
Community and Stakeholder Engagement Report

Mona Vale Shared Path (Stage 1 of 1)

Impact level: Four

Report date: 15 December 2020

Contents

1.	Summary.....	2
1.1.	Who we engaged	3
1.2.	How we engaged	3
2.	Background.....	5
3.	Engagement objectives	5
4.	Engagement approach	5
5.	Findings	5
6.	Appendix 1 Full summary of community and stakeholder responses (Verbatim)*	7

1. Summary¹

Project Title	
Impact Level	4
Stage(s)	1 of 1 stage
Report Period	3 November to 1 December 2020
Version	2.0
Status	Final
Related Projects	Northern Beaches Bike Plan

This report outlines the community and stakeholder engagement conducted as part of the Mona Vale Shared Path project. The consultation period documented is from Tuesday 3 November to Tuesday 1 December 2020.

The reports content reflects the insights of 1,036 participating community members.

All direct quotes in this report are from excerpts of engagement records and the individuals provided permission where required.

The feedback collected during consultation revealed a high level of support for the proposed shared path along Barrenjoey Road in Mona Vale, with comments citing the anticipated benefits for pedestrian and cyclist safety. Several respondents felt it was important to include signage to explain the rules and etiquette of shared path use.

Some people suggested extending the proposed shared path further north along Barrenjoey Road, or alternative locations where it is needed more, while a small number of respondents feel the existing path is sufficient and a new shared path would not be financially worthwhile.

Respondents who were not supportive of the proposal felt that shared paths are not safe. Some comments suggested that if the goal is to improve pedestrian and cycle safety, then segregated paths along this section would better achieve this goal.



Feedback also requested improved landscaping to help separate the path from the road and that all the trees should be retained.

¹ Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.



1.1. Who we engaged²



1.2. How we engaged

	Visitors: 1036	Visits: 1,162	Av. time onsite: 1 minute
Your Say			
	Letter to adjacent properties: 1		Distribution: 74
Print media and collateral	Site signs: Yes		Number: 10

² No demographic data was captured for respondents who contributed feedback via direct mail.

 Electronic Direct Mail (EDM)	Community Engagement newsletter: 2 Council eNews: 2	Distribution: 20,000 Distribution: 150,000
 Form	Comment Form: 1	Completions: 47

2. Background

This project is part of the implementation of the Northern Beaches Bike Plan, aimed at providing improved walking paths and safe cycling connections north of Mona Vale Town Centre and the B-Line Interchange.

3. Engagement objectives

- Seek out and facilitate the involvement of those affected by or interested in a project (involve)
- Provide accessible information so community and stakeholders can participate in a meaningful way (inform)
- Identify community and stakeholder concerns, local knowledge and values (consult)

4. Engagement approach

Community and stakeholder engagement for the Mona Vale Shared Path project was conducted over a four-week period, from 3 November to 1 December 2020, and consisted of a series of activities that provided opportunities and platforms for community and stakeholders to contribute.

Mona Vale Shared Path community engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017). A documented engagement approach is outlined in the Mona Vale Shared Path Community and Stakeholder Engagement Plan (October 2020).

Project information and an opportunity to engage was included on the Council's Have Your Say project page. It provided a portal for users to visit, find information to support their engagement and offer feedback. A concept of the proposed route was used to support the page content.

Feedback was primarily collected through an online comment form with email and written responses also accepted.

The project was included in the Community Engagement and Council's e-newsletters to reach the broader community. With a distribution list of over 20,000, this activity increased awareness and drove traffic to the project landing-page, essential documentation and engagement tools.

To notify the adjacent properties of the project, we sent 74 letters to property owners and occupiers along the proposed shared path route.

5. Findings

Theme	Commentary
Pedestrian access and safety	Those who indicated support were happy with the proposal for a wider path, describing the benefits for pedestrian and cyclist safety and accessibility, while those who were not supportive felt that shared paths are not safe and would prefer designated cycle paths as the safer option.
Signage (rules and etiquette)	A high number of respondents would like to see the inclusion of signage at key points along the path to help educate cyclists on

	shared path etiquette and rules, particularly in regards to dismounting their bikes.
Landscaping	<p>Some respondents felt that landscaping would help create a visual barrier between the path and road, improving the general aesthetics of the area.</p> <p>Questions were raised regarding plant species, tree removal and whether natural shading can be considered as part of the design.</p>
Connectivity	<p>Some respondents suggested an extension of the proposed path, slightly different alignment or connections to other paths.</p> <p>Alternate locations were also suggested.</p>
Materials	The choice of materials was mentioned, with a couple of respondents wanting to maintain the 'aesthetic of the area', keeping the design simple without too much colour or markings.

6. Appendix 1 Community and stakeholder responses (Verbatim)*

No.	Redacted Comments
1	It would be lovely if you could make the shared paths without all the paint...the paint (pictures of bikes, dividing lines etc) is such ugly visual pollution. It really is unnecessary. Also, the existing path is absolutely sufficient. The only benefit for a shared path would be to get the [REDACTED] in lycra off the road (and onto the footpath).but that is never going to happen.Thank you :)
2	This Mona Vale shared path is a great idea. it has a number of benefits including; being safer for pedestrians and cyclists; promotes safe active transport - which is good for both population health and reducing carbon emissions. I commend the council's plan.
3	Thanks for this opportunity to comment. I support and welcome the proposal. Walking that stretch of Barrenjoey Road doesn't always feel safe, particularly with children. I think the safer crossing idea for Harkeith as well as Polo Ave would be good. I would like to see that there is also a planting plan - that trees are not lost, and some (particularly outside G Bros) are replaced or the quality of shade improved.
4	This sounds wonderful. Anything to get bicycles safely away from cars.
5	Shared paths are very good and to be encouraged - as long as it doesn't mean bikes are urged to get off the road. Drivers (including me) have to share the roads. More cycling infrastructure makes for a better community. More, faster, wider roads does not.
6	Great idea!
7	Bad
8	<p>If trees need to be removed for this project then I'm definitely against it! Trees are much needed for various reasons, which I won't explain here, as I'm sure it's not difficult for council members to think of.</p> <p>Furthermore, IF SAFETY IS THE MAIN GOAL, then I would suggest doing some simple research and fact checking in countries where cycling is more common and a real part of life. They have seperate paths for pedestrians and cyclists. Shared paths cause many accidents, any council member overseas can tell you that. Especially now more than ever, since these days many citizens are distracted by their phones or have some form of earphones in and just don't pay attention to their surroundings!!</p> <p>Safetywise, a shared path is a terrible idea, and the width of 3 meters will not make it safer. The lack of bells and the fact that cyclists move faster than pedestrians, adds to accidents.</p> <p>There is already a footpath, keep that and upgrade if necessary, and create a separate bikepath, without having to remove trees. This will be the safest option!!!</p>
9	<p>I have a house in [REDACTED] Street and rode my bike fairly regularly before heavy fines were introduced for riding on the footpaths. I don't feel safe cycling in fast moving heavy traffic on main roads and would welcome the proposed shared path as it would provide a direct route to the Mona Vale shops as a safe alternative to using my car. I would also welcome a wider cycleway to Church Point; parts of the current cycleway on the road are very narrow on blind corners.</p> <p>I appreciate NBCs ongoing effort to expand safe cycle routes in the Northern Beaches.</p>

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

10	I think this is a wonderful plan that will encourage locals to explore the Northern Beaches, it is a great initiative that will connect communities and allow individuals to be environmentally friendly as they can walk or bike between suburbs instead of driving. For example, I would like to take my family to walk to the Avalon shops. This will be great for physical fitness, sightseeing and encourage people to spend more at different suburbs' shops while exploring the area. Great idea, highly recommend. Wonderful initiative by the council.
11	Again, as with the Newport to Avalon shared pathway, this is not a safe pedestrian path. By far the majority of bicycles used in this area are of professional standard, capable of motor vehicle speeds. These are road bikes. Sharing a path with them is dangerous. They will not obey speed rules because they will not be policed. I fully understand that this is funded by government cycling grants but pedestrians, particularly small children, those with prams and wheelchairs are going to be at risk. While Council's attempt to find shared transport routes is to be applauded this could well prove to be short sighted.
12	This is a great initiative. Having lived in Mona Vale for many years, my family I and would really welcome this change.
13	Hi I think the idea is great. Anything that allows bike riders to spend more time off the road would be great for the bike riders and also for car drivers. The 3 meter path also makes it safe for bike riders and pedestrians. Regards
14	Great, support all cycling initiatives
15	Polo Avenue should have a raised crossing as part of this project.
16	Not a single year has gone by in the last 15-20 years that there hasn't been saw-cutting Barrenjoey Rd or jackhammering the footpaths within 20 metres of our home [REDACTED] [REDACTED] And enduring the 24/7 B-line works for 2 years directly out front has had us all (numerous townhomes) in fits of both rage and utter despair. Especially, given the carpark opposite was only re-done (beautifully) by council a year or so before. BTW, the said carpark (Golf Ave B-Line) lights are still on 24/7 and the boom gate speaker is still too loud. Both issues still disturbing our peace (24/7) despite repeated requests to revolving 'managers'. So to see yet another proposed re-doing, and waste of rates, from Park St (section to Harkieith St not long ago done) just makes my blood boil, let alone questioning the point of living. I'm joking....but not far off. Can you please at least consider starting the shared path from Harkieith at a minimum? NB: The concrete footpath between Park St and Harkieith is the newest of all the Mona Vale footpaths. Please don't make it yet another waste of money and source of unrelenting disturbance. And don't get me started on 24/7 buses to Palm Beach! More waste proposed from someone who obviously doesn't live along this corridor and relishes the early hours peace. Rant and reasonable request concluded. Thank you if you did indeed read:). Hopefully, you had a giggle in your otherwise largely thankless job:)
17	Strongly support improved bike / walking path. Congratulations on recent improvements. Commenting generally please increase very secure bike storage facilities. Eg at Pools, shopping centres, Ebike's are being targeted by thieves, mine was stolen in middle of sunny day despite having two locking cables and being at a highly bike stand at Collaroy on main road. Best wishes with your continued and appreciated efforts for better walking & cycling.

18	The construction of any new shared pathway is always going to be an improvement to the existing infrastructure around Pittwater. If this is the only viable route then so be it. However, if it were possible to construct the shared pathway away from Barrenjoey Road, then I think the experience would be more enjoyable for cyclists and commuters as Barrenjoey Road is a significant thoroughfare. If this is not possible, then having a shared pathway on both sides of Barrenjoey Road might yield a better result. Either way, thank you for the improvements.
19	I am against any proposal for cyclists to share pedestrian foot paths. I regularly walk around sections of Narabeen lake and find many cyclists have no regard for the safety of pedestrians. Few ring a bell, many pass so closely and at such a speed that should the pedestrian deviate even slightly from a straight path, they would risk life or limb. Please keep footpaths for pedestrians.
20	I think this is an excellent plan. That area has enough width to safely have a Path that is wider. To make it safer and more available for different users including cyclists and more user friendly for Prams and Wheelchair would be good. The more we can have safety addressed to encourage people to be more physically mobile the better.
21	Yes. What a great idea. Keeps pedestrians and cyclists safe from cars, as well as the flow of traffic on the road. Now we just need to make it compulsory for bike riders to use it.
22	This plan looks good and is well overdue. It is essential to provide safe, separated paths for people to ride everywhere for everyday transport. The plan says that the existing footpaths will be removed - can we assume that they will be converted to green space? They must not be converted to another road traffic or parking lane - this will just encourage more people to drive and increase congestion and air pollution. The path crossings at the intersections should be carefully designed to maximise priority for people walking and riding, and actively slow vehicle traffic through use of raised ramps, changes in colour, and formal zebra crossings. Council needs to actively promote healthy alternatives to car driving at every opportunity, and people walking and riding need to be shown the respect they deserve for choosing a low pollution and congestion busting transport option.
23	Excellent. This is an ideal start and should continue on to Newport. Cycling on road is near lethal.
24	Shared paths are a great idea and need to be expanded throughout the council area. Linking existing and new is important. The current down side to the current shared paths is the designation of bike and pedestrians are to travel in the same direction on the same side of the path. This dangerous for pedestrians as bikes are traveling way to quickly, many come without warning...no bell, etc. The shared paths should be split in half with bikes operating on the gutter side in both directions and as far away from vehicles exiting private properties. I am sure council is aware of the number of accidents caused by cars hitting bike on shared paths, this solution will not stop it but will reduce the problem and allow drivers to see bikes easier. Pedestrians walking on the other side, providing limited chance of being hit by speeding bikes.
25	Great idea
26	why has this taken so long.....do it now
27	A good idea as long as cyclists use the shared road safely. So often there is a shared road & cyclists still use the main road two or three abreast & hold up the traffic.

28	<p>As a cyclist I welcome a shared path. I believe that many potential cyclists, justifiably frightened of riding on Barrenjoey Road, will use a new shared path.</p> <p>I would also like there to be "Give Way" signs on those side streets to Barrenjoey Road, eg Polo Avenue, that are not traffic-light-controlled. Those signs should be directed at motor vehicles rather than at cyclists as there seems to me to be an exaggerated and dangerous sense of entitlement amongst many motor vehicle drivers against cyclists. I have noticed favourable (to cyclists) "Give Way" signs on a new shared path near Mascot and there is no reason why it should not apply at Mona Vale.</p> <p>I very much would like an extension of the new shared path north of Bassett Street, at least as far as Beaconsfield Road at Newport. Barrenjoey Road becomes steep beyond Bassett Street and is even more intimidating for cyclists who are concerned about safety risks arising from the increased uphill speed differential between themselves and motor vehicles.</p>
29	In my experience shared paths which include cyclists are not at all safe and comfortable for pedestrians, pram, mobility scooters and wheelchair users. Keep the cyclists on a separate or clearly divided section and its a good plan.
30	initiative is supported providing construction occurs before shared pathway opens.
31	This sounds like a good idea for walkers, kids on bikes and for all. My only comment would be to keep in mind the aesthetic of the area and to keep it simple and of concrete colour as opposed to many yellow lines and red concrete seen in other areas of Mona Vale, it creates too much of an urban feel in a beachside community.
32	This is an easy improvement for cyclists
33	I understand the need for shared pathways for mobility scooters,prams etc but doubt it may work with some of the bike riders at speed. For walkers a soft surface is needed to prevent knee, back and joint damage so a grass or soft strip should be incorporated into the shared area. thank you for the opportunity to comment.
34	I support the plan with many thanks
35	Great idea, the more shared paths we can have the better!
36	Fantastic idea and I support any bike promoting activity that doesn't impinge on cars! This is a great wide path and can get bikes off the road. Even though to be honest they always use the footpath anyway!!
37	So happy to hear this .I am a disability worker who works in one of the Cerebral palsy alliance house at Park St Mona Vale, we been funding really difficult when we taking the clients to the shops, (eg: when our clients have to attend the local medical centre or library) there is no path that wheel chair people can go cross from the traffic lights.) At lest we make a crossing from pittwater road,but that is too risk for wheel chair people as there is many car coming from different side. I am requesting our council to do some thing about it in the coming project, will really appropriate Thank you so much
38	A good plan if it follows the new wide path laid opposite the Mona Vale surf club which is great.
39	I am supportive of this initiative to make safer commuting by bike

40	I really don't get the obsession with bike paths when cant even get footpaths into the streets around Mona Vale and Newport. Now you want to put in bike paths the to share the few foot- paths available. Also - you're muddying the regulations - soon all bike riders will be thinking they can legally ride on footpaths - some already do. Probably the same ones who don't dismount to cross on footpaths - not that I've ever seen a ranger enforce it.
41	Is there any landscaping (other than turf) proposed along the route particularly between the proposed path and Barrenjoey Road? Trees for shade or groundcovers/native grasses to form a visual barrier to the road (and from the road to the wide concrete path)? This is a noisy windy stretch of road with low amenity for a pedestrian or cyclist. Thank you.
42	Another great initiative to provide more and safer opportunity to travel either on foot or bike for all in the community.
43	This appears to be a well thought out plan to improve pedestrian and cycle users safety on a very busy road. We would support this proposal providing sufficient warnings were posted on the shared pathway. Thanks
44	It would be amazing to see not only a more accessible path for pedestrians and cyclists to travel safely, but also an area of more than just grass. I hope the plans can consider the planting of native trees to provide shade breaks for those using the path. As well as native bushes and flowers to beautify the path, but also to encourage animal and insect biodiversity, and to better manage flooding.
45	You can easily travel that piece (sic) anyway. Priority needs to be given to bends stretch from Neptune at to the serpentine. I cycle to and from Avalon to work at Narrabeen 3 days a week and travel into the centre of mona vale to do yoga on my return travel. The way is safe except the bends section. Someone will have an accident soon. There are too many people wanting access to The north and south and they are on bikes it's not a hard fix. Just make a cycle path from Newport Beach up to the hang gliders area the continue across the top.
46	Excellent plan. The footpath between Darley St and Polo Ave is narrow, and slopes badly, a new wider footpath is badly needed.
47	I think this is a fantastic idea. I cycle this route and it will make it a lot safer for me and many others