



**OBJECTIVE 3**  
**Inspiring healthy & active lifestyles through safe and inclusive footpath & cycleway networks.**

**Why?**

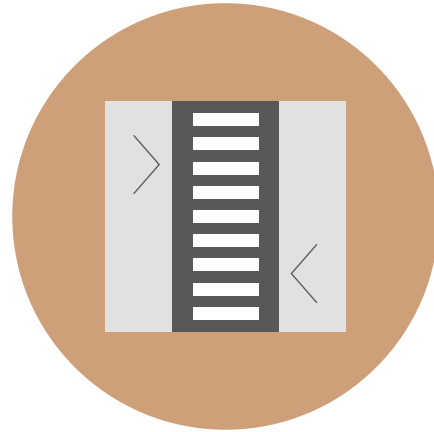
The Northern Beaches community is an active community. Over 40% of residents stating they rode a bicycle last year (Northern Beaches Bike Plan), and with 26% cycling for transport purposes.

Walking and cycling have been proven to improve physical and mental health, offer the social benefits of face to face contact with other people, and a better awareness of the local neighborhood.

By choosing to walk or ride over driving also has significant environmental benefits of reducing greenhouse gas emissions and improved air quality.

**Potential barriers to implementation**

- working with existing street arrangements means that space previously allocated to parking and driving needs to be reallocated to footpaths and cycle lanes to achieve safe, connected, well designed networks



**OBJECTIVE 4**  
**Implement traffic calming interventions creating safe environments.**

**Why?**

Traffic calming interventions, such as raised thresholds, KERB extensions and blisters narrow the carriageway which helps to slow vehicles, improves sight lines for drivers and pedestrians, and reduces the distance for pedestrians crossing the street.

Implementation of traffic calming measures may reduce parking numbers on a street. Traffic calming measures should be considered at the very least at intersections and crossing points where high levels of pedestrians are present, and parking is not permitted (3-20m varies depending on location and type).

Traffic calming interventions for cycleways and shared ways are also be implemented

**Potential barriers to implementation**

- reduction in parking numbers to implement traffic calming measures needs to be considered in local context
- consideration of change of kerb lines on street drainage and stormwater networks
- trees and mass planting within blisters impeding sight lines