ago the then Manly Cr Griffin and I were invited to conduct a bike audit. We reported that there was a compelling need for the following upgrades.

- The first several hundred metres of the Manly beach path heading N, on the signature Manly to Spit route, was damaged and undulating. It remains so, except that now it's in a worse condition and extends further.
- The Balgowlah/Kenneth section almost along its entire length. Nothing was done and the path is now badly degraded with tree roots visible in places. It is now little more than a patchwork of temporary repairs and no general resealing has occurred for over 20 years, except for a short section outside the new pool.
- Another section of the route from Pitt Rd, Manly Vale heading towards Seaforth was identified as needing repairs, especially to the undulating early section, but also on the rest of the path to Seaforth. This has not been remediated and further deterioration along the rest of the path is now self-evident. Similarly, one of the 'feeder' paths around Passmore Park is breaking up in several places.

Given this was once the premier shared facility on the whole of the N Beaches (described by the former Manly Council as its 'Signature Bike Route', its ongoing neglect is extremely disappointing. The whole route, a major commuter and recreational facility, needs a major upgrade.

Turning to potential new links and infrastructure, here are my comments and recommendations.

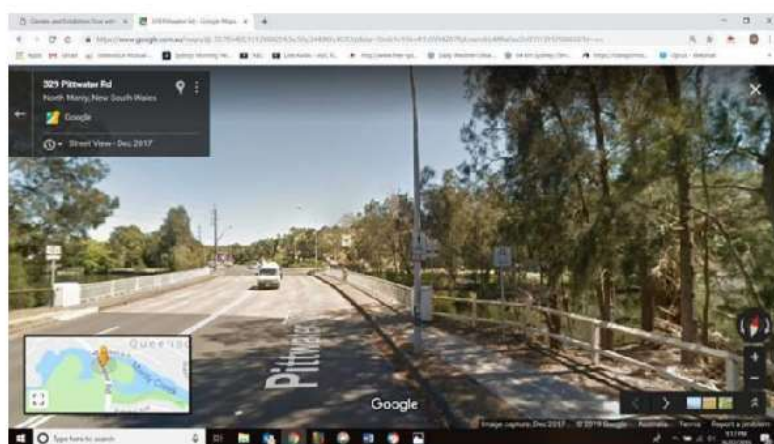
- Widen path from Pittwater W side, from Eurobin to Oliver, to directly join Lakeside designated bike route. This will obviate need for a double crossing at the lights at Eurobin and Oliver and 2 road crossings at Aitkin and Queenscliff. This should be high priority both for connectivity and safety.



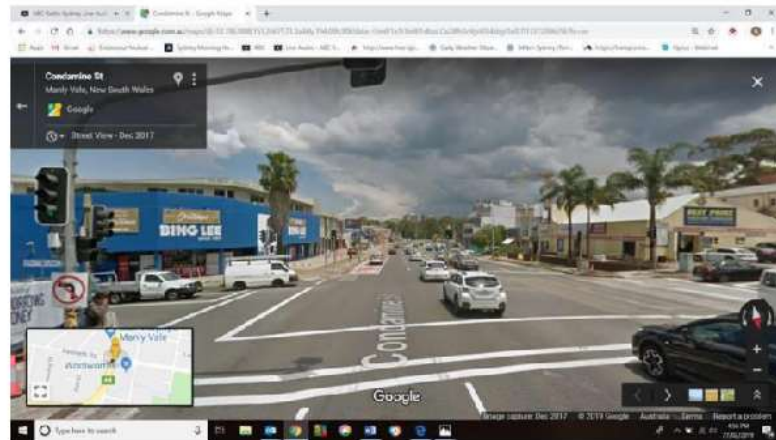
- Heading N from Balgowlah at Kenneth, there is an effective discrete bike lane across the intersection, which needs to be properly designated with on lane arrows and logos.



- Despite the overkill end bike lane signage at Manly Lagoon (suggest remove 1 of the 2 in view) it's clear from the photo that cyclists don't want to dismount and almost none do. What is needed is a safety railing, as was installed at Narrabeen.



- A new shared path has been constructed on Condamine, Manly Vale down to Kenneth where it ends abruptly. It would be relatively simple to extend the path right through to Balgowlah Rd which is an existing bike path/route. Some sections of this proposed off road route are already wider than minimum shared path standards. This is clear connectivity priority as it will join 2 existing shared paths.



- On Allambie Rd heading W there is a bike lane or path all the way from Condamine to Aquatic Drive. Then cyclists wishing to cross Warringah to join the new shared path (as part of the hospital works) are required by law approaching Rodborough, to ride in the R lane, per the L turn only sign. You can imagine how popular a slow moving cyclist riding uphill on the R lane is!
- An interim solution is to put up a Cyclists Excepted sign on the same pole, but a better one is to widen the existing footpath to shared status through to Warringah.



- Also on Allambie, E bound, for some reason when all the bike lanes were installed nothing was done from Rodborough through to Arnheim. At least there should be logos, but there is room for an on lane bike lane.



- At Freshwater there is an odd 'gap' in the network. The green lane terminates on the extreme L of the photo and there is another green lane on the right. Beyond the roundabout in the mid distance there are bike lanes on both sides, yet on the W side of Carrington between Lumsdaine and The Drive, there is no bike lane. The road width is identical to the rest of Carrington, so it would be a low cost solution to install an on-road bike lane along this short section.



- The **first** N Beaches designated cycling route was from Frenchs Forest (cn Wakehurst/Frenchs Forest Rd East) back in 1980 and there was a large sign to this effect, adding optimistically - Stage 1. Stage 2 never eventuated and the route was not maintained, missing directional signs were not replaced and usage predictably fell. Now that a new shared path has been constructed on the S side of FF Rd E, the route can be reinstituted.
- The route involved turning L into Inverness (directional signage needed) then proceeding through the reserve. The photo below demonstrates the needs to upgrade the neglected access ramp.



- The sign below in Dareen is an original and clearly needs to be updated, and sections of the route needs modern wayfinding signage, with distances shown (see lack of directional assistance in 2nd photo at Cousins, despite conveniently located pole). You can just see a bike logo on the L, but non locals would expect to continue straight on.



- The new hospital has seen a most welcome major expansion in cycling infrastructure. However, one astonishing decision has compromised connectivity. The new path on Frenchs Forest Rd W all the way from Wakehurst to Forest Way, exceeds RMS shared path minimum standards, yet somebody (clearly not a cyclist) has decided it is 'too risky' to designate it a shared path.

Presumably there is no risk to cyclists, especially Forest High students, sharing the road with buses and other vehicles – as they are legally banned from using the wide adjacent off-road path. This is simply absurd and although I realise that it is an RMS decision, I urge Council to make representations in an effort to reverse this egregious decision.



- The 1st photo below at the junction of Pittwater and the new Warriewood B-line car park, is clearly out of date, but it does illustrate the point as the bike path currently terminates at this point. According to the B-line Project team:

As part of the B-Line Project and construction program, the Western side of Pittwater Road was upgraded to a shared path. The shared path on the Eastern side of Pittwater Road was not included as part of the B-Line Project scope delivery, yet funding has been provided to Northern Beaches Council to upgrade this section once the car park works have finished. On consultation with Council, at this point in time, these works are planned for early 2019. The bike lanterns were not installed at the traffic lights as this would indicate a connecting path on each side of Pittwater Road, which at this stage is not the case. Once Council complete the shared path, they will be able to apply to RMS to have the traffic control system upgraded to include a bicycle phase.

In this context, and as it is now 'early 2019', when will work commence and when is anticipated completion date? It is an important project because now at the new traffic lights there is no wayfinding signage for cyclists, but those who elect to turn L will eventually join another newish shared path at Walsh. However, that path (see 2nd photo) has no centre markings and no logos, so it's confusing whether it has shared path **legal** status.

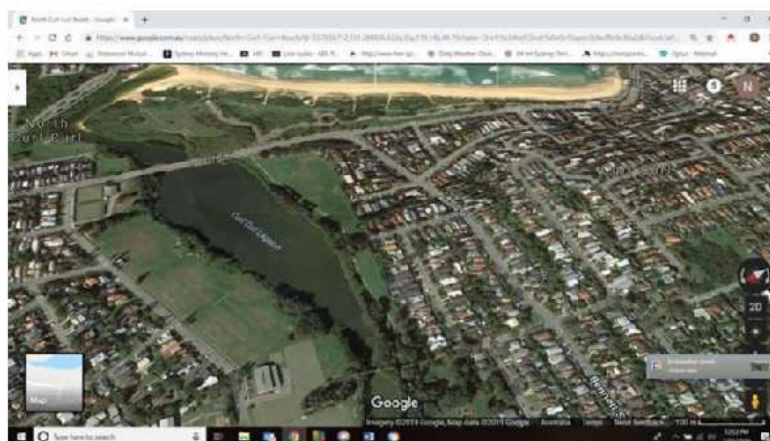


- Remove the No Cycling sign on path to R of pole in DY. The path was originally and specifically built to shared path status, but someone in Warringah Council subsequently decided to install a prohibition sign. The path provides a key link between Howard and Oaks and now is even more useful because it segues to the new pedestrian crossing and then to the new shared path next to the children's playground from Howard to DY Parade. I think this comes under the heading of a 'no brainer' and should be done promptly now the town centre project is largely complete.



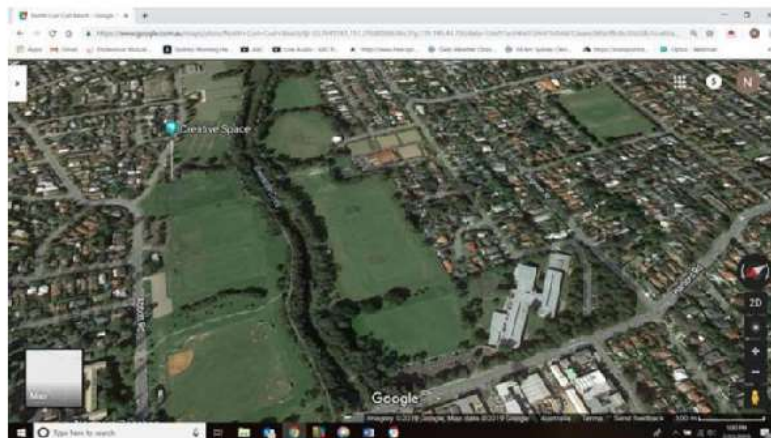
- Narrabeen Lagoon now has a complete multi purpose circuit. Curl Curl Lagoon and associated Greendale Creek only have either a path on one side or incomplete on one side. If these were completed it would provide a superb family recreational cycleway.

Specifically, in the photo below, a path could be constructed to the N of the Lagoon, also along the waterside, to connect with the one on the N via the existing bridge and the path on Griffin Rd (see my proposal to widen it to shared status in item 14 below).



The second aspect of this proposal this time relates to the S side of the creek (see photo below), where currently the shared path terminates at the amenities block, Frank Gray Oval. From there, it's little more than 200m across the reserve to an existing path, debouching onto Harbord Rd, which itself of course has an shared path.

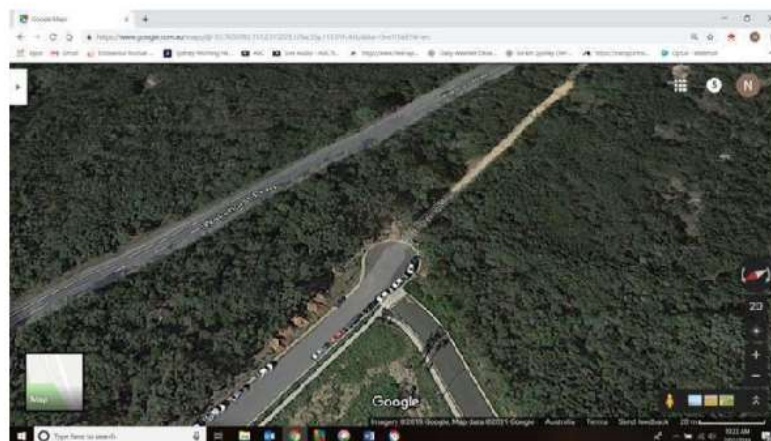
If these paths were constructed, the outcome would be a complete and integrated shared path loop from Griffin to Harbord Rd, giving users the option of 2 different circuits (one lagoon, one creek) or a figure of 8 ride. It would, I'm certain, be immensely popular and heavily used.



- I have left the most challenging possible project until last. For decades there have been calls for the Engravings Trail parallel with Wakehurst between Seaforth and Warringah Rd, to be converted to a usable shared path (it is currently used by intrepid mountain bike riders). Currently cyclists use a narrow on-road shoulder, which consistently the RMS has refused either to widen or designate as a bike lane.

Although Council does not have the power to act unilaterally, I suggest that it make representations to RMS. Obviously if this project were to proceed it would take some time, but an initial step would be to connect Wakehurst through a narrow strip of bush with Bantry Bay Rd, which is already a designated bike route.

The photo below depicts both the existing rough track which could be upgraded to a bike path, and that from the turning circle at the end of Bantry Bay Rd, it is less than 30m from the Parkway.



There is also something else Council itself can do at modest cost. The photo below shows the existing footpath by the bus stop, from Wakehurst to the Bantry Bay bike route. There is plenty of space for it to be widened to shared path status. NB Exactly the same widening has already been done to a former footpath further N up Bantry Bay Rd, to facilitate cycling access to the Wakehurst over bridge and thence to the Aquatic Centre.



- My submission thus far has concentrated on suggestions for infrastructure upgrades. While acknowledging that Council has achieved much since amalgamation and has a policy of supporting and promoting Active Transport, the challenge remains for this to become a whole-of-council imperative. All road changes, path constructions etc should be cognisant of cyclists' needs. Good public policy should not be beholden to vocal groups of privileged people who don't want to share facilities, but unfortunately have been successful in persuading Council not to proceed with some cycling connectivity projects.

I'd like to illustrate my point by referring to a series of poor decisions in just one location, Curl Curl beach, that have not only denied cyclists, scenic safe links, but have exposed them to real and ongoing danger.

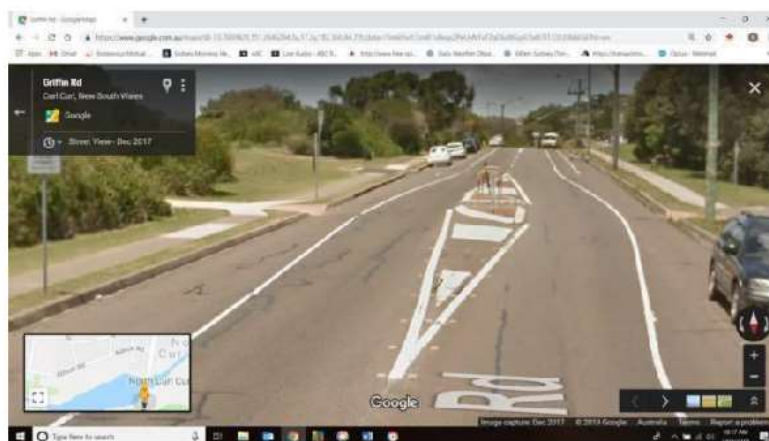
Despite multiple representations to the former Warringah Council by cyclists, plus strong criticism from the then Bicycle Unit of RMS, they were all ignored and an **engineered** dangerous squeeze point was built on Griffin Rd, which involved **removing** an existing bike lane (see photo below). Ramps have been provided (often clogged with debris) but are neither used nor wanted by serious cyclists. I have witnessed 2 close encounters and several cyclists have mentioned just how dangerous this squeeze point is.

Incredibly, the existing preferred route is for cyclists to take the ramp to possibly mix with pedestrians seeking to cross the road to enter the reserve!



The irony is that an earlier pedestrian refuge was built just 300m further S (see photo below), which does not pose a risk to cyclists. I strongly recommend that the offending traffic calming (sic) device be reconfigured along the lines of the existing one that works effectively for all road users.

Additionally, as you can see there is a footpath on both sides of Griffin between these 2 pedestrian refuges and it would make great sense to widen them to shared status, particularly as they would connect with.



More recently, it was planned to build a shared path from the hazardous pedestrian refuge to Surf Rd, then across the reserve to link with an existing path on Huston Pde. Ultimately, due to NIMBY complaints, Council terminated the shared path at Surf, so cyclists have to ride up Surf and turn R into Huston, instead of pleasant ride through greenery.

The solution is to widen the path (used by almost every cyclist despite it being deliberately built 200mm too narrow for shared path status) until it joins with Huston, then widen that path to shared status providing a seamless link to the the Surf Club and ocean pool.

An even worse example of NIMBY self interest is the new path from S Curl Curl to the bridge. Again I was told the shared path plan was abandoned because the lucky beach side residents did not want cyclists to access it. Accordingly, cyclists are denied a glorious, scenic path with ocean views and are required to use busy Griffin and a roundabout.

Had good public policy over-ridden the vocal opponents of cycling facilities, today we would have an **entirely** off-road shared path from S Curl Curl Surf Club, along the beach front then R into Surf Reserve and on either to N Curl Curl Surf Club/ocean pool or through the existing shared path in the Adam St Reserve, to Warringah Mall.

I have raised this 'case study' in order to emphasis the need for a holistic approach to the provision of cycling infrastructure, so it becomes an inherent part of the planning, design and implementation process. When an excellent recently opened new shared path at Warriewood Rd, Warriewood is constructed, with potentially hazardous and unnecessary No Stopping poles, installed along its length, one realises that goal has not yet been achieved.

Level	Type	Suburb	Street	Route Number	Works	Score	Ranking	Start	Finish
Tier 3 - Local Connection	Separated from Traffic	Narrabeena	Popular Lane		Shared path	790	1	Warringah Rd	Oceana St
Tier 3 - Local Connection	Separated from Traffic	Narrabeena	Beverly Job Park		Shared path	790	2	Oceana St	Mundira Pl
Tier 3 - Local Connection	Separated from Traffic	Narrabeena	Warringah Road		Shared path	760	3	Lascelles Rd	Alfred St
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Pittwater Road		Signage & line marking	740	4	May Rd	Redman Road
Tier 3 - Local Connection	Separated from Traffic	North Manly	Harbord Road		Shared path	740	5	William St	Thomas St
Tier 3 - Local Connection	Separated from Traffic	Narrabeena	Victor Road		Shared path	739	6	May Rd	Mcintosh Rd
Tier 1 - Regional Route	Separated from Traffic	Dee Why	May Road	R10	Shared path	735	7	Alfred St	Mooramba Rd
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Alfred Street		Shared path	735	8	Federal Pde	Pittwater Rd
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Brookvale Oval		Shared path	730	9	Alfred Rd	Pine Av
Tier 3 - Local Connection	Separated from Traffic	North Manly	William Street		Shared Path	729	10	Harbord Rd	Pittwater Rd
Tier 2 - District Route	Separated from Traffic	Dee Why	Fisher Road	D11	Shared path	720	12	Lewis St	Mcintosh Rd
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Fisher Road		Shared path	715	13	Mcintosh Rd	Pittwater Rd
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Winbourne Road		Shared path	715	14	Pittwater Rd	Harbord Rd
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Pittwater Road		Shared path	715	15	Mitchell St	Winbourne Rd
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Lismore Avenue		Shared path	708	16	Fisher Rd	Westminster Av
Tier 2 - District Route	Separated from Traffic	Frenchs Forest	Bantry Bay Road	D6	Shared path	701	17	Warringah Rd	Rangers Retreat Road Reserve
Tier 3 - Local Connection	Separated from Traffic	North Manly	Corrie Road		Shared path	695	18	William St	Thomas St
Tier 3 - District Route	Separated from Traffic	Frenchs Forest	Pipeline	D13	Shared path	691	19	Warringah Rd	Pump House
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Maxwell Parade		Shared Path	690	20	Currie Rd	Warringah Rd
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Rangers Retreat Road		Shared path	690	21	Warringah Rd	Pami Pl
Tier 2 - District Route	Separated from Traffic	Frenchs Forest	Rangers Retreat Road	D13	Shared path	690	22	Rangers Retreat Road Reserve	Garner Ave
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Pittwater Road		Shared path	680	23	Pine Ave	Warringah Rd
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Pittwater Road		Shared path	680	24	Old Pittwater Rd	Alfred Rd
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Brookvale Oval		Shared path	680	25	Alfred St	Pittwater Rd
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Rangers Retreat Road		Shared path	680	26	Fitzpatrick Av	Rangers Retreat Road Reserve
Tier 3 - Local Connection	Separated from Traffic	North Curl Curl	Abbott Rd		Shared path	675	27	Harbord Rd	Pitt Rd
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Sturdee Parade		Separated cycleway	675	28	Pittwater Rd	Pacific Av
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Fitzpatrick Avenue		Shared path	675	29		
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Fitzpatrick Avenue		Shared path	675	30	Hilmer St	Bantry Bay Rd
Tier 2 - District Route	Separated from Traffic	Narrabeena	Mcintosh Road	D11	Shared path	670	31	Alfred St	Victor Rd
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Mitchell Road		Shared path	670	32	Wattle St	Orchard Rd
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Rangers retreat Road		Shared path	669	33	Yarraman Av	Garner Av
Tier 1 - Regional Route	Separated from Traffic	Brookvale	Shackel Ave	R9	Shared path	665	34	Federal Pde	Warringah Road
Tier 2 - District Route	Separated from Traffic	Frenchs Forest	Aquatic Reserve	D13	Shared path	664	35	Aquatic Dr	Pipeline
Tier 3 - Local Connection	Separated from Traffic	Balgowlah	Condamine Street	R4	Shared path	660	36	Kenneth Rd	Burn Bridge Creek Dev
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Tor Road		Shared path	660	37	Fisher Rd	Bix Rd
Tier 2 - District Route	Separated from Traffic	Freshwater	Lawrence Street	D7	Shared path	660	38	Cavill St	Harbord Rd
Tier 2 - District Route	Separated from Traffic	Frenchs Forest	Fitzpatrick Ave West	D13	Shared path	660	39	Warringah Road	Grace Ave
Tier 3 - Local Connection	Separated from Traffic	Balgowlah	Condamine Street		Shared path	658	40	Balgowlah Rd	Sydney Rd
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Campbell Avenue		Shared path	648	41	South Creek Rd	Fisher Rd
Tier 3 - Local Connection	Separated from Traffic	North Manly	Condamine Street		Shared path	645	42	Kentwell Rd	Old Pittwater Rd
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Fisher Road		Shared path	640	43	Holborn Av	Lynwood Av
Tier 2 - District Route	Separated from Traffic	North Narrabeen	North Narrabeen Rock Pool	D17					
Tier 2 - District Route	Mixed Traffic	Frenchs Forest	Carpark	D13	Shared path	640	44	Narrabeen Park Pde	Access Road
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Fitzpatrick Avenue West		Shared path	640	45	Grace Ave	Wellman Reserve
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Romford Road		Shared path	640	46	Iris St	Frenchs Forest Rd
Tier 1 - Regional Route	Separated from Traffic	Brookvale	Warringah Road	R9	Shared path	638	47	Victor Rd	Alfred Rd
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Rabbett Street		Shared path	635	48	Naree Rd	Adams St
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Deakin Street		Shared path	635	49	Altona Av	Kaldie St
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Grace Avenue		Shared path	635	50	Altona Av	Fitzpatrick Av
Tier 2 - District Route	Separated from Traffic	Balgowlah	Kitchener Street	D5	Shared path	630	51	West St	Burnt Bridge Creek
Tier 2 - District Route	Separated from Traffic	Balgowlah	West Street	D5	Shared path	630	52	Balgowlah Rd	Kitchener St
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Pacific Parade		Shared path	630	53	Pittwater Rd	Griffin St
Tier 2 - District Route	Separated from Traffic	North Manly	Harbord Road	D7	Shared path	630	54	Miles St	Wyadra Av
Tier 3 - Local Connection	Separated from Traffic	North Narrabeen	Lido Avenue		Shared path	629	55	Narroy Rd	Gondola Rd

Tier 1 - Regional Route	Separated from Traffic	North Manly	Condamine Street	R4	Shared path	628	56	Innes Rd	Kentwell Rd
Tier 2 - District Route	Separated from Traffic	Dee Why	St David Avenue	D11	Shared path	625	57	Pittwater Rd	Fisher Rd
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Adams St		Shared path	620	58	Forest Way	Rabbit St
Tier 3 - Local Connection	Separated from Traffic	North Narrabeen	Rickard Road		Shared path	619	59	Pittwater Rd	Venetian Rd
Tier 3 - Local Connection	Separated from Traffic	Balgowlah	Condamine Street		Shared path	618	60	Hayes St	Balgowlah Rd
Tier 1 - Regional Route	Separated from Traffic	Frenchs Forest	Warringah Road	R8	Shared path	615	61	Maxwell Pde	Currie St
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Kingsway		Shared path	615	62	Civic Pde	Regent St
Tier 2 - District Route	Separated from Traffic	North Curl Curl	Greendale Creek	D9	Shared path	615	63	Harbord Rd	Frank Gray Oval
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Aquatic Drive		Shared path	615	64	Allambie Rd	Wakehurst Pky
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Iris Street		Shared path	615	65	Palanga Rd	Romford Rd
Tier 3 - Local Connection	Mixed Traffic	North Narrabeen	Venetian Road		Stenciling. Traffic calming	614	66	Rickard Rd	Narroy Rd
Tier 3 - Local Connection	Separated from Traffic	Balgowlah	Griffith St		Road Crossing treatment at Condamine St	613	67	Woodland St	Condamine St
Tier 1 - Regional Route	Separated from Traffic	Frenchs Forest	Warringah Road	R8	Shared path	610	68	Fitzpatrick Ave	Maxwell Pde
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Oaks Avenue		Shared path	610	69	Pittwater Rd	The Strand
Tier 1 - Regional Route	Separated from Traffic	Frenchs Forest	Forest Way	R11	Shared path	610	70	Warringah Rd	Adams St
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Altona Avenue		Shared path	610	71	Grace Av	Deakin St
Tier 3 - Local Connection	Mixed Traffic	Queenscliff	Queenscliff Road		Stenciling. Traffic calming	609	72	Cul-de-sac	Dalley St
Tier 3 - Local Connection	Separated from Traffic	Queenscliff	Queenscliff Road		Shared path	609	73	Dalley St	Queenscliff Rd
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Hillmer St		Shared path	609	74		
Tier 3 - Local Connection	Separated from Traffic	Queenscliff	Queenscliff Road		Shared path	609	75	Dalley St	Queenscliff Rd
Tier 3 - Local Connection	Separated from Traffic	Manly Vale	King Street Reserve		Shared path	605	76	Pittwater Rd	Cul-de-sac
Tier 2 - District Route	Separated from Traffic	Frenchs Forest	Warringah Road	D13	Shared path	600	77	King St	Seebres St
Tier 3 - Local Connection	Separated from Traffic	Beacon Hill	Beacon Hill Road		Shared path	600	78	Fitzpatrick Ave	Forest Way
Tier 3 - Local Connection	Separated from Traffic	North Curl Curl	John Fisher Park		Shared path	600	79	Old Pittwater Rd	Warringah Rd
Tier 3 - Local Connection	Separated from Traffic	North Curl Curl	John Fisher Park		Shared path	600	80	Abbott Rd	Playground
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Warringah Road	R9	Shared path	600	81	Abbott Rd	Existing Path
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Karingal Crescent		Shared path	594	82	Alfred Rd	Beacon Hill Rd
Tier 2 - District Route	Mixed Traffic	Frenchs Forest	Bantry Bay Road	D6	Shared path	594	83	Existing Path	Fitzpatrick Av
Tier 2 - District Route	Separated from Traffic	Frenchs Forest	Rangers Retreat Road Reserve	D13	Shared path	594	84	Rangers Retreat Road Reserve	Southern End
Tier 1 - Regional Route	Separated from Traffic	Frenchs Forest	Forest Way	R11	Shared path	590	85	Adams St	Bantry Bay Rd
Tier 3 - Local Connection	Separated from Traffic	Manly Vale	Ocean Street	R15	Separated cycleway	588	86	Malcom St	Glen St
Tier 2 - District Route	Separated from Traffic	Balgowlah	Kitchner Street	D5	Shared path	585	87	Burnt Bridge Creek Dev	Narrabeen St
Tier 3 - Local Connection	Separated from Traffic	Manly Vale	Campbell Parade		Shared path	585	88	Burnt Bridge Creek	King St
Tier 3 - Local Connection	Mixed Traffic	North Narrabeen	Bristol Lane		Shared path	584	89	Gibbs Ln	Myrtle St
Tier 3 - Local Connection	Separated from Traffic	North Narrabeen	Bristol Lane		Shared path	584	90	Windsor Pde	Sloan Cr
Tier 3 - Local Connection	Separated from Traffic	Narrabeena	Alfred Street		Shared path	584	91	Windsor Pde	Rickard Rd
Tier 3 - Local Connection	Separated from Traffic	Collaroy Plateau	Plateau Road		Shared path	580	92	Wakehurst Pky	Grenfell Av
Tier 3 - Local Connection	Separated from Traffic	Manly Vale	King Street		Shared path	580	93	Warringah Rd	Mcintosh Rd
Tier 3 - Local Connection	Separated from Traffic	North Narrabeen	Gondola Road		Shared path	576	94	Plateau Road Reserve	Hall Av
Tier 3 - Local Connection	Separated from Traffic	North Narrabeen	Gondola Road		Shared path	576	95	King Street Reserve	Condamine St
Tier 1 - Regional Route	Separated from Traffic	Dee Why	Mooramba Road	R10	Shared path	576	96	Lido Av	Rickard Rd
Tier 3 - Local Connection	Separated from Traffic	Forestville	Warringah Road		Separated cycleway or shared path	575	97	Lido Av	Pittwater Rd
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Richmond Avenue		Shared path	575	98	Redman Road	Pittwater Rd
Tier 3 - Local Connection	Separated from Traffic	Manly Vale	Hayes Street		Shared path	575	99	Forestville Av	Fitzpatrick Av
Tier 3 - Local Connection	Separated from Traffic	Warriewood	Hunter Street	D18	Shared path	575	100	Avon Rd	Existing Path
Tier 3 - Local Connection	Separated from Traffic	North Curl Curl	Abbott Road		Shared path	571	101	Condamine St	Roseberry St
Tier 2 - District Route	Separated from Traffic	Freshwater	Harbord Road	D7	Separated cycleway or shared path	570	102	Pittwater Rd	Narrabeen Park Pde
Tier 3 - Local Connection	Separated from Traffic	Manly Vale	Sunshine Street		Shared path	570	103	Pitt Rd	Community Centre
Tier 2 - District Route	Separated from Traffic	Mona Vale	Maxwell Street	D19	Shared path	570	104	Lawrence St	Wyadra Av
Tier 3 - Local Connection	Separated from Traffic	Fairlight	William Street		Separated cycleway	570	105	Link St	Gibbs St
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Wyadra Avenue		Separated cycleway	570	106	Emma St	Waratah St
Tier 3 - Local Connection	Separated from Traffic	Forestville	Cannons Parade		Shared path	568	107	Sydney Rd	Griffiths St
Tier 3 - Local Connection	Mixed Traffic	Manly Vale	Gibbs Lane		Shared path	567	108	Oliver St	Harbord Rd
Tier 1 - Regional Route	Separated from Traffic	Dee Why	Pittwater Road	R15	Shared zone	565	109	Cook St	Melwood Av
Tier 1 - Regional Route	Separated from Traffic	Dee Why	Pittwater Road	R15	Shared path	565	110	Quinlan Pde	Campbell Pde
Tier 1 - Regional Route	Separated from Traffic	Dee Why	Pittwater Road	R15	Shared path	565	111	Fisher Rd	Kingsway
Tier 1 - Regional Route	Separated from Traffic	Dee Why	Pittwater Road	R15	Shared path	565	112	Kingsway	Hawkesbury Ave

Tier 1 - Regional Route	Separated from Traffic	Manly	Pittwater Road	R7	New bridge structure required. Safety railing as short term upgrade.	565	113	Atken Av	Hinkler Park
Tier 2 - District Route	Separated from Traffic	Queenscliff	Dalley St	D7	Shared path	565	114	Cavill St	Queenscliff Rd
Tier 3 - Local Connection	Separated from Traffic	Collaroy Plateau	Hill Avenue		Shared path	565	115	Veterans Pde	Plateau Rd
Tier 3 - Local Connection	Separated from Traffic	North Narrabeen	Warriewood Valley Sports ground		Shared path	561	116	Jacksons Rd	Namona St
Tier 3 - Local Connection	Separated from Traffic	North Narrabeen	Warriewood Valley Sportsground		Shared path	561	117	Bridge	Sportsfields
Tier 3 - Local Connection	Separated from Traffic	Forestville	Stanley Street		Shared path	560	118	Warringah Rd	Cannons Pde
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Dee Why Parade		Shared path	560	119	Avon Rd	Walter Goss Park
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Barrenjoey Road		Shared path	560	120	Bassett St	Seabeach Av
Tier 3 - Local Connection	Separated from Traffic	Fairlight	Griffiths Street		Shared path	560	121	Hill St	Melbourne Av
Tier 3 - Local Connection	Separated from Traffic	Forestville	Brown Street		Shared path	559	122	Warringah Rd	Keldie St
Tier 3 - Local Connection	Separated from Traffic	Manly	Carlton Street		Shared path	555	123	Pittwater Rd	North Steyne
Tier 2 - District Route	Separated from Traffic	Forestville	Melwood Avenue	D2	Shared path	552	124	Playing Fields	Cannons Pde
Tier 2 - District Route	Separated from Traffic	Forestville	Melwood Avenue	D2	Shared path	552	125	Cannons Pde	Warringah Road
Tier 2 - District Route	Separated from Traffic	Freshwater	Oliver Street	D8	Separated cycleway	551	126	Lawrence St	Brighton St
Tier 1 - Regional Route	Separated from Traffic	Dee Why	Pittwater Road	R15	Shared path	550	127	Hawkesbury Ave	Dee Why Pde
Tier 2 - District Route	Separated from Traffic	Balgowlah	Balgowlah Road	D5	Shared path	550	128	Condamine St	West St
Tier 3 - Local Connection	Separated from Traffic	Queenscliff	Crown Road		Shared path	549	129	Cavill St	Dowling St
Tier 3 - Local Connection	Mixed Traffic	Frenchs Forest	Yarraman Avenue		Stenciling. Traffic Calming.	549	130	Bantry Bay Rd	Rangers Retreat Rd
Tier 3 - Local Connection	Separated from Traffic	Balgowlah	Hill Street		Separated cycleway	548	131	Griffiths St	Sydney Rd
Tier 3 - Local Connection	Separated from Traffic	Balgowlah	Griffiths Street		Separated cycleway	546	132	Condamine St	Hill St
Tier 3 - Local Connection	Mixed Traffic	Manly	Whistler Street		Contraflow. Traffic calming. Stenciling.	545	133	Raglan St	Pine St
Tier 3 - Local Connection	Separated from Traffic	North Curl Curl	Pitt Road		Shared path	545	134	Abbott Rd	Griffin Rd
Tier 2 - District Route	Separated from Traffic	Freshwater	Cavill Street	D7	Shared path	545	135	Oliver St	Lawrence St
Tier 2 - District Route	Separated from Traffic	Queenscliff	Cavill Street	D7	Shared path	545	136	Oliver St	Dalley St
Tier 3 - Local Connection	Separated from Traffic	Fairlight	Griffiths Street		Separated cycleway	545	137	Parkview Rd	Melbourne Av
Tier 1 - Regional Route	Separated from Traffic	Beacon Hill	Daines Parade	R17	Shared path	545	138	Warringah Rd	Tristram Rd
Tier 3 - Local Connection	Mixed Traffic	Manly Vale	King Street		Stenciling. Traffic Calming	545	139	Sydney Water Parking Area	Sydney Water Parking Area
Tier 3 - Local Connection	Mixed Traffic	Forestville	Violet Avenue		Stenciling. Traffic calming.	543	140	Starkey St	Darley St
Tier 2 - District Route	Separated from Traffic	Mona Vale	Bassett Street	D18	Shared path	542	141	Barrenjoey Rd	Mona St
Tier 2 - District Route	Separated from Traffic	Mona Vale	Pittwater Road	D20	Shared path	542	142	Mona St	Park St
Tier 3 - Local Connection	Separated from Traffic	North Narrabeen	Walsh Street		Shared path	540	143	Pittwater Rd	Collins St
Tier 2 - District Route	Separated from Traffic	Freshwater	Oliver Street	D8	Shared path	540	144	Cavill St	Pittwater Rd
Tier 2 - District Route	Separated from Traffic	Freshwater	Oliver Street	D8	Shared path	540	145	Lawrence St	Cavill St
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Avon Road		Separated cycleway	540	146	Pacific Pde	Richmond Av
Tier 3 - Local Connection	Separated from Traffic	Forestville	Currie Road		Shared path	540	147	Coalabah Cr	Warringah Rd
Tier 2 - District Route	Separated from Traffic	Mona Vale	Cabbage Tree Road	D19	Shared Path	538	148	Pittwater Rd	Samuel St
Tier 3 - Local Connection	Separated from Traffic	North Narrabeen	Nareen Parade		Shared Path	536	149	Pittwater Rd	Tatiana Cr
Tier 3 - Local Connection	Mixed Traffic	North Manly	Rowe Street		Stenciling	535	150	Grand Rd	Oliver St
Tier 1 - Regional Route	Separated from Traffic	Dee Why	Redman Road	R10	Shared path	535	151	Pittwater Rd	Mooramba Rd
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Roger Street		Shared path	535	152	Cross St	Old Pittwater Rd
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Green Street		Shared path	535	153	Cross St	Old Pittwater Rd
Tier 3 - Local Connection	Mixed Traffic	Manly	Carlton Street		Contraflow. Stenciling. Traffic calming	535	154	Smith St	Pittwater Rd
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Green Street		Shared path	535	155	Old Pittwater Rd	Cross St
Tier 3 - Local Connection	Separated from Traffic	Warriewood	Vuko Place		Shared path	535	156	Warriewood Rd	Cul-de-sac
Tier 2 - District Route	Separated from Traffic	North Balgowlah	Woodbine Street	D5	Shared path	535	157	Bangaroo St	Water Reserve Rd
Tier 3 - Local Connection	Separated from Traffic	Forestville	Stanley Street		Shared path	535	158	Violet Av	Laneway
Tier 3 - Local Connection	Separated from Traffic	North Narrabeen	Wakehurst Parkway		Shared path	534	159	Grenfell Av	Windsor Pde
Tier 2 - District Route	Separated from Traffic	Mona Vale	Mona Street	D19	Shared path	532	160	Pittwater Rd	Bassett St
Tier 1 - Regional Route	Separated from Traffic	Mona Vale	Barrenjoey Road	R15	Shared path	530	161	Seabeach Ave	Pittwater Rd
Tier 1 - Regional Route	Separated from Traffic	Mona Vale	Barrenjoey Road	R16	Shared path	530	162	Park St	Darley St
Tier 3 - Local Connection	Separated from Traffic	North Curl Curl	Playfair Road		Shared path	530	163	Abbott Rd	Pitt Rd
Tier 3 - Local Connection	Separated from Traffic	North Curl Curl	Abbott Road		Shared path	530	164	Playfair Rd	Crossing
Tier 3 - Local Connection	Separated from Traffic	Manly	Sydney Road		Shared path	530	165	Belgrave St	Whistler St

Tier 1 - Regional Route	Separated from Traffic	Beacon Hill	Warringah Road	R17	Shared path	166 Frenchs Forest Rd	530	Daines Pde
Tier 3 - Local Connection	Separated from Traffic	Beacon Hill	Warringah Road		Shared path	167 Daines Pde	530	Willandra Rd
Tier 3 - Local Connection	Separated from Traffic	Fairlight	Parkview Road		Shared path	168 Sydney Rd	530	Griffiths St
Tier 2 - District Route	Separated from Traffic	Curl Curl	Adams St	D8	Separated cycleway	169 Griffin Rd	529	Park St
Tier 3 - Local Connection	Separated from Traffic	North Narrabeen	Wakehurst Parkway		Shared path	170 Palm Tee	529	Grenfell Av
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Park Street		Shared Path	171 Pittwater Rd	528	Maxwell St
Tier 3 - Local Connection	Separated from Traffic	Warriewood	Warriewood Road		Shared path	172 Hill St	528	Brands Ln
Tier 1 - Regional Route	Separated from Traffic	Forestville	Warringah Road	R8	Shared path	173 Currie Rd	527	Forestville Ave
Tier 3 - Local Connection	Mixed Traffic	Forestville	Bushland Avenue		Stenciling, Traffic calming.	174 Melwood Av	527	Darley St
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Pittwater Road		Shared path	175 William St	525	Cross St
Tier 3 - Local Connection	Mixed Traffic	Manly Vale	Arana Street		Traffic calming, Stenciling	176 King St	525	Gibbs St
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Vesper Street		Shared path	177 Waratah St	524	Wangara St
Tier 3 - Local Connection	Separated from Traffic	Narrabeen	Narrabeen lagoon		Shared path	178 Pittwater Rd	523	Lofus St
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Forest Way		Shared path	179 the Esplanade	520	Naree Rd
Tier 2 - District Route	Separated from Traffic	Allambie Heights	Government Road	D13	Shared path	180 Ethie Rd	520	Warringah Rd
Tier 2 - District Route	Separated from Traffic	Curl Curl	Bennett Street	D8	Separated cycleway	181 Park St	519	Brighton St
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Wyadra Avenue		Shared path	182 Carlton St	518	Oliver St
Tier 3 - Local Connection	Mixed Traffic	Narrabeen	Loftus Street		Stenciling	183 Berry Reserve	518	Ocean St
Tier 2 - District Route	Separated from Traffic	Beacon Hill	Tristram Road	D11	Shared path	184 Oxford Falls Rd	515	Daines Pde
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Waratah Street	D19	Separated cycleway	185 Bungan St	515	Maxwell St
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Darley Street		Shared path	186 Pittwater Rd	515	Barrenjoey Rd
Tier 3 - Local Connection	Separated from Traffic	Dee Why	South Creek Road		Shared path	187 Cumberland Av	515	Pittwater Rd
Tier 3 - Local Connection	Separated from Traffic	Narrabeen	Alfred Street		Shared path	188 McIntosh Rd	515	Parr Pde
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Aquatic Drive		Shared path	189 Aquatic Dr	515	Aquatic Centre
Tier 3 - Local Connection	Separated from Traffic	Narrabeen	Alfred Street		Shared path	190 Parr Pde	510	Carawa Rd
Tier 3 - Local Connection	Separated from Traffic	Curl Curl	Park Street		Shared path	191 Bennett St	509	Stewart Av
Tier 3 - Local Connection	Mixed Traffic	Narrabeen	Lagoon Street		Stenciling, Traffic calming	192 Wellington St	508	Lake reserve
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Maxwell Street		Shared path	193 Waratah St	508	Park St
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Soldiers Avenue		Shared path	194 Oliver St	506	Albert St
Tier 3 - Local Connection	Mixed Traffic	Freshwater	Soldiers Av		Stenciling, Traffic calming	195 Oliver St	506	Harbord Rd
Tier 1 - Regional Route	Separated from Traffic	Brookvale	Pittwater Road	R6	Shared path	196 Mitchell Road	505	Harbord Rd
Tier 1 - Regional Route	Separated from Traffic	Allambie Heights	Allambie Road	R5	Shared path	197 Aquatic Dr	505	Rodborough Rd
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Rodborough Road	R5	Shared path	198 Allambie Rd	505	Warringah Road
Tier 3 - Local Connection	Separated from Traffic	Collaroy Plateau	Auburn Street		Shared path	200 Hall Av	505	Edgecliffe Bvd
Tier 2 - District Route	Separated from Traffic	Frenchs Forest	Pipeline Corridor	D13	Shared Path	201 Fitzpatrick Ave	505	John Oxley Drive
Tier 1 - Regional Route	Separated from Traffic	Manly Vale	Condamine Street	R4	Shared path	202 Kentwell Rd	505	Pittwater Rd
Tier 3 - Local Connection	Separated from Traffic	Manly	Balgowlah Road		Shared path	203 Pittwater Rd	505	Alexander St
Tier 2 - District Route	Separated from Traffic	North Balgowlah	Myrtle Street	D5	Shared path	204 Daisy St	505	Kitchener St
Tier 3 - Local Connection	Separated from Traffic	Warriewood	Warriewood Road		Shared path	205	503	
Tier 1 - Regional Route	Separated from Traffic	Manly	West Esplanade	R2	Widen existing access to accommodate bicycles		500	Commonwealth Pde
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Mona Vale Road	R12	Shared path	206 East Esp	500	Bungan St
Tier 3 - Local Connection	Separated from Traffic	Manly	Addison Road		Shared Path	207 Pittwater Rd	500	Darley St
Tier 3 - Local Connection	Separated from Traffic	Manly	Kangaroo Street		Shared path, Signage	208 Stuart St	500	Smith St
Tier 3 - Local Connection	Separated from Traffic	Manly	Kangaroo Lane		Shared zone	209 Kangaroo St	500	Smith St
Tier 3 - Local Connection	Mixed Traffic	Mona Vale	Buena Vista Avenue		Stenciling, Traffic calming	210 Kangaroo St	500	Buena Vista Reserve
Tier 2 - District Route	Separated from Traffic	Frenchs Forest	Iris Street	D11	Shared path	211 Vineyard St	500	Ellis Rd
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Buena Vista Avenue		Shared path	212 Palanga Rd	500	Warriewood Rd
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Lawrence Street		Shared path	213 Buena Vista Av	500	Harbord Rd
Tier 3 - Local Connection	Separated from Traffic	Killarney Heights	Starkey Street		Shared path	214 Waime St	499	Cannons Pde
Tier 3 - Local Connection	Separated from Traffic	Forestville	Darley Street		Shared path	215 Greystones Rd	498	Cannons Pde
Tier 3 - Local Connection	Separated from Traffic	Forestville	Cook Street		Shared path	216 Warringah Rd	498	Cannons Pde
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Old Pittwater Road		Shared path	217 Warringah Rd	495	Cross St
Tier 1 - Regional Route	Separated from Traffic	Mona Vale	Barrenjoey Road	R16	Shared path	218 Pittwater Rd	495	Bassett St
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Grand Road		Shared path	219 Darley St	495	Waine St
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Perak Street		Shared path	220 Pittwater Rd	495	Existing Path
Tier 3 - Local Connection	Separated from Traffic	Cromer	Iman Road		Shared path	221 Bassett St	495	South Creek Rd
Tier 3 - Local Connection	Mixed Traffic	Freshwater	Waine Street		Stenciling, Traffic calming	222 Middleton Rd	495	Rowe St
						223 Grand Rd	495	

Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Coronation Street		Shared path	495	224 Pittwater Rd	Narrabeen Park Pde
Tier 1 - Regional Route	Mixed Traffic	Freshwater	Lawrence Street	R6	Stencilling, Traffic calming	493	225 Albert St	Dowling St
Tier 1 - Regional Route	Mixed Traffic	Mona Vale	Narrabeen Park Parade	R15	Stencilling, Traffic calming	493	226 Cook Tce	Melbourne Av
Tier 3 - Local Connection	Mixed Traffic	Manly	Whistler Street		Stencilling	490	227 The Corso	Raglan St
Tier 1 - Regional Route	Separated from Traffic	Allambie Heights	Allambie Road	R5	Shared path	490	228 Cromwell Rd	Grigor Place
Tier 3 - Local Connection	Mixed Traffic	Manly	Mahern Avenue		Stencilling, Traffic calming	490	229 Pacific St	Pine St
Tier 3 - Local Connection	Separated from Traffic	Collaroy Plateau	Parkes Road		Shared path	490	230 Veterans Pde	South Creek Rd
Tier 3 - Local Connection	Separated from Traffic	Forestville	Ferguson Street		Shared path	490	231 Warringah Rd	Alkoomie Av
Tier 2 - District Route	Separated from Traffic	Balgovlah Heights	Beatrice Street	D1	Shared path	490	232 New St	Ernest St
Tier 3 - Local Connection	Separated from Traffic	Balgovlah	Boyle Street		Shared path	490	233 Balgavlah Rd	Griffiths St
Tier 3 - Local Connection	Separated from Traffic	Warriewood	Warriewood Wetlands		Unsealed path	490	234 Warriewood Square	Wetlands
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Lockwood Avenue		Shared path	490	235 Hakea Av	Glen St
Tier 3 - Local Connection	Separated from Traffic	Wheeler Heights	Heather Street		Shared path	490	236 Ambleside St	Veterans Pde
Tier 3 - Local Connection	Separated from Traffic	Balgovlah	Woodland Street		Separated cycleway	488	237 Balgavlah Rd	Lower Beach St
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Undercliff Road		Shared path	486	238 Dowling St	Albert St
Tier 3 - Local Connection	Separated from Traffic	North Narrabeen	Bolwarra Road		Shared path	486	239 Bolwarra Rd	Garden St
Tier 3 - Local Connection	Mixed Traffic	Manly	Collingwood Street		Centriflow, Stencilling, Signage	485	240 Rolf St	Pittwater Rd
Tier 3 - Local Connection	Mixed Traffic	Manly	Collingwood Street		Stencilling	485	241 Alexander St	Rolf St
Tier 3 - Local Connection	Separated from Traffic	Manly	Pittwater Road		Shared path	485	242 Collingwood St	Balgovlah Rd
Tier 3 - Local Connection	Separated from Traffic	Dee Why	South Creek Road		Shared path	485	243 Cumberland Av	Campbell Av
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Harketh Lane		Shared path	485	244 Harketh St	Darley St
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Wyndora Avenue		Shared path	485	245 Oliver St	Foam St
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Blackbuts Road		Shared path	485	246 Hakea Av	Lockwood Av
Tier 1 - Regional Route	Separated from Traffic	Warriewood	Warriewood Road	R13	Shared Path	485	247 Macpherson St	Hill St
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Foam Street		Shared Path	485	248 Wyadra Av	Wyndora Av
Tier 3 - Local Connection	Separated from Traffic	Beacon Hill	Ellis Road		Shared path	485	249 Oxford Falls Rd	Warringah Rd
Tier 3 - Local Connection	Separated from Traffic	Allambie Heights	Larissa Road		Shared path	485	250 Kurrabi Rd	Anzio Av
Tier 3 - Local Connection	Separated from Traffic	Forestville	Keldie Street		Shared path	484	251 Ferguson St	Deakin St
Tier 3 - Local Connection	Separated from Traffic	North Narrabeen	Rickard Road		Shared path	484	252 Nareen Pde	Gondola Rd
Tier 1 - Regional Route	Separated from Traffic	Warriewood	Sydney Road	R15	Shared path	483	253 Walsh St	Hunter St
Tier 3 - Local Connection	Separated from Traffic	Warriewood	Narrabeen Park Parade	R15	Shared path	483	254 Melbourne Av	Hunter St
Tier 3 - Local Connection	Separated from Traffic	Balgovlah	Condamine Street		Shared Path	483	255 Sydney Rd	White St
Tier 3 - Local Connection	Separated from Traffic	Cromer	Middleton Road		Shared path	480	256 South Creek Rd	Thew Pde
Tier 3 - Local Connection	Separated from Traffic	Belrose	Wingara Reserve		Shared path	480	257 Wingara Gr	Glen St
Tier 1 - Regional Route	Separated from Traffic	Manly	Raglan Street	R1	Shared path	479	258 Pittwater Rd	Kangaroo Ln
Tier 1 - Regional Route	Separated from Traffic	Balgovlah	White Street	R2	Shared path	478	259 Woodland St	Wanganelia St
Tier 1 - Regional Route	Separated from Traffic	Dee Why	Griffin Road	R6	Shared path	476	260 Oaks Ave	Headland Rd
Tier 3 - Local Connection	Separated from Traffic	Balgovlah	Woodland Street		Shared path	476	261 White St	Lower Beach St
Tier 3 - Local Connection	Mixed Traffic	Manly	The Corso		Stencilling	475	262 Darley St	Whistler St
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Cross Street		Shared path	475	263 Old Pittwater Rd	Pittwater Rd
Tier 1 - Regional Route	Separated from Traffic	Mona Vale	Barrenjoey Road	R16	Shared path	475	264 Hillcrest Av	Bassett St
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Jacka Park		Shared path	475	265 Wyndora Av	Glen St
Tier 3 - Local Connection	Separated from Traffic	Forestville	Nicholas Avenue		Shared path	475	266 Cook St	Starkey St
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Kunari Place		Shared Path	475	267 Kunari Pl	Darley St
Tier 1 - Regional Route	Separated from Traffic	Frenchs Forest	Frenchs Forest Road	R17	Shared path	475	268 Patanga Rd	Warringah Road
Tier 2 - District Route	Separated from Traffic	Allambie Heights	Pipeline Corridor	D13	Shared path	475	269 Allambie Rd	Wakehurst Pky
Tier 1 - Regional Route	Separated from Traffic	Narrabeen	Pittwater Road	R14	New bridge with shared path	474	270 Narrabeen Lagoon Trail	Narrabeen Lagoon Trail
Tier 3 - Local Connection	Separated from Traffic	Forestville	Forestville Avenue		Shared path	471	271 Warringah Rd	Riverhill Av
Tier 1 - Regional Route	Separated from Traffic	Mona Vale	Kitchener Park	R15	Shared path	470	272 B-Line	Vineyard St
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Pittwater Road		Shared path	470	273 Vineyard St	Coronation St
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Hakea Avenue		Shared path	470	274 Kambora Av	Haigh Av
Tier 2 - District Route	Separated from Traffic	Balgovlah	Maretime Street	D1	Shared path	470	275 Ethel St	New St
Tier 2 - District Route	Separated from Traffic	Balgovlah Heights	New Street	D1	Shared path	470	276 Maretime St	Beatrice St
Tier 2 - District Route	Separated from Traffic	Balgovlah Heights	Ernest Street	D1	Shared path	470	277 Beatrice St	Lewis St
Tier 3 - Local Connection	Mixed Traffic	Manly Vale	Sunshine Street		Stencilling	468	278 Condamine St	Link St
Tier 1 - Regional Route	Separated from Traffic	Balgovlah	Wanganelia Street	R2	Shared path	468	279 White St	Upper Beach St
Tier 1 - Regional Route	Separated from Traffic	Beacon Hill	Warringah Road	R9	Shared path	465	280 Beacon Hill Rd	Allambie Rd

Tier 3 - Local Connection	Separated from Traffic	Manly	East Esplanade			Widen existing access to accommodate bicycles	465	281 Stuart St	Foreshore Path
Tier 1 - Regional Route	Separated from Traffic	Seaford	Kempbridge Road	R1		Shared Path	465	282 Sydney Rd	Burnt Bridge Creek
Tier 1 - Regional Route	Separated from Traffic	Seaford	Sydney Road	R1		Shared path	465	283 Frenchs Forest Rd	Kempbridge Av
Tier 3 - Local Connection	Separated from Traffic	Narrabeen	Pittwater Road			Shared path	465	284 Narrabeen Lagoon Bridge	Waterloo St
Tier 3 - Local Connection	Separated from Traffic	Belrose	High Avenue			Shared path	465	285 Kambora Av	Hakea Av
Tier 1 - Regional Route	Separated from Traffic	Brookvale	Orchard Road	R6		Separated cycleway or shared path	464	286 Pittwater Road	Mitchell Road
Tier 3 - Local Connection	Mixed Traffic	North Balgowlah	Bangaroo Street			Stenciling	464	287 Kalai St	Manning St
Tier 3 - Local Connection	Mixed Traffic	North Balgowlah	Kalau Street			Stenciling	464	288 MFB Trail Exit	Bangaroo St
Tier 1 - Regional Route	Separated from Traffic	Curl Curl	Carrington Parade	R6		Shared path	463	289 Griffin Rd	Evans St
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Eric Street			Shared path	463	290 Wyndora Av	Soldiers Av
Tier 1 - Regional Route	Separated from Traffic	Warriewood	Pittwater Road	R13		Widen existing footpath	463	291 Warriewood Rd	Hill St
Tier 3 - Local Connection	Separated from Traffic	Narrabeen	Lagoon Street			Shared Path	461	292	
Tier 1 - Regional Route	Separated from Traffic	Brookvale	Mitchell Road	R6		Separated cycleway or shared path	460	293 Pittwater Road	Orchard Road
Tier 1 - Regional Route	Mixed Traffic	Manly	Alexander Street	R1		Stenciling and directional markings	460	294 Smith St	Balgowlah Rd
Tier 1 - Regional Route	Separated from Traffic	Seaford	Ross Street	R1		Shared path	460	295 Panorama Pde	Frenchs Forest Rd
Tier 1 - Regional Route	Separated from Traffic	Seaford	Panorama Parade	R1		Shared path	460	296 Ross St	Pensonsby Pde
Tier 1 - Regional Route	Separated from Traffic	Newport	Barrenjoey Road	R16		Shared path	460	297 Beaconsfield St	Newport Oval
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Golf Avenue			Shared path	460	298 Barrenjoey Rd	Mona Vale Beach
Tier 1 - Regional Route	Separated from Traffic	Manly	Pittwater Road	R1		Shared path	460	299 Sydney Rd	Raglan St
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Old Pittwater Road			Shared path	460	300 Cross St	Condamine St
Tier 3 - Local Connection	Separated from Traffic	Belrose	Glen Street			Shared path	460	301 Blackbuts Rd	Pringle Av
Tier 3 - Local Connection	Separated from Traffic	Terrey Hills	Cooyong Road			Shared path	460	302 Mona Vale Rd	Larool Rd
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Pittwater Road			Shared path	460	303 Coronation St	Hunter St
Tier 3 - Local Connection	Separated from Traffic	Forestville	Woodlands Road			Shared path	459	304 Alkoome Av	Warringah Rd
Tier 3 - Local Connection	Mixed Traffic	Forestville	Alkoome Avenue			Shared path	459	305 Woodlands Rd	Ferguson St
Tier 1 - Regional Route	Separated from Traffic	Mona Vale	Bungall Street	R13		Separated cycleway	458	306 Pittwater Rd	Mona Vale Rd
Tier 3 - Local Connection	Separated from Traffic	Narrabeen	Wellington St			Shared Path	458	307	
Tier 1 - Regional Route	Separated from Traffic	Balgowlah	Maretimo Street	R2		Shared path	458	308 Upper Beach St	Ethel St
Tier 3 - Local Connection	Mixed Traffic	Forestville	Forestville Avenue			Stenciling	456	309 Riverhill Av	Scout Hall
Tier 1 - Regional Route	Separated from Traffic	Brookvale	Pittwater Road	R7		Shared path	455	310 Orchard Road	Orchard Road
Tier 1 - Regional Route	Separated from Traffic	Manly	Belgrave Street	R1		Shared path markings on existing pavement	455	311 West Esp	Gilbert St
Tier 1 - Regional Route	Separated from Traffic	Mona Vale	Seabach Avenue	R15		Shared path	455	312 Surfview Rd	Barrenjoey Rd
Tier 3 - Local Connection	Separated from Traffic	Manly	Collingwood Street			Shared Path	455	313 North Steyne	Pittwater Rd
Tier 2 - District Route	Separated from Traffic	North Balgowlah	Daisy Street	D5		Shared path	455	314 Myrtle St	Woodbine St
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Freshwater Beach Reserve			Shared path	453	315 Ocean View Rd	Moore Rd
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Albert Street			Shared path	451	316 Undercliff Rd	Lawrence St
Tier 3 - Local Connection	Separated from Traffic	Forestville	Riverhill Avenue			Shared path	451	317 Forestville Av	Melwood Av
Tier 3 - Local Connection	Mixed Traffic	Manly	Ceramic Lane			Contrailow, Stenciling, Signage.	450	318 Collingwood St	Bonner Av
Tier 3 - Local Connection	Separated from Traffic	Manly	Ceramic Lane			Signpost existing path	450	319 Bonner Av	North Steyne
Tier 1 - Regional Route	Separated from Traffic	Manly	Gilbert Park	R1		Upgrade existing path where required	450	320 Gilbert St	Sydney Rd
Tier 3 - Local Connection	Separated from Traffic	North Curl Curl	Pitt Road			Shared path	450	321 Griffin Rd	Surf Rd
Tier 3 - Local Connection	Separated from Traffic	Manly	Pacific Street			Shared path	450	322 North Steyne	Collingwood St
Tier 3 - Local Connection	Separated from Traffic	Cromer	South Creek Road			Shared path	450	323 Campbell Av	Inman Rd
Tier 3 - Local Connection	Separated from Traffic	Manly	Pine Street			Shared path	450	324 North Steyne	Smith St
Tier 3 - Local Connection	Separated from Traffic	Manly	Pittwater Road			Crossing	450	325 Harris Farm Entry	Harris Farm Entry
Tier 3 - Local Connection	Separated from Traffic	Manly	Pittwater Road			Shared path	450	326 Eurobin Av	Harris Farm Entry
Tier 3 - Local Connection	Separated from Traffic	Terrey Hills	Larool Road			Shared path	450	327 Cooyong Rd	Coolwrie Rd
Tier 2 - District Route	Separated from Traffic	Narrabeen	McIntosh Road	D11		Shared path	450	328 Willandra Rd	Carelen Av
Tier 2 - District Route	Mixed Traffic	Seaford	Barriga Avenue	D3		Stenciling, Traffic calming	449	329 Fromelles Av	Burnt Bridge Creek Path
Tier 1 - Regional Route	Separated from Traffic	Freshwater	Albert Street	R6		Shared path	448	330 Evans St	Lawrence St
Tier 2 - District Route	Separated from Traffic	Manly	Darley Road	D4		Shared path	448	331 Ashburner St	Marshall St
Tier 1 - Regional Route	Separated from Traffic	Seaford	Palmerston Place	R1		Separated cycleway	447	332 Battle Boulevard	Panorama Pde
Tier 3 - Local Connection	Mixed Traffic	Narrabeen	Malcolm Street			Stenciling, Traffic calming	446	333 Lagoon St	Ocean St
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Charles Street			Shared path	446	334 Moore Rd	Evans St
Tier 1 - Regional Route	Separated from Traffic	Collaroy	Brissenden Avenue	R15		Shared path	445	335 Pittwater Rd	Cliff Rd

Tier 1 - Regional Route	Separated from Traffic	Belrose	Forest Way	R11	Shared path	445	336 Wyatt Ave	Crozier Rd
Tier 3 - Local Connection	Separated from Traffic	North Curl Curl	Abbott Road		Shared path	445	337 Community Centre	Griffin Rd
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Lawrence Street		Shared path	445	338	
Tier 3 - Local Connection	Separated from Traffic	Seaford	Sydney Road		Shared path	445	339 Kempbridge Av	Hope St
Tier 3 - Local Connection	Separated from Traffic	Cromer	Fisher Road		Shared path	445	340 South Creek Rd	Carawa Rd
Tier 2 - District Route	Separated from Traffic	Allambie Heights	Pipeline Corridor	D13	Shared path	445	341 Government Rd	Allambie Rd
Tier 3 - Local Connection	Separated from Traffic	Avalon	Avalon Parade	D24	Separated cycleway	444	342 Old Wharf Reserve	Old Barrenjoey Rd
Tier 3 - Local Connection	Separated from Traffic	Narrabeen	Albert Street		Shared path	443	343 Pittwater Rd	Ocean St
Tier 3 - Local Connection	Separated from Traffic	Narrabeen	Waterloo Street		Shared path	443	344 Lagoon St	Ocean St
Tier 1 - Regional Route	Separated from Traffic	Belrose	Forest Way	R11	Shared path	440	345 Mona Vale Rd	Crozier Rd
Tier 3 - Local Connection	Separated from Traffic	Cromer	Carawa Road		Shared path	440	346 Fisher Rd	Willandra Rd
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Howard Avenue		Shared path	435	347 Howard Av	Oaks Av
Tier 3 - Local Connection	Separated from Traffic	Manly	Ashburner St		Shared Path	435	348 South Steyne	East Esplanade
Tier 3 - Local Connection	Separated from Traffic	Manly	Wentworth Street		Shared Path	435	349 South Steyne	East Esplanade
Tier 3 - Local Connection	Separated from Traffic	Manly	Sydney Road		Shared path	435	350 Belgrave St	Woods Pde
Tier 3 - Local Connection	Separated from Traffic	Manly	Balgowlah Road		Shared path	435	351 Kenneth Rd	Pacific Pde
Tier 2 - District Route	Separated from Traffic	Avalon	Careel Creek	D24	Shared path	435	352 Avalon Beach Reserve	North Avalon Rd
Tier 3 - Local Connection	Separated from Traffic	North Curl Curl	Griffin Road		Shared Path	435	353 Adams St	Abbott Rd
Tier 3 - Local Connection	Separated from Traffic	Wheeler Heights	Ambleside Street		Shared path	435	354 South Creek Rd	Heather St
Tier 3 - Local Connection	Separated from Traffic	Seaford	Frenchs Forest Road		Shared path	434	355 Brook Rd	Sydney Rd
Tier 3 - Local Connection	Separated from Traffic	Seaford	Frenchs Forest Road		Shared path	434	356 Montauban Av	Brook Rd
Tier 3 - Local Connection	Separated from Traffic	Balgowlah	Wanganelia Street	R6	Shared path	433	357 Upper Beach St	New St
Tier 1 - Regional Route	Separated from Traffic	Curl Curl	Griffin Road		Shared path	431	358 Abbott Rd	Carrington Pde
Tier 3 - Local Connection	Separated from Traffic	Avalon	Barrenjoey Road		Shared path	431	359 Old Barrenjoey Rd	North Avalon Rd
Tier 1 - Regional Route	Separated from Traffic	Dee Why	Pittwater Road	R6	Shared path	430	360 Dee Why Pde	Sturdee Pde
Tier 1 - Regional Route	Separated from Traffic	Dee Why	The Strand	R6	Stencilling, Signage	430	361 Dee Why Pde	Oaks Ave
Tier 2 - District Route	Separated from Traffic	Frenchs Forest	Grace Avenue	D14	Shared path	430	362 Prince Charles Rd	Fitzpatrick Ave
Tier 1 - Regional Route	Separated from Traffic	Terry Hills	Mona Vale Road	R12	Shared path	430	363 St Ives	Cooyong Rd
Tier 3 - Local Connection	Separated from Traffic	Balgowlah	Marletimo Street		Shared path	430	364 Ethel St	Sydney Rd
Tier 3 - Local Connection	Separated from Traffic	Seaford	Bungalo Avenue		Shared Path	429	365 Burnt Bridge Creek	Frenchs Forest Rd
Tier 3 - Local Connection	Mixed Traffic	Balgowlah	Bungalo Avenue		Stencilling and traffic calming	428	366 Lower Beach St	Ernst St
Tier 1 - Regional Route	Separated from Traffic	Freshwater	Evans Street	R6	Shared path	426	367 Carrington Pde	Albert St
Tier 2 - District Route	Separated from Traffic	Frenchs Forest	Blackbatts Road	D14	Shared path	425	368 Glen St	Pringle Ave
Tier 1 - Regional Route	Separated from Traffic	Collaroy	Pittwater Road	R15	Shared path	425	369 Homestead Av	Jenkins St
Tier 3 - Local Connection	Separated from Traffic	Brookvale	Condamine Street		Shared path	425	370 Old Pittwater Rd	William St
Tier 3 - Local Connection	Separated from Traffic	Cromer	South Creek Road		Shared path	425	371 Dumic Pl	Thew Pde
Tier 3 - Local Connection	Separated from Traffic	Belrose	Hewes Parade		Shared path	425	372 Pringle Av	Forest Way
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Moore Road		Shared path	421	373 Freshwater Beach	Albert St
Tier 2 - District Route	Separated from Traffic	Manly	The Corso		Shared path	420	374 Sydney Rd	North Steyne
Tier 3 - Local Connection	Separated from Traffic	Manly	Darley Road	D4	Shared path	420	375 Marshall St	The Conso
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Oliver Street		Shared path	420	376	
Tier 3 - Local Connection	Separated from Traffic	Manly	Stuart Street		Shared path	420	377 East Esplanade	Collins Beach Path
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Evans Street		Shared path	419	378 Carrington Pde	Lumidline Dr
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Lumsdaine Drive		Shared path	419	379 Evans St	Carrington Pde
Tier 3 - Local Connection	Mixed Traffic	Freshwater	Ocean View Road		Stencilling, Traffic calming	416	380 Albert St	Freshwater Beach
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Waterview Street		Shared path	415	381 Crescent Rd	Mona St
Tier 3 - Local Connection	Separated from Traffic	Cromer	Carcoola Road		Shared path	415	382 Wabash Reserve	Carawa Rd
Tier 3 - Local Connection	Separated from Traffic	Fairlight	Rosedale Avenue		Shared path	415	383 Lauderdale Av	Sydney Rd
Tier 3 - Local Connection	Separated from Traffic	Queenscliff	Crown Road		Shared path	414	384 Crown Road Reserve	Bridge Rd
Tier 2 - District Route	Separated from Traffic	Seaford	Liter Avenue	D3	Shared path	414	385 Wakehurst Pky	Fromelles Av
Tier 2 - District Route	Separated from Traffic	Warriewood	Boondah Road	D17	Separated cycleway or shared path	413	386 Jacksons Road	Macpherson St
Tier 1 - Regional Route	Separated from Traffic	Balgowlah	Ethel Street	R2	Shared Path	410	387 Marletimo St	Kanangra Cr
Tier 1 - Regional Route	Separated from Traffic	Seaford	Ethel Street	R2	Shared path	410	388 Frenchs Forest Rd	Marletimo St
Tier 3 - Local Connection	Separated from Traffic	Newport	Foamcrest Avenue		Shared path	410	389 Seaview Av	Neptune Rd
Tier 3 - Local Connection	Separated from Traffic	Cromer	South Creek Road		Shared path	410	390 Penrith Ave	Dumic Place Reserve
Tier 3 - Local Connection	Separated from Traffic	Cromer	St Matthews Farm		Shared path	410	391 South Creek Rd	Wabash Reserve
Tier 3 - Local Connection	Separated from Traffic	Cromer	Wabash Reserve		Shared path	410	392 St Matthews Farm Reserve	Carcoola Rd
Tier 3 - Local Connection	Separated from Traffic	Dee Why	Dee Why Parade		Signage	405	393 Walter Gers Park	Pittwater Rd

Tier 1 - Regional Route	Mixed Traffic	Biggla Beach	The Serpentine	R16	Stenciling, Traffic calming	405	394	Barrenjoey Rd	Barrenjoey Rd
Tier 2 - District Route	Separated from Traffic	Terrey Hills	Myora Road	D19	Shared path	405	395	Aumana Rd	Booralie Rd
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Mona Vale Road		Shared Path	405	396	Samuel St	Maxwell St
Tier 3 - Local Connection	Mixed Traffic	Avalon	Edmund Hock Avenue		Shared zone, Traffic calming, Stenciling	404	397	Avalon Pde	The Crescent
Tier 3 - Local Connection	Mixed Traffic	North Narrabeen	Minar Lane		Contrailow, Stenciling, Signage	400	398	Windsor Pde	Gondola Rd
Tier 3 - Local Connection	Separated from Traffic	Balgowlah	Sydney Road		Shared path	400	399	Woodland St	Mainly Rd
Tier 3 - Local Connection	Separated from Traffic	Belrose	Pringle Avenue		Shared path	400	400	Blackbuts Rd	Ralston Av
Tier 3 - Local Connection	Separated from Traffic	Newport	Queens Parade		Shared path	400	401	Stuart St	Barrenjoey Rd
Tier 3 - Local Connection	Separated from Traffic	Avalon	Central Road		Shared path	399	402	Barrenjoey Rd	Existing Path
Tier 3 - Local Connection	Separated from Traffic	Avalon	Dunbar Park		Shared path	399	403	Bowling Green Ln	Old Barrenjoey Rd
Tier 3 - Local Connection	Separated from Traffic	Avalon	Tasman Road		Shared path	399	404	Des Creagh Reserve	North Avalon Rd
Tier 3 - Local Connection	Separated from Traffic	Avalon	Dunbar Park		Shared path	399	405	Dunbar Park	Patterson Lane
Tier 3 - Local Connection	Mixed Traffic	Avalon	Wickham Lane		Traffic calming, Shared Zone, Stenciling	399	406	Sanders Ln	Avalon Pde
Tier 3 - Local Connection	Separated from Traffic	Avalon	Toongari Reserve		Shared path	398	407	Avalon Pde	Existing Path
Tier 3 - Local Connection	Mixed Traffic	Avalon	Wollstonecraft Avenue		Stenciling, Traffic calming	396	408	Barrenjoey Rd	Elvina Av
Tier 3 - Local Connection	Separated from Traffic	Balgowlah	George Street		Shared path	396	409	Barrenjoey Rd	Elvina Av
Tier 3 - Local Connection	Separated from Traffic	Balgowlah	Whittle Avenue		Contrailow, Stenciling, Signage	395	410	Ethel St	Sydney Rd
Tier 1 - Regional Route	Separated from Traffic	Balgowlah	Sydney Road	R2	Shared path	395	411	Burnt Bridge Creek Dev	Woodland St
Tier 3 - Local Connection	Separated from Traffic	Balgowlah	Upper Beach Street		Shared path	395	412	Wanganelia St	Maretimo St
Tier 3 - Local Connection	Separated from Traffic	Collaroy Plateau	Veterans Parade		Shared path	395	413	Parkes Rd	Fuller St
Tier 3 - Local Connection	Separated from Traffic	Collaroy Plateau	Rose Avenue		Shared path	395	414	Pedestrian Crossing	Veterans Pde
Tier 1 - Regional Route	Separated from Traffic	Terrey Hills	Booralie Road	R12	Shared path	395	415	Booralie Rd	Kanangra Av
Tier 3 - Local Connection	Separated from Traffic	Newport	Robertson Road		Shared path	395	416	Barrenjoey Rd	Ocean Av
Tier 3 - Local Connection	Separated from Traffic	Belrose	Glen Street		Shared path	395	417	Pringle Av	Forest Way
Tier 3 - Local Connection	Separated from Traffic	Seaford	Montauban Avenue		Shared path	395	418	Clontarf St	Frenchs Forest Rd
Tier 3 - Local Connection	Separated from Traffic	Narrabeen	Willandra Road		Shared path	395	419	Carawa Rd	South Creek
Tier 1 - Regional Route	Separated from Traffic	Avalon Beach	Avalon Parade	R16	Shared path	394	420	Old Barrenjoey Rd	Barrenjoey Rd
Tier 1 - Regional Route	Separated from Traffic	Avalon	Old Barrenjoey Road	R16	Shared path	394	421	Barrenjoey Rd	Avalon Pde
Tier 3 - Local Connection	Separated from Traffic	Avalon	Dunbar Park		Shared path	394	422	Bowling Green Ln	Old Barrenjoey Rd
Tier 2 - District Route	Separated from Traffic	Warriewood	Boondah Reserve	D17	Shared path	390	423	Pittwater Road	Pittwater Road
Tier 1 - Regional Route	Separated from Traffic	Dee Why	Triangle Park	R6	Shared path	390	424	Waller Gers park	Pittwater Rd
Tier 1 - Regional Route	Separated from Traffic	Collaroy	Pittwater Road	R15	Shared path	390	425	Anzac Ave	Lismore Ave
Tier 1 - Regional Route	Separated from Traffic	Collaroy	Pittwater Road	R15	Shared path	390	426	Tarra Cr	Ocean St
Tier 1 - Regional Route	Separated from Traffic	Collaroy	Pittwater Road	R15	Shared path	390	427	Ocean St	Collaroy St
Tier 3 - Local Connection	Separated from Traffic	Narrabeen	Berry Reserve		Shared path	390	428	Pittwater Rd	Existing Path
Tier 3 - Local Connection	Separated from Traffic	Newport	Queens Parade		Shared path	390	429	Newport Wharf	Stuart St
Tier 2 - District Route	Separated from Traffic	Mona Vale	Samuel Street	D19	Shared Path	390	430	Cabbage Tree Rd	Mona Vale Rd
Tier 3 - Local Connection	Separated from Traffic	Terrey Hills	Booralie Road		Shared path	390	431	Mona Vale Rd	Burrage Av
Tier 1 - Regional Route	Mixed Traffic	Beacon Hill	Ben Love Place	R17	Stenciling	390	432	Tristram Rd	Ben Love Place
Tier 3 - Local Connection	Separated from Traffic	Newport	Seaview Avenue		Shared Path	390	433	Barrenjoey Rd	Foamcrest Av
Tier 3 - Local Connection	Separated from Traffic	Freshwater	Evans Street		Stair Access Ramp	389	434	Evans St	Ocean View Rd
Tier 3 - Local Connection	Separated from Traffic	Avalon	Sanders Lane		Shared path	389	435	Old Barrenjoey Rd	Bellevue Av
Tier 3 - Local Connection	Separated from Traffic	Avalon	The Crescent		Shared path	389	436	Edmond Hock Av	Old Barrenjoey Rd
Tier 1 - Regional Route	Separated from Traffic	North Curl Curl	Griffin Road	R6	Shared path	386	437	Headland Rd	Abbott Rd
Tier 1 - Regional Route	Separated from Traffic	Freshwater	Dowling Street	R6	Shared path	385	438	Crown Road	Lawrence Street
Tier 1 - Regional Route	Separated from Traffic	Belrose	Forest Way	R11	Shared path	385	439	Glen St	Wyatt Ave
Tier 3 - Local Connection	Separated from Traffic	Wheeler Heights	Rose Avenue		Shared path	385	440	Veterans Pde	South Creek Rd
					Contrailow for bicycles, Stenciling, Traffic calming, Transition to shared path at Barrenjoey Road intersection.				
Tier 3 - Local Connection	Mixed Traffic	Newport	Coles Parade		Separated cycleway	385	441	Barrenjoey Rd	Ocean Av
Tier 3 - Local Connection	Separated from Traffic	Avalon	Old Barrenjoey Road		Shared path	384	442	Sanders Ln	Avalon Pde
Tier 1 - Regional Route	Separated from Traffic	Balgowlah Heights	Ernest Street		Shared path	383	443	Lewis St	Bungalo Av
Tier 3 - Local Connection	Separated from Traffic	Newport	Barrenjoey Road	R16	Shared path	380	444	Bungan Head Rd	Hillcrest Av
Tier 3 - Local Connection	Mixed Traffic	Mona Vale	Brinawa Street		Stenciling, Traffic calming	380	445	Vineyard St	Vineyard St
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Vineyard Avenue		Shared path	380	446	Brinawa St	Foley St
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Brinawa Street		Shared path	380	447	Vineyard St	Mona Vale Rd

Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Waterview Street		Shared path	380	448	Barrenjoey Rd	Crescent Rd
Tier 2 - District Route	Separated from Traffic	North Balgowlah	Woodbine Street	D5	Shared path	380	449	Bardoo Av	Bangaroo St
Tier 3 - Local Connection	Separated from Traffic	Avalon	Central Road		Shared path	376	450	Central Rd	Existing Path
Tier 1 - Regional Route	Separated from Traffic	Narrabeena	South Creek	R12	Shared path	375	451	South Creek Rd	Ben Love Place
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Darley Street		Shared path	375	452	Darley St	Perak St
Tier 3 - Local Connection	Separated from Traffic	Terrey Hills	Teppo Road		Shared path	375	453	Myora Rd	Booralie Rd
Tier 3 - Local Connection	Separated from Traffic	Warriewood	Jacksons Road		Shared path	373	454	Boondah Rd	Crossing
Tier 3 - Local Connection	Separated from Traffic	Newport	Beaconsfield Road		Shared path	370	455	Barrenjoey Rd	Kallinya St
Tier 3 - Local Connection	Separated from Traffic	Newport	Trafalgar Park		Shared path	370	456	Gladstone St	Queens Pde
Tier 3 - Local Connection	Separated from Traffic	Newport	Bishop Street		Shared path	370	457	Gladstone St	Queens Pde
Tier 3 - Local Connection	Separated from Traffic	Belrose	Forest Way		Shared path	365	458	Crosier Rd	The Esplanade
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Bantry Bay Road		Shared path, Widen existing path.	364	459	Yarraman Av	Wakehurst Pky
Tier 1 - Regional Route	Separated from Traffic	Queenscliff	Queenscliff Road	R6	Shared path	363	460	Crown Road Reserve	Greykliffe St
Tier 1 - Regional Route	Separated from Traffic	Queenscliff	Crown Road	R6	Shared path	363	461	Crown Road Reserve	Crown Road Reserve
Tier 1 - Regional Route	Separated from Traffic	Queenscliff	Crown Road Reserve	R6	Widen existing path where required, Line marking.	363	462	Crown Road	Queenscliff Road
Tier 2 - District Route	Separated from Traffic	Killarney Heights	Melwood Avenue	D2	Shared path	360	463	Starkey St	Lanford Av
Tier 3 - Local Connection	Separated from Traffic	Newport	Bramley Avenue		Shared path	360	464	Barrenjoey Rd	Ross St
Tier 3 - Local Connection	Separated from Traffic	Terrey Hills	McCarrs Creek Road		Shared path	360	465	Yulong Av	Kanagra Av
Tier 3 - Local Connection	Separated from Traffic	Balgowlah	Roseberry Street		Shared path	358	466	Balgowlah Road	Kenneth Road
Tier 1 - Regional Route	Mixed Traffic	Seaford	Battle Boulevard	R1	On road treatments, Traffic calming & stenciling	358	467	Manly Rd	Palmerston Pl
Tier 3 - Local Connection	Separated from Traffic	Warriewood	Orchard Street		Shared path	358	468	Garden St	Fern Creek Rd
Tier 3 - Local Connection	Separated from Traffic	Warriewood	Fern Creek Road		Shared path	358	469	Orchard St	Cul-de-sac
Tier 1 - Regional Route	Mixed Traffic	Collaroy	Cliff Road	R15	Stenciling	355	470	Brissenden Av	Anzac Ave
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Mona Street		Shared path	355	471	Bassett St	Wakehurst St
Tier 3 - Local Connection	Separated from Traffic	North Curl Curl	Huston Parade		Shared path	355	472	Pitt Rd	Surf Club
Tier 3 - Local Connection	Separated from Traffic	North Curl Curl	The Glen		Shared path	355	473	Surf Rd	Huston Pde
Tier 3 - Local Connection	Separated from Traffic	Seaford	Clontarf Street		Shared path	355	474	Wakehurst Pky	Montauban Av
Tier 3 - Local Connection	Separated from Traffic	Seaford	Wakehurst Parkway		Shared path	355	475	Castle CCT	Clontarf St
Tier 3 - Local Connection	Separated from Traffic	Seaford	Wakehurst Parkway		Shared path	355	476	Lyster Av	Castle CCT
Tier 3 - Local Connection	Separated from Traffic	Seaford	Wakehurst Parkway		Shared path, Underpass	355	477	Manly Dam	Bantry Bay
Tier 3 - Local Connection	Separated from Traffic	Davidson	Kimbora Avenue		Shared path	350	478	Hakea Av	Grimes Pl
Tier 3 - Local Connection	Separated from Traffic	Newport	Myola Road		Shared path	350	479	Ross St	Queens Pde
Tier 2 - District Route	Separated from Traffic	Warriewood	Narrabeen Creek	D18	Shared path	349	480	Brands Lane	Macpherson Street Bridge
Tier 3 - Local Connection	Separated from Traffic	Seaford	Wakehurst Parkway	D3	Shared path	349	481	Burnt St	Lyster Av
Tier 3 - Local Connection	Mixed Traffic	Avalon Beach	Elvina Avenue		Stenciling, Traffic calming	343	482	Wollstonecraft Av	John St
Tier 3 - Local Connection	Separated from Traffic	Beacons Hill	Willandra Road		Shared path	340	483	Warringah Rd	Tristram Rd
Tier 3 - Local Connection	Separated from Traffic	Newport	Crescent Road		Shared path	340	484	Beaconsfield St	Crescent Road Reserve
Tier 3 - Local Connection	Separated from Traffic	Belrose	Wyatt Avenue		Shared path	340	485	Forest Way	Contentin Road
Tier 2 - District Route	Separated from Traffic	Davidson	Pipeline Corridor	D13	Shared path	340	486	John Oxley Drive	St Ives
Tier 3 - Local Connection	Separated from Traffic	Avalon	Bareena Road		Shared path	339	487	North Avalon Rd	Bareena Rd
Tier 3 - Local Connection	Separated from Traffic	Avalon	Bareena Road		Shared path	339	488	Bareena Rd	Ilwila Rd
Tier 3 - Local Connection	Mixed Traffic	Avalon	George Street		Shared path	338	489	Elvina Av	Careel Bay Wharf
Tier 1 - Regional Route	Separated from Traffic	Avalon Beach	Surfside Avenue	R16	Shared path	335	490	Surfside Ave	Barrenjoey Rd
Tier 1 - Regional Route	Mixed Traffic	Avalon Beach	Surfside Avenue	R16	Stenciling, Traffic calming	335	491	Barrenjoey Rd	Surfside Ave
Tier 1 - Regional Route	Separated from Traffic	Avalon Beach	Barrenjoey Road	R16	Shared path	335	492	Surfside Ave	The Serpentine
Tier 2 - District Route	Separated from Traffic	Avalon	North Avalon Road	D24	Shared path	335	493	Barrenjoey Rd	Bangalley Way
Tier 1 - Regional Route	Mixed Traffic	Seaford	Grandview Grove	R3	Stenciling and directional markings, Traffic calming.	331	494	Aden St	Munooro St
Tier 1 - Regional Route	Mixed Traffic	Seaford	Ponsbury Parade	R3	Stenciling and directional markings, Traffic calming.	331	495	Palmerston Pl	Aden St
Tier 1 - Regional Route	Separated from Traffic	Seaford	Wakehurst parkway	R3	Shared path	330	496	Dalwood Av	Burnt St
Tier 3 - Local Connection	Separated from Traffic	Terrey Hills	Yulong Avenue		Shared path	330	497	Booralie Rd	McCarrs Creek Rd
Tier 2 - District Route	Separated from Traffic	Avalon	Careel Creek	D24	Shared path	330	498	Barrenjoey Rd	Etval St
Tier 3 - Local Connection	Separated from Traffic	Narrabeen	Nioka Road		Shared path	330	499	Coloilo Rd	The Esplanade
Tier 2 - District Route	Separated from Traffic	North Balgowlah	Manning Street	D5	Shared path	328	500	Mons Rd	Clontarf St
Tier 2 - District Route	Separated from Traffic	North Balgowlah	Bardoo Avenue	D5	Shared path	328	501	Manning St	Woodbine St

Tier 1 - Regional Route	Separated from Traffic	Collaroy	Pittwater Road	R15	Shared path	325	502	Homestead Ave	Brissenden Av
Tier 3 - Local Connection	Separated from Traffic	Terrey Hills	Terrey Hills Oval		Widen existing path	325	503	Laneway	Belmana Av
Tier 3 - Local Connection	Mixed Traffic	Terrey Hills	Laneway		Stenciling	325	504	Booralie Rd	Terrey Hills Oval
Tier 1 - Regional Route	Mixed Traffic	Seaford	Aden Street	R3	Bicycles excepted signage.	324	505	Ponsobly Pde	Grandview Gr
Tier 3 - Local Connection	Separated from Traffic	Mona Vale	Whitney Reserve		Shared path	323	506	The Grange	Suzanne Rd
Tier 3 - Local Connection	Separated from Traffic	Avalon Beach	Hitchcock Park Access		Shared path	321	507	Elvina Av	Hitchcock Park
Tier 3 - Local Connection	Separated from Traffic	North Manly	Pittwater Road		Shared path	319	508	Balgowlah Road	Lakeside Crescent
Tier 3 - Local Connection	Mixed Traffic	Seaford	Edgcliffe Esplanade		Stenciling	319	509	Palmerston Pl	Ponsobly Pde
Tier 2 - District Route	Separated from Traffic	Balgowlah Heights	Bareena Drive	D1	Shared path	317	510	Dobroyd Scenic Dr	Woodland St
Tier 3 - Local Connection	Mixed Traffic	Allambie Heights	Inglebar Avenue		Stenciling	315	511	Darmour Av	Allambie Rd
Tier 3 - Local Connection	Mixed Traffic	Allambie Heights	Anzio Avenue		Stenciling	315	512	Larissa Rd	Darmour Av
Tier 3 - Local Connection	Mixed Traffic	Allambie Heights	Darmour Avenue		Stenciling	315	513	Inglebar Av	Anzio Av
Tier 3 - Local Connection	Separated from Traffic	Belrose	Ralston Avenue		Shared path	315	514	Cotentin Rd	Forest Way
Tier 3 - Local Connection	Separated from Traffic	Frenchs Forest	Bantry Bay Road		Shared path	315	515	End of Bantry Bay Rd	Wakehurst Pky
Tier 1 - Regional Route	Separated from Traffic	Mona Vale	Village Park	R16	Shared path	314	516	Bungan St	Park St
Tier 3 - Local Connection	Separated from Traffic	Balgowlah Heights	Woodland Street		Shared path	313	517	Ernest St	Bareena Dr
Tier 2 - District Route	Separated from Traffic	Mona Vale	Pittwater Road	D20	Shared path	310	518	Bayview Baths	Mona St
Tier 3 - Local Connection	Separated from Traffic	Elanora Heights	Powderworks Road		Shared path	310	519	Cooleena Rd	Ingleisle Rd
Tier 2 - District Route	Separated from Traffic	Balgowlah Heights	Abbott Street	D1	Shared path	307	520	Woodland St	Lewis St
Tier 2 - District Route	Separated from Traffic	Warriewood	Fern Creek	D17	Shared path	305	521	Rocket Park	Ingleisle Chase Reserve
Tier 3 - Local Connection	Separated from Traffic	Elanora Heights	Elanora Road		Shared path	305	522	Anana Rd	Lumeah Av
Tier 3 - Local Connection	Separated from Traffic	Allambie	Allambie Heights Oval		Shared path	305	523	Allambie Rd	Tennis Club
Tier 2 - District Route	Mixed Traffic	North Balgowlah	Clontarf Street	D5	Stenciling, Traffic calming	304	524	Manning St	Bantry Bay Reserve
Tier 2 - District Route	Mixed Traffic	North Balgowlah	Kirkwood St	D5	Stenciling	304	525	Wakehurst Pky	Bantry Bay Reserve
Tier 2 - District Route	Separated from Traffic	Balgowlah Heights	Lewis Street	D1	Shared path	302	526	Abbot St	Ernest St
Tier 1 - Regional Route	Separated from Traffic	Seaford	Dalwood Avenue	R3	Shared path	301	527	Ellery Pde	Frenchs Forest Rd
Tier 1 - Regional Route	Mixed Traffic	Seaford	Ellery Parade	R3	Stenciling and directional markings, Traffic calming.	301	528	Munroa St	Dalwood Av
Tier 1 - Regional Route	Mixed Traffic	Seaford	Munroa Street	R3	Stenciling and directional markings, Traffic calming.	301	529	Grandview Gr	Ellery Pde
Tier 1 - Regional Route	Separated from Traffic	Mona Vale	Mona Vale Road	R12	Shared Path	300	530	Foley St	Ponderose Pde
Tier 3 - Local Connection	Mixed Traffic	Elanora Heights	Marina Road		Shared path	300	531	Powderworks Rd	Elanora Rd
Tier 3 - Local Connection	Separated from Traffic	Elanora Heights	Kalang Road		Shared path	295	532	Powderworks Rd	Elanora Rd
Tier 3 - Local Connection	Separated from Traffic	Elanora Heights	St Andrews Gate		Shared path	295	533	Merridong Rd	Kalang Rd
Tier 1 - Regional Route	Separated from Traffic	Allambie Heights	Wakehurst Parkway	R3	Shared path	285	534	Aquatic Dr	Judith St
Tier 2 - District Route	Separated from Traffic	Warriewood	Narrabeen Creek	D18	Shared path	285	535	Jubilee Av	Boundary St
Tier 1 - Regional Route	Separated from Traffic	Seaford	Wakehurst Parkway	R3	Shared path	284	536	Judith St	Burnt St
Tier 3 - Local Connection	Separated from Traffic	Warriewood	Irawong Reserve		Shared path	280	537	Garden St	Banksia Pde
Tier 3 - Local Connection	Separated from Traffic	Warriewood	Jubilee Avenue		Shared path	280	538	Banksia Pde	Orchard St
Tier 3 - Local Connection	Separated from Traffic	Warriewood	Warriewood Wetlands		Shared path	278	539	Ponderose Parade	Warriewood Rd
Tier 3 - Local Connection	Separated from Traffic	Terrey Hills	Coollawie Road		Shared path	271	540	Boondah Road	Warriewood Wetlands
Tier 3 - Local Connection	Separated from Traffic	Newport	Yachtsmans Paradise		Shared path	270	541	Larod Rd	Aumuna Rd
Tier 3 - Local Connection	Separated from Traffic	Warriewood	Brands Lane		Shared path	265	542	Yachtsmans Paradise	Rednal St
Tier 1 - Regional Route	Separated from Traffic	Newport	Barrenjoey Road	R16	Shared path	265	543	Narrabeen Creek	Macpherson St
Tier 2 - District Route	Separated from Traffic	Killarney Heights	Starkey Street	D2	Shared path	265	544	The Serpentine	Neptune Rd
Tier 3 - Local Connection	Separated from Traffic	Belrose	Crozier Road		Shared path	257	545	Connemara Av	Melwood Av
Tier 3 - Local Connection	Separated from Traffic	Terrey Hills	Aumuna Road		Shared path	255	546	Forest Way	Belrose Bike Park
Tier 3 - Local Connection	Separated from Traffic	Foresville	Arthur Street		Shared path	255	547	Mona Vale Rd	Myoora Rd
Tier 3 - Local Connection	Separated from Traffic	Warriewood	Warriewood Valley Playground		Shared path	250	548	Milham Cr	Warringah Rd
Tier 2 - District Route	Separated from Traffic	Warriewood	Ponderosa Parade	D16	Shared path	239	549	Fern Creek Road	Fern Creek Road
Tier 1 - Regional Route	Separated from Traffic	Mona Vale	Mona Vale Road	R12	Shared path	233	550	Jubilee Ave	Macpherson St
Tier 1 - Regional Route	Separated from Traffic	Ingleisle	Mona Vale Road	R12	Shared path	231	551	Lane Cove Road	Samuel St
Tier 3 - Local Connection	Mixed Traffic	Killarney Heights	Warringah Road		Shared path	225	552	Addison Road	Addison Road
Tier 2 - District Route	Separated from Traffic	Seaford	Engraving Trail	D6	Shared path	225	553	Davidson Park	Warringah Rd
Tier 1 - Regional Route	Mixed Traffic	Ingleisle	Mona Vale Road	R12	New Road	220	554	Burnt St	Bantry Bay Rd
Tier 1 - Regional Route	Mixed Traffic	Ingleisle	Addison Road	R12	On Road Treatment	219	555	Addison Road	Mona Vale Rd
Tier 1 - Regional Route	Mixed Traffic	Ingleisle	Addison Road	R12	On Road Treatment	219	556	Mona Vale Road	Unnamed Rd

Tier 1 - Regional Route	Separated from Traffic	Ingleisle	Mona Vale Road	R12	Shared Path	215	557	Unnamed Rd	Lane Cove Rd
Tier 1 - Regional Route	Separated from Traffic	Oxford Falls	Wakehurst parkway	R13	Shared Path	210	558	Middle Creek Reserve	Frenchs Forest Rd
Tier 3 - Local Connection	Separated from Traffic	Cromer	Lidwina Place		Bridge replacement	200	559	Lidwina Pl	Teresa Pl
Tier 1 - Regional Route	Mixed Traffic	Ingleisle	Lane Cove Road	R12	Shared Path	190	560	Mona Vale Road	Mona Vale Road
Tier 3 - Local Connection	Separated from Traffic	Clareville	Mia Place		Shared path	188	561	Mia Place	Hilltop Rd
Tier 3 - Local Connection	Separated from Traffic	Oxford Falls	Oxford Falls Road		Shared path	185	562	Dreadnought Rd	Iris St
Tier 3 - Local Connection	Separated from Traffic	Oxford Falls	Dreadnought Road		Shared path	185	563	Oxford Falls Rd	Spicer Rd