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## Community and Stakeholder Engagement Report

### Glen Street, Belrose Shared Path

Impact level: Four

Consultation period: 27 May to 24 June 2021

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# 1. Summary

This report outlines the community and stakeholder engagement conducted as part of the proposal to upgrade the existing footpath on the northern side of Glen Street, Belrose.

The proposed upgrade includes a 2.5 metre wide path between Forest Way and Pringle Avenue with safer crossing treatments at Wanaka Place and Forest Glen Crescent.

The feedback collected during consultation indicated a high level of support for the proposed shared path upgrade, citing the anticipated benefits for all path users.

Respondents who were not supportive of the proposal felt that shared paths were generally unsafe and had concerns that cyclist speeds would increase risk to pedestrians, particularly parents with prams.

## 1.1. Key outcomes



Total unique  
responses received

63



How responses  
were received

Comment form:

Written responses  
(email/letter):

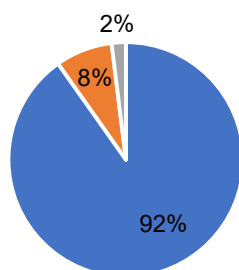
59 sentiment responses including  
39 (open field) comments received

4 written responses received



Sentiment question:

Do you support the  
proposed shared  
path?



Total responses = 59

■ Yes

■ No

■ Neutral/ prefer not  
to say



Feedback themes





Shared path safety.

Existing trees.

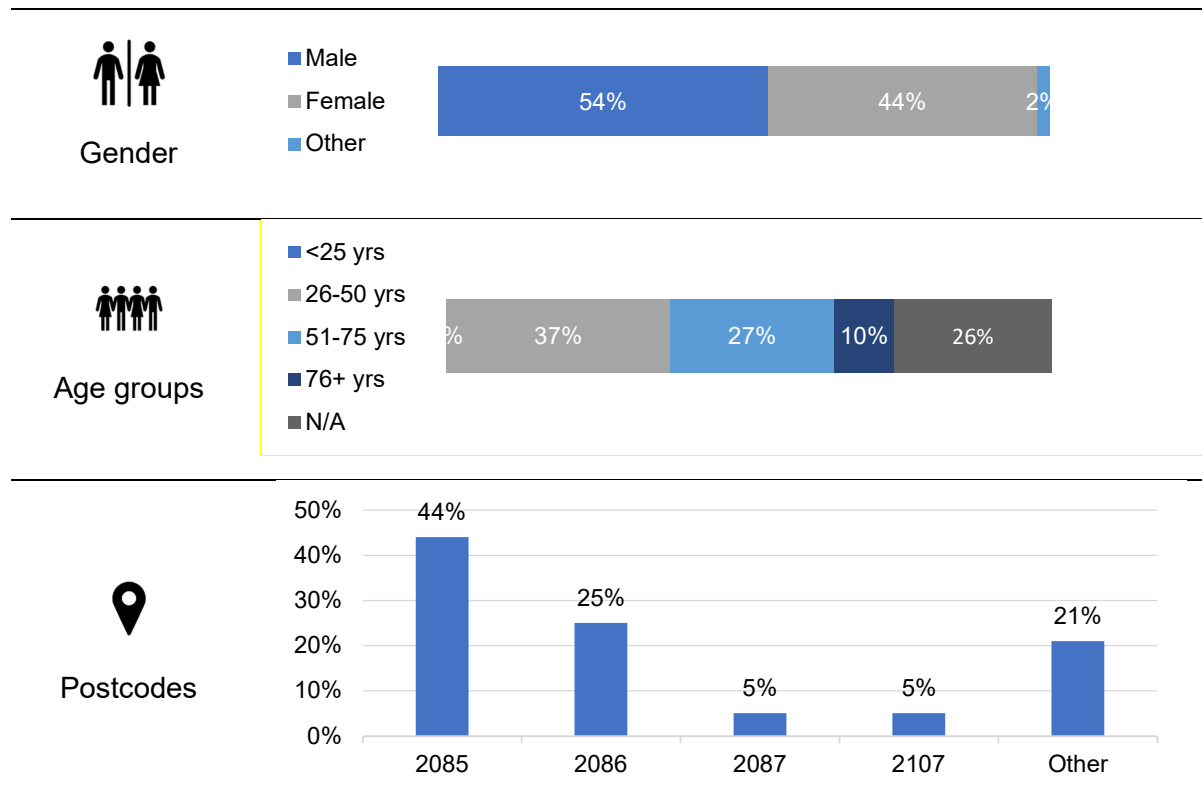
Additional infrastructure.

Road width.

## 1.2. How we engaged

	Visitors: 193	Visits: 229	Av. time onsite: 1m
Have Your Say			
	Letter drop: Postcodes - 2085, 2087, 2086	Distribution: 169 letters sent	
Print media and collateral	Site signs: Yes	Number: 4 erected	
	Community Engagement (fortnightly) newsletter: 2 editions	Distribution: 20,000 subscribers	
Electronic direct mail (EDM)	Council (weekly) e-News: 1 edition	Distribution: 150,000 subscribers	
	Meeting with Wakehurst Public School	Attendance: 2	
Key stakeholder engagement			

## 1.3. Who responded<sup>1</sup>



<sup>1</sup> Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.

## 2. Background

Our *Move – Northern Beaches Transport Strategy* in 2019 identified how we can encourage active travel to help break the reliance on cars as the main way we travel across our area.

Shared paths are one way we can achieve this while also providing opportunities for both transport and recreational benefits and promoting a healthy lifestyle through active travel.

The project is funded through the *Federal Stimulus - School Infrastructure Program* to develop safer pedestrian and bicycle routes in the vicinity of schools across the Northern Beaches.

The proposed new shared path aims to develop a safer pedestrian and cycle route along Glen Street, Belrose.

## 3. Engagement objectives

Community and stakeholder engagement aimed to:

- provide accessible information so community and stakeholders can participate in a meaningful way
- identify community and stakeholder concerns, local knowledge and values
- seek out and facilitate the involvement of those affected by or interested in a project

## 4. Engagement approach

Community and stakeholder engagement for the Glen Street, Belrose Shared Path was conducted over a four week period, from 27 May to 24 June 2021.

The project's impact level four Community and Stakeholder Engagement Plan was devised on a single stage approach.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

A project page was established on our have your say platform with information provided in an accessible and easy to read format.

The project was primarily promoted through our regular email newsletter (EDM) channels.

Feedback was captured through an online comment form embedded onto the have your say project page. The form included a question that directly asked respondents for their level of support on the proposal.

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

### 4.1. Reaching diverse audiences

A thorough stakeholder mapping exercise was completed to identify and understand the needs of the whole community.

It was determined for this project that it was particularly important to hear from local schools, businesses and residents living in the surrounding area.

## 5. Findings<sup>2</sup>

The feedback collected during consultation indicated a high level of support for the proposed shared path upgrade, citing the anticipated benefits for all path users.

Respondents who were not supportive of the proposal felt that shared paths were generally unsafe and had concerns that cyclist speeds would increase risk to pedestrians, particularly parents with prams.

**Table 1:** Feedback that requested specific changes to the proposal/draft

Theme	What we heard	Council's response
Shared path safety	Concern that shared paths are dangerous or uncomfortable for pedestrians.	<p>Shared path user conflict is a concern that is often raised. 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. It is important that the shared path is designed to be as safe as possible with adequate width. This shared path will provide a safe cycling and pedestrian option.</p> <p>We will be installing 'Slow' and 'Watch for Bicycles' symbols at the existing bus shelter on Glen Street. A separated cycleway would be the most desirable treatment for a safe cycling route, however, this treatment would require the reallocation of road space or on street parking. Both of these options are not seen to be viable at this point in time.</p> <p>The new connection will extend the shared path network within Frenchs Forest providing wider paths, safer crossings and greater accessibility for our community to walk and ride a bicycle.</p>
Existing trees	Request to remove two existing liquidambar trees based on its classification as a noxious weed to ensure the future footpath is not impacted from the tree roots.	<p>Our Public Tree Assessment Officer has inspected the trees in this vicinity and has deemed the trees to be in good health condition.</p> <p>The Tree Assessment Officer will return to the site once the excavation works have commenced to further inspect the trees roots systems once visible and determine appropriate tree works.</p>
Additional infrastructure	Request to include street lighting in this area to help improve pedestrian and vehicle safety, particularly by pedestrian crossings.	We have engaged a street lighting consultant to assess and design additional street lighting in this vicinity at the two crossing treatments at Wanaka Place and Forest Glen Crescent.

	Request to extend shared path network and upgrade existing road infrastructure within the local area.	Additional infrastructure works, including extending the shared path, road resurfacing works and kerb maintenance in surrounding streets are out of scope for this project and have been forwarded on to the relevant Council departments to assess and determine.
Road width	Concerns that the proposed extension of the path would narrow road width and impact on road parking.	<p>We understand the demand for on-street parking in this area, and therefore will not be reducing parking at this time. The kerb will be extended 1m to ensure there is still suitable parking and travel lane widths.</p> <p>This also allows no loss in space for pedestrians to be situated off the shared path when waiting for collection.</p>

## Appendix 1 Verbatim community and stakeholder responses\*

Number	Comment
1	<p>Dear Kajal, I understand comments have closed on this matter and I have missed the date, however I appreciate your time on the phone this morning and opportunity to have my submission considered.</p> <p>I have a background in property and have a good understanding of development, traffic and community issues and come from a perspective of some knowledge and experience. Whilst a wider path is welcomed to the frontage of the school and desperately needed, as a concerned resident and parent I object to the proposed narrowing of the road.</p> <p>Whilst the proposed reduced road width may complying with Australian Standards, practically this road does not currently cope with supermarket delivery trucks and buses passing each other during school pickup and drop off times. During these times it is unsafe to open a car door on the carriage way side of the road and there is regularly excessive que lengths in Glen Street due to through traffic being delayed by pickup and drop off movements. Parents like myself who have two children in car seats need to stand on the drivers side to strap their children in, this is currently unsafe and sometimes requires passing vehicles to stop and wait. Should the road be reduced in width this will only increase the delays to through traffic and leaves even less room for the opening of car doors.</p> <p>I appreciated the need and desire to retain trees and the fact these maybe part of the remnant Cumberland Forest located on the school grounds, however I feel strongly that safety of the children and public is a greater priority. If the two trees in the nature strip were removed rather then retained, a full width footpath from the existing kerb to the fence could be built with a retaining wall at the fence line which would provide substantial width for a shared path and parents queuing. This would also be a much more cost effective exercise than moving kerbs, associated drainage etc and quicker to construct. Replacement street trees could be planted elsewhere west of the school in Glen Street where the nature strip is wider and in need of additional tree canopy. Whilst compliance with Australian Standards maybe a good reference point, I hope common sense prevails here and there is no reduction in the width of the road and the existing kerbs are maintained and a more cost effective shared path can be constructed allowing the excess funds to be used else where for other safety improvements.</p> <p>As discussed on the phone today, the Belrose long day care centre also lacks a footpath along its frontage of the facility and carpark. A number of parents and the staff at the centre have raised this issue with the Mayor, CEO of Council and Council staff on numerous occasions, however to date this path has not been completed. Like Wakehurst Public School there is mud (in this case no footpath for most of the frontage) during rain parents and children walk behind cars parked front to kerb and between them to avoid the mud on the nature strip. It is very unsafe and an accident waiting to happen.</p> <p>The fact this is a Council run facility and it does not have a proper footpath along its complete frontage is unacceptable, and a clear demonstration of the rules not being applied equitably across the LGA to both the private and public sector. If this was a privately owned facility Council would have conditioned the development application for the developer to provide a footpath to the full frontage. It is disappointing that despite the safety issue being raised with the highest levels of council that this matter has not been actioned in the past 2-3 years since the issue has been raised. I fail to</p>

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

	<p>see how any other footpath can be of greater priority in the local area, given the age of the children and potential accident that could occur.</p> <p>Thank you for your time and consideration of my views.</p>
2	<p>I enjoy walking but everyday I use these shared paths I am constantly having to avoid cyclists who think the path is for them avoiding several near misses with cyclists - I detest these so called shared paths - cyclists could not care about anyone else except themselves</p>
3	<p>I object to speeding cyclists. Their speed is not compatible with the speed of walkers. Keep them off paths for walkers. I do not feel safe with cyclists whizzing past and demanding I get out of their way. I like the idea of the shared path but there needs to be some thought put into the proposed location.</p> <p>Specifically don't narrow Glen St. Use the dirt area between the existing path and school fence which is a trip hazard in any case. Noting there are 2 trees in that space (most likely the reason the silliness that has been proposed) they can be left where they are as per many other areas and lay surface around, alternatively remove them as there are many large trees within meters just on the other side of the fence. This alteration will prevent Glen st becoming more of a traffic jam at pick up and drop off and removes liability risk for council of trees dropping over a school drop off and pick up area as well as removing the dirt/mud trip hazard.</p> <p>The path between Wanaka and Pringle is proposed to be against the road in order to protect the pest of a liquid amber as opposed to having concern for the safety of children riding a bike/scooter right next to the road. This path should be located further in from the road in the same way the path is proposed for between the School and Wanaka.</p> <p>The road surface of Wanaka Place is in desperate need of resurfacing due to heavy traffic, particularly the potholes up the culdesac end and fix gutters as they are trip hazards and stop water runoff due to tree roots from council trees. Whilst the workers are in the area for the path you should look at doing this at the same time.</p>
4	<p>While I support the widening of the footpath, I do not support it being made as a share pedestrian/bicycle path. Shared paths this narrow simply do not work. There is insufficient space for both a pedestrian and a cyclist to pass on each half of the path. Inevitably, this means that either pedestrians or cyclists are forced to use the other half of the path, becoming a hazard for users travelling in the opposite direction. Because of the amount of foot traffic in this area, I think a widened footpath is warranted. But cyclists should be required to ride on the road. A cyclist using a shared footpath during times when children at the local school are arriving at or leaving school represents a heightened risk of riding into a pedestrian or a pram/stroller, with the pedestrian or pram coming off second best.</p> <p>My experience of the shared path for pedestrians and cyclists along Blackbutts Road has not been good. Cyclists ride at speed and when there is more than one of them, it's not uncommon for them to ride side by side rather than one behind the other. As a pedestrian, it seems incumbent on me to get out of their way, and I don't believe that this is right - the onus should be on the cyclist to slow right down and make every effort to avoid pedestrians.</p> <p>I can only imagine that the same kind of behaviour will occur on Glen Street should a widened path be marked as a shared one.</p>
5	<p>it is utterly unsafe for babies, mothers with prams and the elderly because current council regulations allow bikes to "Share" at 50 kmh! There must be a 7 kmh share path speed limit (jogging speed) and enforcement, as there are on other matters.</p>
6	<p>However funds should not be wasted on demolition of existing infrastructure currently in a good state when there are areas along Pringle Ave (north) that have no footpaths.</p>
7	<p>The current path is inadequate. Upgrade makes sense</p>



8	Good idea. I live in Forest Glen Cres belrose and have walk on the road . As I have disability i would like to see a footpath in our street. Very dangerous for people and school children walking on the road
9	Fantastic!!!
10	Yes I think widening the shared pathway is a great idea and also creating safer crossing treatments at Wanaka Place and Forest Glen Crescent. This will make it safer and easier for the public. I do have two concerns: 1) as outlined in the plans, the pathway will be extended onto the road and therefore reducing the width of Glen Street directly outside of Wakehurst Public School. This is a concern of mine as at school pick up and drop off times and other occasions when there is an event on at the school Glen Street becomes very congested with cars being parked on both sides of the road and at these times it can become a one way road. Reducing the width of the road will make this worse. My solution to this would be to not take away from the road, but to extend the footpath on the nature strip as there is plenty of room between the gutter on the road and the fence of the school. There is very limited parking around the School for parents to pick up and drop off so taking away parking on either side of the road is not an alternative either as this would also result in more congestion and chaos at peak times. 2) There is a liquidambar tree on Glen Street, near the corner of Glen street and Wanaka Place. In the proposed plan by Council, the pathway would be built around the liquidambar tree. This is a concern for me as liquidambar roots cause damage to footpaths and this would just result in more 'bandaid' work from council in the future when the roots bring up the footpath. On the council website liquidambars are listed as a tree that can be removed without consent as they are considered a noxious weed. Therefore I propose that council actually remove the tree, knowing that its root system will only cause more damage to the footpath going forward. Thank you for taking my points into consideration. [REDACTED]
11	It would be good if the widened path was taken all the way down Glen Street to the Glen Street shops.
12	[REDACTED] we spend a great deal of time mowing and caring for the pathway on Glen Street [REDACTED] and Wakehurst Public school during the summer grass growing period. We fully support the plan; that said if you inspect the footpath as it turns into Forest Glen Crescent from Glen Street you will notice the area [REDACTED] does not support grass and is bare, additionally the roots from the Liquid Amber tree protrude from the ground and are a significant trip hazard. Many parents and children park in Forest Glen Crescent and traverse this section at both drop off and pick up times. Our question is, can the budget be 'stretched' to cover this short length for an extension of the path and possibly move the School Zone sign so we can access boat / trailer area we created so these 'assets' are off the streets?
13	But it needs to link to other safe shared paths to be effective.
14	Excellent idea, the only problem is some children are unaware of the danger to older pedestrians, perhaps Schools could reinforce that courtesy is required, and not to travel too fast.... However it is another plus for our area .... <input checked="" type="checkbox"/>
15	Can you also connect the east side of Forest way to connect the glen st. Shared path down to the narre road.
16	A positive step although it is uncertain how children cycling to school are accommodated to safely cross Glen Street.
17	I cycle regularly between the two shopping centres on Forestway and Glenrose. I often also cycle to Forestville from Dundilla Rd. for doing that use the footpath on both sides of Warringah Rd as it is to dangerous to die on the road. The footpath on both sides of Warringah Rd is in a dreadful state, with the exception of about 100 metres before the Forestway/Warringah Rd intersection. Another issue is that the

	public does not consider the bicycle as a means of transport to do their shopping. At the most there is me and another adult using their bike to do the shopping. The footpath from the Forestway Shopping center is in the same condition as the ones on Warringah Rd. As electric bikes become more popular more people might use proper bike path.
18	<p>Thank you for doing this. A "no-brainer ". This is badly needed by schoolkids and others who now use the inadequate footpath. It will link up to the cycle-path on Blackbutts Road and the cycle-paths in Lionel Watts Park. It will encourage more cycling to school and lead to a safer environment and less motorised traffic around the school.</p> <p>Please consider improving the corner of of Forest Way and Glen St for cyclists. There is a massive lamppost and a sign slap bang in the middle of the footpath intersection. This is where people congregate for the lights to change and avoiding all these obstacles while turning is quite dangerous.</p> <p>As an adult I am forced to use this footpath illegally to gain access to Forestway as there is usually a long line of cars clogging up Glen St. leaving no room for bikes at all.</p> <p>For safety reasons please also consider widening the footpath on Forestway going north from Glen St. at least to the start of the on-road cycle-path at Ralston Ave.</p>
19	Additional cycling paths to join the community benefit all. An excellent proposal
20	<p>Provided bikes are explicitly excluded, as the widened pathway to Pringle Avenue will have the effect of potentially channeling a larger volume of this type of traffic along the narrower pathway westward along Glen Street from Pringle towards Glenrose, unless it is intended to widen that pathway as well.</p> <p>The bicycle traffic on Glen Street is already compromised by many adults and teenagers already riding along the footpath at speeds well in excess of what is safe (i.e., in excess of 10km/hr, especially given the increased pedestrian traffic of the elderly and infirm, as well as young children attending the local Primary School.</p>
21	<p>Very glad to see widened paths to allow this shared access, especially for enabling children to cycle safely to/from school. This will also allow them to connect safely to the pathways around Lionel Watts and around the dogpark.</p> <p>Fantastic initiative.</p>
22	Suggest ex tending shared path to Glenrose shopping centre on North side or clear area for path on South side alongside French's forest showground.
23	In addition to this, the damage caused to the road surface on Wanaka Place needs to be fixed permanently, & not by patch work. I know parents & children who have fallen at the end of Wanaka Place in the pot holes. The temporary fixes are no longer effective.
24	<p>Fantastic! This will be much better for when we walk and/or ride to the shops at Glenrose and to skatepark and other sporting facilities.</p> <p>Could the path be extended a) either all the way to the shops or b) extended through to the walking path around the oval (instead of going through the carpark) so there's a smooth path from Forest Way to the sporting facilities, the library and the shops.</p> <p>Thinking of people with prams, wheelchairs, mobility issues where going over grass or down steps is difficult.</p> <p>It would also be absolutely incredible to have a shared path all the way along Forest Way - getting bikes off the busy road, much safer option for anyone riding to school, work, Bare Creek bike park, for cycling groups, etc.</p>
25	<p>Absolutely support this change to the footpath. The inclusion of riders etc will benefit those going to the school and alike.</p> <p>My only thought is that there is not such paths at the ends of this proposed pathway. Please consider the addition of shared paths on all of Glen St, Pringle Ave etc so that</p>

	we have a connected and comprehensive pathway network. Thank you for this initiative and keep up the changes for this kind of infrastructure.
26	I fully agree with this and would support it being extended from Pringle Avenue down Glen St to the Shopping Centre in order to make it really effective. [REDACTED]
27	<p>- Section adjacent to Wakehurst Primary School - Dont widen into the road corridor. The existing drop off lane is essential for safe pickup/drop off of children. Removing this facility will be a mistake and increases the risk of pedestrian/car accidents. Retain the existing kerb line, and instead widen towards the school into the existing dirt strip. This is a trip hazard at the moment anyway. One tree may need to be removed but overall this is a far better outcome.</p> <p>- Wanaka Place is heavily trafficked by school drop off/pickup and is in a bad condition and should be fixed as part of these works. The kerbs and drives along the street need to be fixed, and the road needs to be resurfaced with a durable wearing course instead of perpetual pothole filling. I have witnessed residents, school kids and parents tripping and falling into potholes, and the water ponds due to collapsed kerb slabs.</p>
28	Awesome. Especially the safer crossings
29	Happy for ore shared paths along Glen Street. Council must ensure there is sufficient lighting along the path. This was neglected in most locations along Glen Street and in particular at the new pedestrian crossings in Pringle Av. / Glen St. There is some light on the street but the entry points are pitch dark hence approaching cars cannot see pedestrians until they enter the crossing, are almost on the street.
30	Yes I have children that go to Wakehurst and we walk to and from school, it is very unsafe at the moment. We walk from Wearden road.
31	This is a great initiative. It has always scared me that kids and adults at pick up time can so easily be pushed out into the road when bikes, scooters etc are zooming past.
32	This should be extended all the way down to Glenrose on the Nth side of Glen St. It's a highly trafficked path and would benefit from the widened path. Also for the lights at Glen St and Forestway. Having the right lane from Glen St allowing drivers to also turn left is a big problem when crossing at the lights. Often a bus is in this lane turning left and the car behind is turning right and the car can't see the pedestrians crossing becuad of the bus. It's an accident waiting to happen. This should be fixed before a school kid gets wiped out on the crossing.
33	We need ***additional*** footpath upgrades coming from forestway north, turning right into Glen Street. And ***also*** on the opposite side (directly in front of the church - corner of Wearden Rd down to intersection of Forestway) crossing over into Glen Street. Both sides are **heavily trafficked** by school children & local residents in AM and PM. Both sides have old, extremely narrow & obstructed paths ie. with telegraph poles obstructing and are very narrow. These are legacy pathways from 40 years back - and now very dangerous due to increased and exacerbated traffic. We have 20 wheeler trucks, buses, utes and cars etc etc that speed down this section of forest way - the wind alone coming from these vehicles is frightening given how close they come to the footpath. Both sides (of these footpaths on forestway coming into Glen street) are very narrow and it's impossible to walk side by side with another person with heavy traffic roaring past. A child that slips or runs along these pathways is at risk of diving into traffic. When it rains the vehicles spray meters high water onto paths. This section of road needs a 40/km zoning in morning akin to lower forestway - and also critically, footpath upgrades to make both sides fully accessible and safe entry by foot and bike into Glen Street. You absolutely need to include this section of road in your upgrades. I have taken photos but cannot upload them due to 1MB limit (?!). I am a local resident and would like to see this addressed.

34	The foot paths on Forest Way in between Wearden and the main set of lights that hundred of school children and their parents use is in dire need to be improved..The footpaths are less than a meter wide and alongside trucks, buses and speeding traffic..Its truly a safety nightmare that needs to be looked at urgently!!!
35	Fully support
36	Only if bikes are more controlled. There have been many close calls where bicycles zoom along these pathways with no consideration for pedestrians. Council will need to consider the risk of more collisions especially the aged and liability to be sued for duty of care failings
37	The two trees outside the school should be removed and that area grassed.
38	Great, perhaps an age limit on those riding bikes.
39	Please put up signs "Cyclists slow down near pedestrians". The footpath should be a place where pedestrians feel safe. If pedestrians have to share it with cyclists then they should slow down when approaching pedestrians and ring a bell when approaching from behind. Pedestrians (especially young children), move across footpaths to enter cars, school, home or shops. Apparently, NB council dislikes signs. But too many cyclists ride too fast along shared pathways.
40	Yes, we need more shared paths around schools to encourage more pupils walking & riding to school.
41	Hi Kajal, Unfortunately I missed the official consultation period for this project. Would like to add this would be a fantastic addition to that stretch of road. I'm work for [REDACTED] and have delivered very similar projects If possible, could I ask that the project considers reducing the kerb radius at the intersection at Forest Glen cres and Wanaka pl. Some benefits include 1. Reduce crossing distance for pedestrians and cyclists 2. Increased confidence when crossing as a pedestrian 3. Increased vehicle comfort when turning. I.e approaching the intersection perpendicular to Glen St 4. Encourage vehicles to slow into corner. Happy to discuss this further if you like as well as provide examples of projects I've delivered in [REDACTED] with this minor change Kind regards [REDACTED]  Hi Kajal, Please ignore my comments regarding the kerb radius, I reviewed the plan and note the inclusion of raised crossing (which is great) Thank you Regards, [REDACTED]
42	I am responding in relation to the proposed 4 new shared paths and strongly support their construction. They will all improve connectivity, access and safety for multi users. I believe that the most important is the Addiscombe-Campbell link, which has been mooted since 2000 and has twice been 'postponed' just days before construction was approved to commence. It is the critical link between the old bike networks of Manly and Warringah Councils and needs to be completed without further delays. Despite purported soil contamination concerns, it has been used without incident by tens of thousands of pedestrians, school children and cyclists over many decades.
43	I would like to register my strong support for the four new proposed bike paths on the Northern Beaches. I am a regular user of the existing bike paths and enjoy the

	<p>opportunity to visit the area and spend money at the local shops/cafes. Bike paths are crucial for the well-being of the residents of the Northern Beaches through encouraging social interaction, physical exercise and increased economic activity to nearby businesses. I commend the relevant Council for proposing and hopefully building these new bike paths.</p>
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Document administration	
Version	2.0
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Related Projects	Northern Beaches Bike Plan
Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.