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## Community and Stakeholder Engagement Report

### Forest Way, Belrose - Shared Path

Impact level: Four

Consultation period: 23 August – 19 September 2021

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## 1. Summary

This report outlines the community and stakeholder engagement outcomes of the Forest Way, Shared Path project where engagement was conducted from 23 August to 19 September 2021.

We sought comment on a proposal to build a new concrete shared path along the western side of Forest Way in Belrose, between Wyatt Avenue and Mona Vale Road.




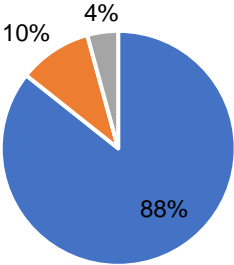
The proposed concept plan included a new 3-metre-wide concrete shared path to provide safer pedestrian and more accessible pedestrian and bicycle connection to Covenant Christian School, Leonis School, Kamaroi Rudolf Steiner School, Belrose Retail and Employment Precinct, Bare Creek Bike Path.

The concept plan also includes work to upgrade the existing slip lane (located adjacent to 218 to 224 Forest Way) to a dedicated southbound bicycle lane. Traffic calming measures, a footpath extension and additional parking between 222 and 224 Forest Way, Belrose will be implemented.

The feedback collected during consultation indicated a high level of support (over 88 percent) for the proposed shared path upgrade, citing the anticipated benefits for all path users including large support for active transport routes.





Those not supportive of the proposal raised safety concerns, the need for additional crossings and augmented signage, as well as the noting the impact of tree loss on the environment.

### 1.1. Key outcomes

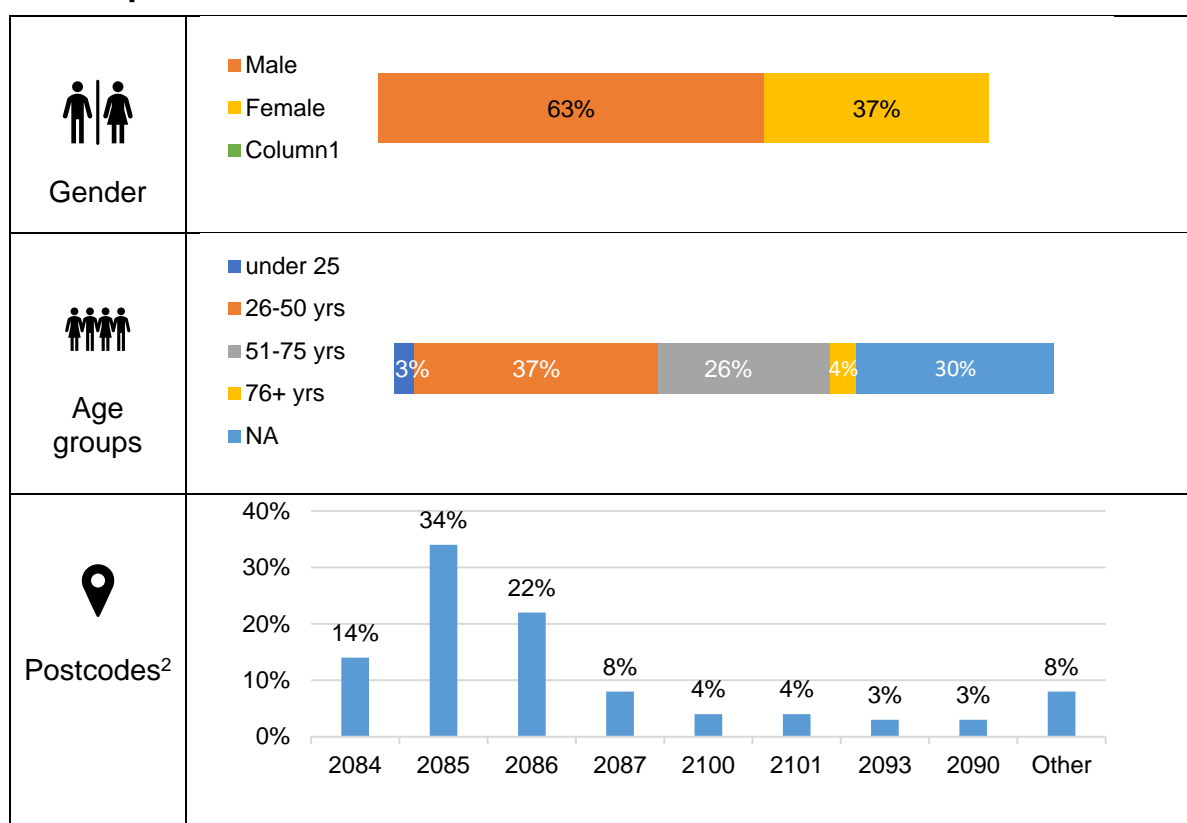
 Total unique responses	271	
 How responses were received	Online comment form Written submission	Completions: 264* Received: 7
 Do you support the proposed shared path?	 <ul style="list-style-type: none"><li>■ Yes</li><li>■ No</li><li>■ Neutral/prefer not to say</li></ul>	

\* Not every respondent made a comment in addition to answering the sentiment question

## 1.2. How we engaged

 Have Your Say	Visitors: 1,931	Visits: 2,139	Av. time onsite: 3.05m
 Print media and collateral	Letterbox drop: Adjacent residents and property owners  Site signs used: Yes		Distribution: 1035  Number of signs: 10
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 2 editions  Council (weekly) e-News: 2 editions		Distribution: 22,000 subscribers  Distribution: 150,000 subscribers
 Key stakeholder engagement	Emails sent to: <ul style="list-style-type: none"> <li>• Leonis School</li> <li>• Kamaroi Rudolf Steiner School</li> <li>• Covenant Christian School</li> <li>• John Colet School</li> <li>• Wakehurst Rugby Club</li> </ul> Onsite meeting with: <ul style="list-style-type: none"> <li>• Leonis School</li> <li>• Kamaroi Rudolf Steiner School</li> </ul>		Attendance: 3 Attendance: 5

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



## 2. Background

The project is in line with Council's Move Northern Beaches Transport Strategy and was identified in the Northern Beaches Bike Plan as a future connection within our safe cycling network aimed at providing additional active transport options across the Northern Beaches.

Council is actively working with Transport for NSW on initiatives to support students walking and cycling to and from school.

Council received funding through the Federal Stimulus – School Infrastructure Program to construct this safer pedestrian and cycle route connecting Covenant Christian School, Leonis School and Kamaroi Rudolf Steiner School.

## 3. Engagement objectives

Community and stakeholder engagement aimed to:

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

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

<sup>2</sup> Top 8 of 17 post code areas that respondents identified as being from.

## 4. Engagement approach

Community and stakeholder engagement for the Forest Way, Shared path project was conducted over a four-week period, from 23 August 2021 to 19 September 2021.

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.

## 5. Findings

Most respondents (more than 88 percent) were supportive of the project as they felt the proposal would benefit pedestrians and bicycle riding in the area. There were large amounts of support for the implementation of active transport routes in the area to promote wellbeing.

There was also however, feedback received that suggested preference for a separated cycleway to avoid pedestrian and bicycle conflict and in turn provide more efficiency and operational integrity of the cycleway infrastructure.

Those generally not supportive of the proposal raised safety concerns and noted their concerns around environmental impact from the loss of trees along the route.

Requests were also received for additional crossing facilities and augmented signage around school zones.

Comments on the project have been themed and responded to in Table 1 below.

**Table 1:** Themed comments raised and our response

Comment raised	What we heard	Council's response
Separated cycleway	Requests for a separated cycleway is preferred over a shared path as it would avoid pedestrian and bicycle conflicts and offer better cycling infrastructure to the community.	The dedicated on-road cycleway will remain as it currently is. Children are legally allowed to ride bicycles on footpaths, so shared paths provide greater width to allow suitable space for mixed use of pedestrians and bicycle riders (both children and adults that do not feel comfortable riding along the on-road lane on Forest Way). This project is in line with Councils 'Move Northern Beaches Transport Strategy' and the 'Northern Beaches Bike Plan'.
Safety – pedestrian and bicycle conflict	Concern was raised that shared paths are dangerous or uncomfortable for pedestrians due to potential conflicts with bike riders.	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.
Safety – barriers requested	Concerns that the shared path in this location may be unsafe for users and the request for barriers to separate vehicles and the shared path due to assist with pedestrian protection	Barriers are generally installed on steep or sharp-bend areas. As Forest Way is generally straight, barriers will not be installed within this project. The alignment of the path is proposed to be as close as practical to the property boundaries and away from the back of kerb where possible, so there is a delineation between the roadway and shared path.
Safety – additional signage	Request to install additional signage in the project area to improve safety	Council will install all required signage in line with the Australian Standards, and include additional warning measures near the surrounding Schools
Safety – additional crossings	Request for an additional crossing facility at Forest Way and Mona Vale Rd, into Terrey Hills	Council is working with Transport for NSW (TfNSW) to investigate installing pedestrian signals at the western side of Forest Way and Mona Vale Road intersection.
Environment - trees	Concerns that the proposal may result in loss of trees.	Council has engaged a specialist to undertake a detailed environmental assessment (including flora and fauna and aboriginal heritage) of the area, which will help determine the exact

Comment raised	What we heard	Council's response
		alignment of the shared path. All trees removed will be replanted with a suitable species within the project area. We also expect environmental benefits through the increase of active transport options over the use of cars.
Value for money - patronage	Concerns that the shared path will not get utilised, as there is already an on road bicycle lane, money should be utilised elsewhere.	Council has received overwhelming community support for the proposal as the shared path will provide a safer and more accessible connection to Covenant Christian School, Leonis School, Kamaroi Rudolf Steiner School, the Belrose Retail and Employment precinct and the Bare Creek Bike Path. This project will also provide a valuable off-road link between Belrose and Terrey Hills.
Active travel – extension of program	Additional locations and extensions requested.	Additional shared paths are also being considered in the surrounding area, dependant on available funding.

During the consultation period. Council received a number of questions either through direct contact or within feedback received.

**Table 2:** Questions and Council's response

Question	Council's response
Will there be any impact to parking?	<p>If the project proceeds as per the original concept plan, minor impacts to parking may occur where safer road crossings are implemented. This is subject to detailed design.</p> <p>Additional formalised parking will be constructed along the western side of the slip lane (outside properties 222 and 224 Forest Way) with the existing footpath extended from 220 to 224 Forest Way.</p> <p>Due to the narrow width available between the slip way roadway and property boundaries, a raised dedicated cycleway will run along the eastern side of this slip lane, where it is currently an enforceable offence to park, and link back into a shared path along the western side near properties 220 Forest Way in the south and 24 Narabang Way (adjoining property north of 224 Forest Way) in the north.</p>

## Appendix 1 Verbatim community and stakeholder responses\*

Number	Comments
1	<p>Thank you for the opportunity to comment on the proposed Belrose shared path. Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty-five years, and has over 30 affiliated local Bicycle User Groups.</p> <p>Our mission is to make cycling better for everyone in NSW, and we support improvements to the pedestrian environment and advocate for new cycling routes that incorporate dedicated paths within the road environment and in green corridors, providing connections to jobs, schools and services for daily transport and recreation trips. Cycling provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.</p> <p>We applaud Northern Beaches Council's efforts to roll-out the cycling network developed for the Northern Beaches Bike Plan 2020.</p> <p>The shared path alongside Forest Way in Belrose completes a critical missing link in the active transport network, creating a wide and safe path where there is currently no footpath. For the first time, students from 5 schools and hundreds of employees working at the Belrose retail and industrial park will be able to walk or cycle safely. In this location, a shared path is appropriate bicycle infrastructure.</p> <p>We support the construction of the Belrose shared path and look forward to using it in the very near future.</p> <p>Kind regards,</p> <p>[REDACTED]</p> <p>Bicycle NSW</p>
2	<p>I am a bush regenerator in the area and support the bike path from Wyatt Ave to Kamaroi School, to allow school students the ability to ride to school but feel there should be a crossing from West to East from that point then continuing north from opposite Kamaroi School on the East side of Forest Way, expanding the existing bike path and linking with Garigal National Park.</p> <p>The path on the West side could be linked through to Belrose Business Park which has ample paved space in which to incorporate a bike path heading up the Park's western exit on Narabang Way to Mona Vale Road.</p>
3	great upgrade that is required BUT please also consider how road cyclist can continue to ride on Forest Way safely. Please do not remove any existing cycleways for road cyclist's, if any thing your plan should consider road cyclist's also.
4	Great idea
5	Great way to connect things up, especially for my son who continually wants to make his way to Bare Creek
6	<p>These comments are on behalf of [REDACTED]. We are fully supportive of a shared bicycle path, however the location of the path needs to be on the eastern side of Forestway, where the mountain bikes already get cycled along.</p> <p>Up to Kamaroi School a path for school children is fine, as it is practical and fits easily next to the road, however after that the spare space is minimal and considerable clearing and cutting into the sandstone would be necessary, which we oppose. On the eastern side is already a path formed by mountain bikers and that should be</p>

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



Number	Comments
	formalised and used. It would have the added benefit in providing an access point to Garigal National Park east.
7	Forest Way is a very dangerous road for cyclists with no alternative route available. This proposed path is important for the safety of cyclists and to avoid traffic disruption caused by cyclists using Forest Way.
8	Road cycling (was) my main form of commuting to work and is now my main form of exercise in lockdown. Forest Way is a key feeder road for exercise cyclists heading to Belrose and beyond. This feeder is currently used by Northern beaches cyclists but also greater Sydney cyclists out of lockdown. The current fragmented cycleway on the side of Forest Way leads to unsafe and hazardous zones as conditions along the road change continuously for cyclists. This issue is compounded by the fact that cars tend to travel quite fast and aggressively along Forest Way. Separation of bikes away from cars will increase safety and encourages others to ride. I Strongly support this proposal.
9	Until bicycle riders have to carry ID and do some sort of education I don't support this action as too many of them ride dangerously close to and around pedestrians, approach too fast from behind without ringing a bell or notifying you that they are approaching and some even ride quickly by with no hands on handlebars. My experience shows that only about 10% of riders on shared paths (which I walk every day of the week) show any courtesy to pedestrians.
10	Most bicycle riders have absolutely no respect for pedestrians. As an elderly lady, I feel as if I'm taking my life in my hands walking on a shared pathway. Cyclists tend to not bother letting you know they're coming until they nearly knock you down, they travel excessively fast and they don't worry about young children. A lot think they're above the rules and ignore any signs applicable to them.
11	Much needed. Excellent idea. Fully supportive.
12	The pathway should extend all the way to Warringah Road, rather than starting at Wyatt. I cycle down Forest Way all the time, the most dangerous sections are areas like Glen St going northbound because there is a left hand lane to turn left and cyclists need to merge into the traffic to go straight on, and southbound where Forest Way goes from 3 to 2 lanes near Wakehurst FC and Weardon.
13	I walk every day from Davidson to Frenchs Forest and Belrose which I have done for many years. I wouldn't mind bikes on "shared footpaths" but every day lately I have had to walk on the road off the footpath or get mowed down by bikes ridden by adults and children who expect pedestrians to get off the path or be injured. Any adults who have no children with them should be on the road with a helmet. When the gym is open I go there also. Children come speeding down the footpaths or come up behind you. I am absolutely fed up with being pushed off the footpaths by speeding bikes. I used to ride a bike on the road but no more as it is dangerous enough driving let alone a bike. There are no manners when it comes to some children and adults. Also it should be noted that bike riders should get off their bikes at crossings and walk across, I have seen so many children and adults ride across which is extremely dangerous and against the law as they dart across fast from anywhere.
14	I think this will be a wonderful addition to the local area, promoting exercise and physical and mental health, and reduce the use of cars.
15	I think this is a wonderful initiative, providing a safe bike path area. I would 100 per cent want the safe off road link that is mentioned from Terrey Hills to the bike path, as a resident of Terrey Hills I think this would be used enormously for recreation and to travel as an alternative to using cars. I do believe the path should be extended to Glen Street or at the least Pringle Ave to allow easier access to Glenrose shops and to the schools, especially Davidson High school. As many people including residents of Terrey Hills would use the bike path to get to Glenrose shops, Lionel Watts Park and to

Number	Comments
	get to school ( Davidson High school is the local high school for Terrey Hills ). Additionally the off road link from Terrey Hills to To the start of the pathway on Mona Vale road near The Super Centre would allow residents to get to the Bus stop on Garigal Ave near the super centre as currently many buses for example the ones to Manly terminate at that bus stop. I love the idea of as many cycle ways as possible and only think they can benefit the health of residents and the environment by offering exercise/ recreation and reducing pollution. So many countries in Europe have safe cycle ways everywhere and they are used enormously.
16	Care must be taken to protect the mature existing trees from root damage and foliage removal in the construction of the foot/bicycle pathway.
17	That looks brilliant. For accessing the schools, exercising, bike-riding, these paths are an excellent idea.
18	Excellent plan to get people walking, running and cycling out on that otherwise daunting route.
19	I am very supportive of the creation of wide footpath from Wyatt Avenue to Mona Vale Road. Long overdue! I will use it. However, I am opposed to it being a path to be shared between pedestrians and bike riders. That simply doesn't work. Bike riders travel at speed and represent a hazard for pedestrians. It doesn't matter what the rules are - they are ignored by many bike riders and are impossible to police so the riders know that there are no consequences.
20	Looks great, Rangers and police will need to lift their surveillance of bicycle bells.
21	The path will make it safer for cyclists but not for pedestrians. In parts of Europe there is a bike path and a pedestrian path and if you accidentally walk into the bike path it is your fault if you are hit by a bike. In this proposed shared path, it needs to be wider and on paths each side of the road so that bikes travel the same direction as traffic. Are you extending the slip road? It doesn't make sense to make the slip road a bicycle lane for the short distance it now provides. Will this be fenced from the road traffic, it needs to be? Do you really take all these comments into consideration?
22	The more bike and walking paths the better. Especially when they all connect together. Great idea.
23	YES bike paths are awesome.... However you only need to look at NARRABEEN LAKE and realise a shared bike path is dangerous when it become popular... Young kids learning on bikes, old people walking, dogs on leads, then the young trail riders who hoot and speed with no regard to anyone... IT busy its crowded and dangerous and I have won't ride there on weekends.. DEDICATED BIKE PATHS is the only solution.... Ocean street Narrabeen where cars are parked and you ride on the road> is not a bike path it is a accident waiting to happen... Bike areas especially for under 7 to learn on... Trail areas especially for the teenagers and dedicated walking tracks for everyone else....100% totally for more bikes but not shared areas.... This is a general comment and not specific to the above pathway. ALL NEW WORK should be a dedicated BIKE Path only everywhere in Northern beaches....
24	Fantastic idea as this area has always been inaccessible for family biking along Forestway. Taking younger cyclists on the busy Forestway Road is a stressful experience. Also being able to walk safely to the Supacentre provides those of us who walk for exercise and additional safe experience.
25	Great idea!

Number	Comments
26	Great idea for kids going to school and also to get to transport at the Supacentre. Especially older teens who finish the school day earlier and need to get to transport not stopping at the schools.
27	<p>I don't support shared paths because cyclists behave with a total disregard of pedestrians. They travel at speed approaching from behind. As a pedestrian I don't hear them. They never ring their bell. They fly past scaring the life out of me. Cyclists scream blue murder if motorists don't drive safely around them but they are utterly irresponsible on shared paths. I used to like to walk around the suburb but now my exercise is fraught with fear from these careless individuals on bikes. The shared pathway along Warringa Road near the NB Hospital is a case in point. With noise from the traffic it's impossible to hear a cyclist approach and they rarely sound their bell. The first thing I know of their presence is when they whizz past way too close to my person. They are worse than swooping magpies.</p> <p>If we must have these wretched shared paths then there needs to be a very aggressive campaign directed at cycling organisations and cyclists to enforce the message that pedestrians are extremely vulnerable and cyclists should lose their arrogant sense of entitlement to shared paths. Shared pathways are not race tracks. They are not places where idiots should be allowed to travel at speed just to suit themselves.</p> <p>The Narrabeen Lakes walkway is another example. Who thought it was a good idea to let mountain bikes riders on to that path. As far as I'm aware mountain bike paths were built in the National Park at Forestville. If riders want their thrills they should go there and stay away from the Narrabeen Lakes path which is always busy.</p> <p>The other point that is some of these pathways are a waste of rate payer money. In Fitzpatrick Avenue East several trees were felled to make way for a shared path. I live in that precinct and I've never seen a cyclist use it. They continue to use the roadway. Trees were lost in favour of a hard surface that isn't used by cyclists. That's is not sound environmental policy. Fitzpatrick Avenue used to be a cool, shady avenue of trees. Between Optus, the electricity companies and council it is now an arid landscape with a couple of straggling trees struggling to survive. How does that fit in with council's environmental policy?</p>
28	<p>in theory .....Yes but too many cyclist do not give pedestrians any warning that they are behind you!</p> <p>I think there should be fines for cyclists who do not have bells</p> <p>There should be a media blitz to tell the public about shared pathway curtesy!</p>
29	<p>The bike path will encourage more students to cycle to school, employees to the business centre and recreational cyclists/children.</p> <p>However, the northern terminus of the shared path is just that: a terminus. Frankly, that makes the top 250m north of Garigal Rd meaningless.</p> <p>Does the council plan an underpass / bridge / pedestrian crossing of Mona Vale Road?</p>
30	Currently, cycling along this section of Forest Way is dangerous, and walking is almost out of the question. Long overdue.
31	<p>Safety of pedestrians should be first. As a regular walker in the Frenchs Forest area, encountering cyclists of 70 kilos plus travelling at speed (10 - 15 plus kph) using the 'shared' pathways, has been unpleasant &amp; a physical threat. The concept of 'shared' is not universally held by users of these transport corridors. A cyclist is riding, ipso facto, driving a vehicle &amp; should be in a completely separate space to pedestrians.</p> <p>Pedestrians, by all measures, are considered least important in all shared pathway concepts. The shared pathway concept merely offers urban developers &amp; transport consultants a cheaper means to appease the more vocal group within the community.</p> <p>It is not a creative solution &amp; fails to address any issues of safety when there can be</p>

Number	Comments
	no identification, monitoring or enforcement of cyclists' speed, use of warning mechanisms, 'dismount here' instructions & the failure on the part of the larger percentage of cyclists to comply. It is simply a 'tick in the box' solution leaving pedestrians vulnerable. Any solution should prioritise physical separation of cyclists & pedestrians who seek to travel to work or exercise for health.
32	Very important to provide more cycleways. Fully support this idea. Will encourage children to cycle safely to school and keeps recreational cyclists safer too.
33	This is a fantastic proposal and I strongly support it to enable a much safer and enjoyable place to ride bicycles or walk. I enjoy cycling, however I feel that the current on-road cycle lane is not wide enough considering the speed limit and many heavy vehicles that travel on Forest Way; and therefore I do not currently ride on this stretch. Therefore this new path would also add new connectivity in the local area that is more accessible.
34	I think this is a fantastic plan and will strongly contribute to the safety of children in the area. One additional suggestion is to include a raised zebra crossing on Bundaleer St as from experience this intersection with Forest Way is quite dangerous and it would likely be preferred for the crossing to be slightly down Bundaleer Street if possible. Every school day there are children walking back and forth between Kameroi and Christian Covenant School (along with other schools in the area) and a raised crossing would help ensure the safety of these children.
35	An excellent plan- and I am a cyclist
36	This would make cycling to school much safer. At the moment I would not let my children to school along Forestway.
37	As a weekend recreation bicyclist, I would certainly use the shared pathway as part of my fitness regimen.
38	A massive outlay for a minor number of the population who will use it. I have found shared paths are dangerous for walkers as many cyclists have little respect for walkers safety. Most don't have bells and suddenly whiz past walkers with no warning. I personally was knocked over by a cyclist "t even stop to assist and guess what they have no number plate?
39	I absolutely support new and improved bicycle infrastructure. However, This road already appears to have painted bike lanes on the road, therefore rather than mixing bicycles and pedestrians, why not instead push the vehicle parking out and instal a safe cycling lane separated on the road side with a barrier, and by the trees on the pedestrian side. This would reduce the speed of vehicles on the street (by narrowing the lanes, and provide a safer path for cyclists and pedestrians.
40	I think it makes sense to separate the cycle path from road traffic as the higher speeds of forest way present an added danger to inexperienced cyclists and an inconvenience to vehicular road users.
41	What happens when you get to Mona vale road. ? No signailised crossings! And no way to cross. There are no local connections into the schools, nearby sports facilities etc You need to address the inadequate bus stop at Cnr of bundaleer Rd north bound. Inadequate boarding facilities
42	A fabulous initiative, linking Belrose to the rest of Belrose, and encouraging more cycling to connect between Belrose and Narabang Way!
43	A much needed path! The upgrade should include a crossing of Mona Vale Road (either a pedestrian footbridge or traffic light crossing) as there is no current crossing at the traffic lights and so no link to Terrey Hills or St Ives Showground Trail. The only links that cross Mona Vale Road are in St Ives Chase many KMs away. A crossing

Number	Comments
	should also go across Forest Way in the same vicinity as there is access to the Garigal National Park From the east side of Forest Way at the Mona Vale Road intersection.
44	Would be much safer than the bike ride now to Terrey Hills. I feel it is quite dangerous from the schools to the Supercentre and a dedicated bike path would be safer and fairer to cyclists and drivers. We can't wait - great idea!
45	The path should be extended to start at Glen St. The Forest way footpath from Glen St to Ralston Rd is incredibly with pedestrians (many walking dogs) and family cyclists (noting the belrose public school and wakehurst public schools and shops at these streets). Also note the high number of aged care facilities in this area with pedestrians walking to the Glenrose and Belrose shops. There has also been a huge increase in the number of off-road groups of cyclists using this footpath (presumably headed to the bare creek track and the bush tracks) - these cyclists ride incredibly fast along the narrow footpaths and it is dangerous for the pedestrians/family cyclists. The off-road cyclists are often groups of teenage boys and do not use the cyclist path that is part of the road. Cars on Forest way travel at 70-80km/hr and a safer path off the road for the heavy foot/cycle traffic is essential (but would be more beneficial if it extended to Glen St in Belrose).
46	Brilliant idea! It's a popular cycling route for the many that head up to West Head and Akuna Bay, so this makes a lot of sense. Will also importantly make it much safer for kids and teenagers who might cycle to the new Bare Creek facility. Well done!
47	Pedestrians should not have to share space with cyclists where a cycle lane is already there.
48	yes we definitely need this path.
49	Forestway is dangerous for pedestrians and bicycles and taking them off the roadway is good for everyone's safety
50	Hi, This is a great initiative that will make it safer for riders (including those with small kids) by removing the need to cycle on the road where cars and trucks are travelling at 80 kmh. I have been on the existing bike path once and decided it was too risky to ride on the road so I am looking forward to this addition to the network.
51	The main benefit of the proposed work will be pedestrians and younger cyclists. Please make sure that you also retain the existing cycle lanes adjacent to the roadway in each direction (heading north and south). Those cycle lanes are utilised by experienced road cyclists, who travel at much higher speeds than would be tolerated on a pedestrian path.
52	It looks great. It provides much needed pathways.
53	We need more shared paths for cycling and walking
54	In general I support the creation of cycleway walkways, however I cannot see clearly who your target market is. Kids may use it for riding but where do they go to? Families may use it for riding. Serious road cyclists will not use it. They will stay on the road hence there will be no great advantage to cyclists or vehicle drivers in enhanced safety. I cannot see many pedestrians using this north of the schools on Forestway. No-one walks to Bunnings!
55	I do not think that bicycles and pedestrian mix well.



Number	Comments
56	It is great to see this proposed, as I know of several adults and kids travelling up to Bare Creek from Belrose and surrounds. The one thing I would like to see is a sturdy fence between the road and footpath, as at such high speeds some pedestrian protection should be a consideration please.
57	Being able to provide a safe cycling environment for the children of Belrose/Davidson/French's Forest to facilities such as bare creek is our duty. Further providing families with safe, active travel options to areas such as the Belrose industrial park, St Ives parks and Terrey hills must be supported
58	Cycling in NSW is a form of transport that can be very hazardous. There appears to be no signs of riders on shared pathways showing the concern needed to ensure safe journeys. A good example is the track around the western side of Narrabeen Lagoon. I love walking in this area but am dismayed by the attitude prevalent among riders of speeding and not giving way or ringing a bell to approaching walkers or slowing down. I gained most of my cycling experience in England and northern Europe where cycling culture is more safety conscious and riding done with concern for other cyclists whether on roads or cycle tracks.
59	Please include a pedestrian crossing at the end of the path across Mona Vale Rd towards Terrey Hills (have not seen it on the drawings). There is currently no safe way for pedestrians to cross the 6 lane road. Lights at the crossing would allow for easy implementation, there is already a time gap sufficient to cross (I've done it several times). Many people work in Belrose Supacentre area and they would also benefit from the connection to Forestway Fresh.
60	A fantastic and well due initiative. So many family's who have kids at these schools live or work in the area, and not being able to safely walk / ride from school is a shame. So this is highly supported As is the connection through to terry hills, such a dangerous section of road for cyclists
61	Fully support and look forward to using as every time I cycle along Forest Way I feel a degree of nervousness. Despite an on road bike lane (actual or de facto) along this section, the high speed of vehicles and their proximity is intimidating.
62	Shared paths should have speed limits, which are enforced. The Council's FAQs states "Shared paths provide a safe passage for people wanting to ride at low speeds. The road is still available for those wanting to cycle at higher speeds." I suggest a reasonable speed limit is 10km per hour. Cyclists on shared paths should be required to use a proximity warning device, when passing a pedestrian in either direction. I suggest elevated video-cameras be installed to support compliance measures and general public safety.
63	This will be great for the community and will significantly improve safety. I am a cyclist and regularly ride between Wyatt ave and mona vale road. This project will make that ride significantly safer. I have had concerns for the safety of kids riding between Wyatt ave and the bare creek bike park. Kids have been riding along forest way from Wyatt ave. This project will provide a much safer route to the bike park for those kids. It will also provide the option for kids to walk or ride to the various schools in the area. Great initiative from northern beaches council. Thanks.
64	I enjoy walking but since the introduction of so called shared paths I am constantly having to watch out for cyclists who come too close, ride too fast and are totally irresponsible- I almost have an altercation on every walk I do now and often have to avoid cyclists - let them use the roads and pay registration so we can identify them if an accident occurs as they won't stop to help or give details - I detest cyclists!!!!

Number	Comments
65	Looks terrific but there needs to be a safe shared way for pedestrians and bikes to get to the beginning of this proposed shared path. The path needs to be extended back to Forestway shops so that people can ride safely all the way along Forest Way.
66	Hi This path is a great addition but what about the path up along Belrose Primary School on Nursery Place that was supposed to have been placed in 2020?? This street is a danger for school kids and HAS to be a priority. I see children have near misses along this road every school day due to the lack of pathway. There are shrubs along the fence line on the nature strip that force kids out onto the road between parked cars onto the narrow street into on coming cars. A child will be hit one day and cannot believe this is not a priority. It's a primary school!!!! Please address this Nursery Place Belrose!!!
67	Great improvement
68	I often cycle along Forest Way and every time feel as though I am taking my life into my own hands. Buses and trucks in particular don't seem to care about the distance rules and I think it is pure luck that more cyclists aren't injured or worse. Since the opening of the nearby Bike Park I see a lot of young riders attempting both the road and rough path to get to and from that facility. Many appear oblivious to the potential danger of the very close traffic passing at 80kph. Its a very big yes from me.
69	3.5 meter wide would be better and safer. May I suggest that parking at Bare. Reek bike park should also be improved
70	excellent plan - can you also think about extending it also between Wyatt and Ralston, and then from Ralston along to Hews, thankyou
71	I think the concept is great. However, I'm not convinced cyclists would be entirely respectful of walkers. If the Lycra brigade get in such a path, they'll expect everyone to scuttle out of their way. I've experienced this in both Canberra & at the Narrabeen lake walkway. There's something of a hierarchy on these 'shared' pathways. A bike speed limit might work.
72	Support in principle however I think further thought needs to go into safety and access into Terrey Hills. The concept plan shows the path ending at Mona Vale Road. Where are you expecting pedestrians/riders to go? How are they expected to safely cross Mona Vale Road? A safe method of crossing needs to be provided! A shared path is a great idea however given the close proximity to Forest Way it is mandatory that a safety barrier be installed to prevent small children from straying onto the busy road. Without a safety barrier young families will be reluctant to use or let their children use. With a bit more planning around access and safety this could be a great initiative. Thank you.
73	very good cus no proper walkways on both sides of forest way was a little dangerous when travelling to inner Belrose from the schools direction
74	Excelent. Please extend to Forestway shops.
75	A great idea. Please make this happen. It will significantly reduce the risk of a vehicle/cyclist accident on Forest way and promote healthier lifestyles in the community.
76	It'll get my kids safely to the bike park. Do it. Love it.
77	Great solution to access Bare Creek bike park as well as ensuring safety of pedestrians and bike riders along Forest Way.

Number	Comments
78	This is a fantastic idea , cycling on Forest Way is so dangerous at certain times of the day. As someone who works at the Industrial park in Belrose I'd love the opportunity to ditch the car and walk or cycle to work in safety.
79	Hi. My family and I fully approve of this proposal for a new shared path as this is very very overdue. FYI: The letter you mailed out with the diagram on the back page says "this proposal is on the Eastern side of Forest way", that's incorrect, it's actually the Western side of Forest way. In saying that, it would be very nice to have this same proposal done on the Eastern side as well (opposite Covenant Christian School going towards Mona Vale Rd) as there is no concrete pathway on this side either. P.S. Please contact me (via email) with any job availabilities to work in council so I can pick up on mistakes like this as I have an exceptional eye for detail and also just in general I'd like to work for council. :-)
80	What's the plan for crossing Mona Vale Road though?
81	A footpath is needed, bike riders have increased on Forestway with the bike tracks off the main road, existing shoulder not safe for the bike traffic.
82	Many workers from Austlink area cross Mona Vale Road by foot to access the Forestway Market in Larool Road for lunch and/or grocery and fresh fruit and veg. Others use their cars creating more congestion at the crossroads. A safe means of crossing Mona Vale Road is required, preferably a pedestrian bridge, or a zebra crossing synchronised with the traffic lights. The former is preferred to avoid interfering with traffic flow, particularly in the left turn slip road into Mona Vale Road from Forestway.
83	Some residential paths along streets in Frenchs forest are essential. We have prams and older residents forced to be on the road itself
84	Fantastic. I often walk to Forest Fresh and it's so dangerous in parts. This is a great plan. Thank you!!!
85	I would recommend reducing the speed limit as well for the safety of pedestrians. But otherwise it would be fantastic abs used slot. I live on forest way!
86	Great idea thank you. This will provide safer access for many children and families going to the local schools as well as an essential safe bike route for bike commuters to the Belrose business area and the Bare creek bike park. Looking forward to seeing its implementation.
87	I have been wishing for this for years. I have walked or run up to the supercentre or Mona Vale road, through mud and sloss over the years and sometimes had to go on the road in certain spots, very scary. I have also cycled up Forestway which has always been exceptionally scary. I am so excited for this.
88	Why wouldn't you have Footpath. Safer, promotes walking, riding.....etc less likely to be forced onto the road like the rest of the suburb. Especially good around a school. Just do it, no need to read into it anymore.
89	It would be hugely beneficial for this path to continue across Mona vale road into Terrey Hills. At present there is no way safely in or out of Terrey Hills unless you are in a motor vehicle due to there being no way of crossing Mona Vale road safely on foot. Some sort of foot bridge similar to the ones used on Warringah Road in forestville or the one across Pittwater Road near the mall would open up all of Terrey Hills to the surrounding suburbs without impacting existing traffic flow. It would also result is people being able to exercise with their families to the Supa Centre, Bunnings and Belrose etc.
90	My children would love to use it for cycling and I could walk my dog there more easily



Number	Comments
91	Support it yes, but please tell me there will be a safety barrier between the road and the pedestrian path, in case a car comes off, or a toddler runs etc.
92	This will make pedestrian travel so much safer and accessible between belrose and mona vale road. I attended covenant up until 2007 and would walk to auslink to catch the bus home in free periods. I felt very unsafe along this stretch but didn't have much other choice. Traffic lights at mona vale x forest way would benefit from a pedestrian cross walk lighting. This would benefit young families to cross over to terrey hills on bikes and foot. Great idea a++
93	A narrower (or variable width) path is better than cutting down trees to create space. If possible in any way, plant bushes/shrubs between the path and the street. My daughter will likely need to commute to school in st ives, so it'd be great to have a connecting cycle path which does not run along Mona vale road
94	A safe way for people to travel along this road by foot is long overdue.
95	This would make it safer and more accessible to walk or ride from Terrey Hills to Belrose.
96	This is absolutely required for safety reasons #1 So many kids are now riding their bikes both directions on and alongside the ride, it very dangerous Also for the kids up at the school walking up to supacentre
97	Yes absolutely! Many times we have wanted to run or walk or ride bikes with our kids down Forestway but it is just not safe enough as it currently exists. Only part missing is continuing this into Terrey Hills. Currently there is not a safe option to travel beyond Terrey Hills with kids. Either walking or riding bikes. This then limits transport options to cars or public transport. Would be great to have the option of riding to team sports, the super centre etc.
98	Great idea - would love to ride or walk to Super Centre & to Terrey Hills. Would be great to include cross over Mona Vale road & pedestrian path along to Hills, Flower Powe
99	Please consider separate paths (bikes on eastern side, foot traffic western) because my experience is that pedestrians never take into consideration the fact that cyclists also use shared paths.
100	Sounds great so long as it's not at the expense of existing road ways that are already over congested
101	Great project and well overdue. Will be well used by locals and lots of kids. An off-road shared path connection along Forestway to Warringah Road (from Belrose) is also needed.
102	This will provide a much safer option for so many people riding and walking along forest way. Wholly support it.
103	This would promote greater use of bicycles and walking, producing better environmental and health outcomes. It would also provide a safer alternative to the existing bike lane for less confident riders.
104	This is a fantastic plan and would be a great addition to Forest way During design please consider the conflict zones such as at intersections. Please consider the crossing distance of pedestrian and cyclists. If possible, a reduction in kerb radius is a simple change that can reduce that crossing length considerably.
105	Please don't remove trees or canopy to achieve the pathway. Also consider rails in sections to protect users of the path so they don't fall in way of traffic if giving way to pedestrians.
106	Great for families and singles, adults and children,
107	It's great to create a safe path for children to use to get to school and it will hopefully reduce the traffic on the road in the morning

Number	Comments
108	Fabulous idea!!! This section is soo dangerous currently. This will be a great improvement
109	Would be even better to go all the way from Warringah road to Monavale road. Also need the ability to cross the Forestway northbound to Mona vale Road westbound slip road safely and then cross Mona Vale Road. This would connect Frenchs Forest to to Terry Hills via safe walking / cycling. Also would be good to have a fence / barrier between the road and footpath, with small breaks every hundred meters or so for road bikes to transition between path and road if needed.
110	Please expand it further across in to Terrey Hills and along Mona Vale Road.
111	Much safer
112	This path will provide a much safer way to travel by foot or bike. Currently it feels dangerous to bike along Forest way
113	A great initiative that will encourage more exercise and less reliance on cars
114	This is a fantastic idea and has my full support.
115	This would be amazing! A different option to driving everywhere.
116	Cyclists ride down this road at over 40kph. To give them shared space with pedestrians is both raising risk and encouraging conflict between the parties. Let's be frank, it will become a cycle path! Make it pedestrians only and I would support.
117	Should have way more of these throughout
118	The more we can provide accessibility for bikes and walking, by linking area/activities the better for participation rates
119	So that it will provide a place so that we can stay safe at the same time so that you don't have to drive or ride on the road
120	Great idea. But mona vale road next to covenant Christian is ridiculously busy - surely it needs to sit further back and/or have barriers?
121	Fabulous. We need more cyclepath options that are safe to use - particularly for kids - and away from fast moving traffic. Keep it up!
122	I think this is a great idea but I don't think it goes far enough. Upgrade the footpaths to a shared path all the way to Warringah road. So many people cycle on the footpath between Adams Street and Forestway Shops at the moment and I don't blame them as you have to be very brave and accomplished to ride your bike on Forest Way. Shared paths are a great idea but they have to link places, not suddenly end and send cyclists onto roads.
123	Great idea. Will it be started/ completed before /after the Wyatt Ave Skate Park?
124	Build more paths on local suburban streets. I.e Prince Charles Road on East side of forest way etc. Nature strip's are being ruined by foot traffic and footpaths are a good solution.
125	Include barrier to protect pedestrians from 80kph traffic. Colour code bike lane to make division obvious
126	yes but traffic is too fast along that section. cars and trucks speed along there and drive dangerously. there will need to be a crash barrier installed along the road
127	This is long overdue especially as there are so many schools along the proposed path. I have walked very precariously along here to the Supa centre.
128	Bikes on footpaths can be very unsettling and scary to older folk. It is stressful having to stop and step aside frequently for bikes.
129	This will provide a safe environment to walk between Forestway fresh and the Supa Centre / industrial park.

Number	Comments
	This would also be beneficial for both adults and teenagers that need to catch a bus that starts from the bus stop in Belrose (doesn't pick up in Terrey Hills).
130	Something needs to be done about the lights at Adams Street and forestway. I have complained to the police before and had an extremely unsatisfactory response. I refuse to use the existing path as cars ignore red lights. 50% of the time I use the pedestrian lights at the intersection a car runs a red.
131	Can the path be protected from the road as cars are going at a high speed and there is always a crash somewhere on this road. It will feel more secure and pleasant to plant some trees to separate the road from the pathway.
132	Fantastic idea!
133	This will allow options for families and children to walk or bike safely up Forest Way. It will also increase the potential for increased fitness options.
134	There also needs to be a pedestrian crossing across Mona Vale road into Terrey Hills. Or as my 11 year old said an under pass.
135	Hi there, Path is a great idea, 100% support. Only comment would be can you add a crossing at the end of Forest way/Mona vale road so people can actually get across the road towards Terrey Hills. This would complete the path and allow more people to access. Thanks.
136	This is the best news ever. My parents live in Terrey Hills and this will be such a great outing and fitness provider for myself and my younger kids. I have a disabled brother also and being able to get him out walking and walking with a purpose to see his nieces at the end of it will be amazing. As we are on the outer of Belrose.
137	This would make it a safer and well used path for our area specifically when we need to get outside with pandemics. Overall it would make it safer for those who want to cycle to the tracks available who are younger such as teens who are good on tracks but questionable on roads. Separating walkers/cyclists from a busy road like forestway is safer.
138	Excellent idea for safety and to promote walking and biking for kids
139	I think it would be a fantastic addition! Currently Terrey Hills is very isolated. We can only really travel to other suburbs by car as cycling or walking along the main roads are far too dangerous. I would love to see a designated bike/foot path that runs from Terrey Hills into Belrose. Ideally all the way to Glenrose shops!
140	About time this kind of thing is planned. What happens at Mona vale Rd/forest way junction ? Pedestrian overpass or pedestrian light crossing - this is where I'd be worried for my kids
141	Students and locals should be safely able to move along Forest Way.
142	Need to provide a way to get over to Myoora Rd from Forestway
143	The Path would be really helpfull
144	lots of people can walk or ride up to terrey hills or bare creek and they wouldn't have to drive
145	Great way to connect Terrey Hills and Belrose.
146	It would be wonderful to have a shared path - making cycling and walking/running much safer. It's a win win
147	Fantastic initiative. I regularly walk from Davidson to Terrey Hills with my dog. It is currently a dangerous walk, with uneven terrain. After rain, there are parts of the walk I need to quickly dash onto Forest Way as the grass verge is a mud pit. Mix cyclist into that and it potentially is a accident waiting to happen.
148	Great idea but needs to be extended to terrey Hills shops. There's no point in having it just end at Mona vale road where there isn't even a pedestrian crossing? Make it link

Number	Comments
	the two town centres of belrose and terrey Hills. There are no paths at all at the northern end of this proposed route. It services the southern population of belrose well by does nothing for anyone living in terrey Hills unless there are crossings and more paths.
149	Dear Kajak, Thank you for informing us about the proposed bike path along forest way. As a keen cyclist that has ridden this route very often I strongly support this initiative, we the current bike path can be dangerous when there is a lot of traffic. Thank you very much!!
150	Riding a bike along Forest Way to Mona Vale Road in either direction along the road is extremely dangerous (with most cars, trucks and buses not respecting the 1m or 1.5m gap) and this proposed path will significantly improve safety for cyclists and pedestrians. In an ideal world the bike path would be separate from pedestrians (as a shared path like the one around Narrabeen Lake does create some tension) but maybe this could be possible in the future if a similar dedicated path (for either cyclists or pedestrians) is created on the eastern side of Forest Way. There is currently no pedestrian crossing at Forest Way and Mona Vale Road and I suggest a tunnel be considered similar to the one under Mona Vale Road between Cooyong Road and Booralie Road or at least a crossing so pedestrians and cyclists can safely cross Mona Vale Road. Priority for cyclists and pedestrians at Rudolf Steiner School would be preferable. If this shared path is constructed can any bus stops and poles not be placed on the path but recessed back so the full path is available unlike what has occurred on Frenchs Forest Road West and other locations where pedestrian and bike access is reduced to less than a metre as per the attached photo.
151	No not as presently planned. Forest Way northbound has not been completed from halfway between Wyatt Avenue and north of Bundaleer Street. RMS plans for this section including kerb and guttering, final levels and a different alignment at the curve near Bundaleer Street. That future work will impact on the path and could require it to be ripped up and redone especially in the vicinity of Bundaleer Street. Also your plan requires the sandstone hill south of Garigal Road to be cut back. There is no footway there now because there are aboriginal carvings there and that is why the concrete barrier was erected there. Also there is no pedetrian crossing at Mona Vale Road on both sides of Forest Way. Please investigate these local knowledge issues.
152	I think this would be fantastic for the local children who goes to these schools
153	This shared pathway is very much needed. With the opening of Bare creek, lots of people (many of them are kids) are riding along this busy road to get to the bike park. It would also be good if they could safely cross Mona Vale road to get to the bike lane heading towards Terrey Hills. A shared path all the way to Terrey Hills would be even safer.
154	Long overdue, Thank You!
155	Fantastic proposal! The existing narrow cycleway often has debris in it and does not encourage cycling especially with an 80 km per hour speed limit for Forest Way traffic
156	This is a great plan for rider's safety, separated paths are the best way to reduce the injuries caused by cars and trucks. It will provide a place that people will feel safe to ride and walk. It is amazing that there is not even a footpath on parts of Forestway towards the Supercentre, so yes this is overdue. Importantly if you want riders (think school kids and adults) to use it, then make it wide enough and give the right of way to the path at side streets. If the expectation is that riders stop at every side street, then like other subordinated paths, people will continue to use the road as it is impractical to stop/start, especially when compared to if it were a lane of the road.

Number	Comments
	<p>Please consider the addition of traffic calming devices on those side streets, else vehicles will be less likely to make safe environment for the shared path. I see raised crossing treatments are being proposed at Bundaleer Street and Waldron Road intersections. Excellent!</p> <p>Look at Briton and how they have very recently changed the Highway code to protect the vulnerable road users and placed the responsibility on the vehicles that have the most associated danger. Obvious when you think about it.</p> <p>Kids deserve a safe place to be, this path services a number of schools, and it is not overly arduous for a car or truck to give way for that.</p>
157	<p>Shared paths cause too many accidents!</p> <p>Too many trees and shrubs will have to be destroyed, trees that we need so much for creation of rain, storage of CO2, shade and habitat for our unique fauna.</p> <p>I understand the necessity of minimisation of car reliance, however, surely there are other ways to create more possibilities for bikes and pedestrians, without the destruction of existing trees and shrubs!! Maybe minimising the width of roads, creating waiting havens so that cars are forced to wait and let each other pass. This will be safer for all road participants as well, as driving speeds will slow down!!</p>
158	<p>No problem with the paths but it is the cyclists. No speed limits, they will be used as racing tracks, generally cyclists do not share. If there is congestion they expect pedestrians to jump out of the way and do not consider stopping. Is bell ringing a warning? What does it mean?</p> <p>"Look out here I come so jump out move over ", or should the cyclist move over or even slow and stop if necessary? We have a lot of fit school kids and young people but ALL ages use these paths and some are deaf, some are disabled, some are old. About time any child with a cycle has lessons and testing in school by an independent body before being let out in public.</p>
159	Fantastic!
160	<p>Rather than upgrading Forestway cycle path, which already has a cycle lane, it would be better to spend this money to establish a cycle path between Crown of the Hill and the Warringah Road cycle overpass near Frenchs Forest primary school.</p> <p>It is very dangerous for cyclists on Warringah Road.</p>
161	<p>There is already a bike lane on the road, and a footpath on the other side of the road for part of this stretch. Given there are already facilities in place (albeit lacking somewhat), I propose the council accelerates other pedestrian safety projects in the area which have absolutely no facilities.</p>
162	<p>The proposed pathway is in a low density area on the edge the Belrose residential area. It would likely see very few people using it.</p>
163	<p>I think that a protected raised crossing area between Covenant Christian school &amp; Kamaroi Steiner school (spanning Bundaleer Rd) is warranted. Every day, students from Kamaroi who catch certain bus routes home are led by a teacher across to Covenant to their bus bay using this route. I would like to see it made safer by having a dedicated raised crossing, especially as at that time of day, you have many Covenant &amp; Yanganinook school parents turning left onto Bundaleer Rd to pick up their children at the school gates located on Bundaleer Rd.</p>
164	I support the path but a better solution will be a dedicated cycleway
165	<p>I have children at both Kamaroi Steiner school and Covenant Christian school so I have experienced the difficulties with the unsafe non linkage between these schools. I ideally want my child at Kamaroi to be able to meet me at the Covenant gate on Bundaleer Rd but it's not safe for him to walk the 'bush path' then cross the top of Bundaleer Rd (corners with Forestway) by himself. So Ive always done 2 separate drop off/pick ups. I am incredibly supportive of this footpath to make travel safer along this stretch of road, especially for the Kamaroi teacher &amp; students that daily have to</p>



Number	Comments
	<p>traverse this to take Kamaroi</p> <p>Students to Covenant's bus bay to catch the school bus home; as well as for my son at Kamaroi to make independent travel possible to his sibling's who are at Covenant Christian school.</p> <p>I would also love to see the 40 school zone speed limit extended to cover the stretch of Forestway that is adjacent to the slip road that services Kamaroi &amp; 224 Forestway, rather than stopping at the point where the slip road starts. There are a lot of children &amp; parents there each day, so it is worth it (plus it's only 200 or so metres extra which isn't a large impost on traffic). Additionally, it would also make exit off the slip road &amp; onto Forestway easier if the oncoming traffic are travelling at 40 km/hr rather than 80 km/hr.</p>
166	Brilliant. Safety for our teenagers riding to the new bike park :-)
167	Excellent! This will be so much safer for school kids and all the mountain bikers who use this road.
168	Any initiative to encourage walking and cycling is welcome.
169	Safer option for family to ride
170	<p>My reservation would be the elderly, from various over 50's homes in that area who walk for pleasure and exercise all through there . These pathways would be good and are much needed but do we need bikes on them? From experience these bikes get up quite a bit of speed and when ridden by children, and these paths will be used by children of all ages because of the schools, are quite dangerous for pedestrians. Walking down Blackbutts road before school can be quite frightening with kids, dogs, scooters, bikes and strollers. You take your life in your hands. Do we want to replicate that mess?</p>
171	<p>This is one of the greatest ideas the council has come up with in regard to access. The "Big Dipper", as we call it is a huge obstacle to walking, running and cycling between Wyatt Ave and the northern end of Forest Way. Making this a safe place to ride, walk or run will open up new options for people accessing Auslink and the Super Centre. This estate is actually quite near Wyatt Ave, at just under 3km. To be able to ride there with kids, walk and/or run to and from work . . it will make people realise how close it is and that you don't always need a car to get there. I imagine it will open up the possibility of safely walking and/o riding to the schools on the Dipper. Great idea!</p>
172	Big supporter of improvements that encourage cycling and active lifestyles
173	Excellent proposal & excellent photomontages!
174	<p>All these proposals are fantastic! My wife and I recently purchased eBikes but we are both very reluctant to ride on the road as we have many bike riding friends who have had serious accidents or near misses with cars. As well as encouraging a healthy pastime that reduces car dependency, this initiative will encourage residents to spend more time exploring their local area, foster interaction with one's own family and community, support mental health and stimulate the local economy. Great work Council - it really is time we moved beyond planning around cars first and foremost!</p>
175	To make it safe for the community to travel beside a busy road is always better for everyone.
176	<p>It is very important to have separate bicycle lane as the heavy trucks and busses traveling at high speed on Forest Way pose a significant danger when bikes are using the existing narrow shoulder. The motorised traffic in general do not comply with the necessary 1.5 metre separation. On occasion bikes are actually forced off the road onto the unmade road reserve section, and this is especially dangerous near the Christian and Kamori school where the busses have churned up the adjacent road reserve. PS: I use this route at least twice a week to go to Austlink and/or Terrey Hills for volunteer work. It is a nightmare! Please commence this work ASAP</p>

Number	Comments
177	Terrific. Much, much better. Makes great use of excess land I'll-suited to other uses. I've ridden along the existing footpaths which are closed in and relatively dangerous. The alternatives, well to the west of forestway are very indirect. When we do the Sam down Warringah road and across into Chatswood the whole area will open up to bicycle commuting. Many thanks for your great work.
178	As the network of bikepaths develops the amount of users will mutlply. Once you can safely ride a bike all around our council we will look back and wonder why on earth we didn't do this sooner. Add ever more affordable ebikes and a new hesitation to mingle on packed buses and we will soon see even more money spent. I'd like to see shared paths that are separated from the main roads where possible. This would cost substantially more and require far more cooperation from various landowners but would be worth the effort.
179	In favour but insufficient detail has been provided on how the proposals stop Kamaroi school traffic interfering with cyclists on shared path, particularly southbound cyclists and northbound cars, and pedestrians crossing the shared path to get between parking and school.
180	Hopefully this is just the start and it will be upgraded to a separated cycleway later.
181	WPaths should be at least 3 metres wide Speed limit for bikes 10 kph Bikes are not to be ridden across Crossing or at right angle to direction of road Riders must dismount as required by law Council to enforce in design
182	Very happy this is happening. Thank you
183	This is a brilliant and long overdue addition to the area thank you so much. Living in Terrey Hills we are close enough to walk to Covenant Christian School but there hasn't been a safe way to do so. This will also enable my children to ride their bikes to the sport fields at Belrose which has previously been inaccessible to them without an adult driving them.
184	Very much in favour. That part of Forest Way is the only section between Warringah Road and Mona Vale Road unsuitable for bicycles. Shared pathways are becoming so much more important because of the COVID driven increase in bicycle use.
185	It will be great to have a bike lane on that section of forestway. Will there be a crossing at the end to get across to the other side of Mona vale road? Also if riding on mona vale road westbound and you get to the forestway intersection will there be a way to cross the road to get on that bike path or will you need to travel to the forestway aust link intersection to cross forestway?
186	Thank you for providing safer cycling along Forest Way. The current road with narrow shoulder is very scary and dangerous for cyclists due to the high speed limits. I avoid it at all costs, and use my car instead due to safety concerns.
187	This will be great for my son. I like riding with him but at the moment he is too young to be on a busy road.
188	Excellent idea. The current bicycle "lane" is a scary place. Need to make sure there is a safe means of getting across MV Rd. The current arrangement for bikes is not.
189	Awesome. Could be wider to allow road bikes to travel along the section too. Longer, and on the eastern side too! This is a great start though.
190	should have had a made footpath along all of forest way decades ago
191	Perfect, pathway should be done all the way up forest way to the super centre so kids from Belrose can ride up to bear creek to bike ride.


Number	Comments
192	Love the idea of more footpaths and cycle ways. The only issue is that because the pedestrian and cycle paths are essentially one wide path it can be dangerous for both pedestrians and cyclists when crowded. Ideally pedestrians and cyclists both have off-road paths dedicated to each activity. Also, similar off-road cycleways in and around 2087 would be very welcome!
193	I am a teacher at Covenant Christian School. I believe that a shared path along Forest Way is an excellent and safer alternative to encourage families and young people in the local area to be riding and walking to school. I am in full support of this plan! Well done!
194	Great idea especially extending to Mona Vale Road.
195	Just make sure that the new path is at least a metre away from the 80Km roadway. It is frightening when a bus or truck passes next to you at speed.
196	Great plan *Any safe way of crossing monavale road forestway intersection in the plan for pedestrians or cyclists?
197	This project will deliver few benefits to the community given it is in an area where relatively few people live and there are already safe ways to cycle to the schools which avoid Forestway. There are more pressing pedestrian safety issues that deserve attention than this.
198	There is already a bike lane on this stretch of road, and there are back roads and tracks which can be used to bypass the main road altogether. This project is unnecessary.
199	I don't see the point of having the pathway extend beyond the schools to the Belrose business park - there is already a bike lane there, and I imagine the most people going that far would be adults and so could ride safely on the road.
200	I live near Wyatt avenue, Belrose and regularly cycle up to Terrey hills on the existing cycle lane which is extremely dangerous. This new cycle pathway plan is fantastic and I thoroughly support it. Regards [REDACTED]
201	who will police the cyclists. There are some who ride in a mannttravel at very dangerous speeds. It is frightening when one is walking along when suddenly a cycle whizzes past you from behind and turns in straight in front.
202	This stretch of road is frequented by numerous cyclists including myself and kids who are unlikely to adopt a shared concrete pathway with dog walking Karen's. The safety lane currently in place in both directions is very inadequate and dangerous to cyclists, particularly as the roadway is a primary roadway for heavy vehicles. This very proposal acknowledges council's knowledge of the risk currently posed to cyclists along this stretch of road. As avid cyclists will continue to use the roadway rather than a share path, I have real fears that adding a shared pathway will only increase tension with motorists. Also, it is unlikely the shared path will be widely adopted as most schools are attended by students living beyond their cycling distance. Please use the funds to widen and improve the safety lanes in both directions along this stretch. By doing so you will reduce tensions between users and save lives in contrast to increasing the risks to cyclists under this proposal.
203	1. There is already a bike lane there on the road. 2. There aren't many residential homes in the area, nor particular areas of interest, so who is really going to be using it, especially given point 1. 3. There are more urgent pedestrian safety issues in our LGA that need to be addressed before this (South Curl Curl carpark, lack of footpaths in Davidson etc).



Number	Comments
204	Wonderful idea, I fully support it! Would be able to cycle from my children's school up to my office!
205	Great initiative! Next Frenchs Forest to Narrabeen!!!
206	I am in favour of almost all cycling infrastructure; however cyclists and pedestrians do not mix well, especially when there are steep gradients such as seen on Forrest way. I can't see many people ever wanting to walk the vast majority of this corridor, especially north of Morgan road. therefore can some consideration be given to making this much needed missing piece of infrastructure a dedicated cycle-path. Also how will this be isolated from the traffic lanes on Forrest way, who will have priority at all the side streets? and how will cyclists be accommodated at the Forrest way / MV road intersection?
207	This is a great idea. It would be good to remove parking on one side of the road to accommodate this. It would also be amazing for an improved foot path on the other side of the road and maybe an extra pedestrian crossing half way between forest way and Lionel watts oval
208	Bike track to the bike track, what is there not to love!
209	Thank you Council, this will be an excellent addition to provide a safe way for our school students, staff and school community to walk or bike to school. Please let us know if we can do anything further to support this initiative. If permitted, happy to host any community consultation meeting. Thanks again. [REDACTED]
210	To whom it may concern, Forest Way, Belrose Shared Path I write today regarding the current Forrest way, Belrose shared path concept plan which is open for public comment. I've reviewed the documentation available and I do support this initiative. However, I would like to make some comments to ensure that the proposal meets the needs and requirements of the community. I also write this recommendation as an avid cyclist who commutes to the city each day by cycle, and I ride upon the piece of road mentioned on a weekly basis. I'm also very familiar with the shared pathway options available, and like many other cyclists I just don't use them, and I would stretch this comment to suggest that almost all cyclists are not using them. I also believe that the council is aware of this, and just last week, I saw the post on Facebook published by Northern Beaches Council on Facebook displaying the new shared cycleway at Dee Why. The post had generated 100's of responses from the community complaining that cyclists still use the road and not the pathway, As a result of this post and the community outcry, your admin team switched off the ability for people to further comment on the post. Cyclists don't want to share with pedestrians for various reasons and I think there is enough proof in that concept already that these paths are not being used by cyclists. As I mentioned previously I commute to the city most days (Pre Covid) for work, and I can make this commute in a shorter time than it would take me to drive. To make this a viable option, and like many who do the same commute, we need to use the road network the same as a car. I strongly feel that we now need to move to a system where cars and cyclists share the same road, rather than cyclists and pedestrians sharing a path.

Number	Comments
	<p>(eg) Why would a cyclist use the new proposed path when they can sit in the far left lane and share with a car and get to their destination quicker.</p> <p>My Proposal</p> <p>There is already a section of road to the far left that allows a cyclist to ride unhampered from the traffic.</p> <p>I think a better solution that will be used, would be painting the far left section of the road green and widening it with ample signage to indicate that it's a cyclist lane as per the diagram below.</p> <p>If you require any further information with any of the above please don't hesitate to reach out.</p> <p>Kind regards</p>
211	<p>Dear Sir/Madam</p> <p>Please don't misunderstand me. I have nothing against bike riders and I love to see Mums and Dads riding along together safely on footpaths. However what I STRONGLY object to is racing bikes speeding along on footpaths and I mean speeding.</p> <p>An example of this was last Sunday I was walking along on the footpath near Forest Way shops when a group of cyclists, two abreast came speeding along towards me and I had to get off the path to allow them to pass!!! Seriously!</p> <p>Most of the driveways on the left hand side of Warringah Road heading to Forestville are enclosed and once again as I set out to walk I have to ensure there is no speeding bike ready to pass by, it's an accident waiting to happen in my opinion.</p> <p>Before lockdown my daughter and I were walking along Narrabeen lakes. A lady with a little boy, maybe 2 years old was running after the ducks and having fun. His Mum was watching him and suddenly the little boy ran across the footpath to other side of grass but unfortunately a man on a racing bike cycled straight into the little boy and knocked him down. My daughter and I rushed over to help the lady, the man on the bike simply said, it wasn't my fault, he ran out in front of me.....he proceeded to get back on his bike and rode off so no, I am not at all in favour of sharing footpaths with racing bikes! Very soon walkers will have no where to walk.</p> <p>Kindest Regards</p> <p>[REDACTED]</p>
212	<p>Removing cyclists from the roadway on Forest Way is a good idea. At present cyclists should travel along Forest Way in a clearly marked cycle way, however, when there is more than two cyclists it would appear that they travel in numbers using one road lane causing considerable frustration to many motorists. Getting cyclists off such a busy road as Forest Way must be encouraged. When this project is completed, will penalties apply to those cyclists that continue to travel on the roadway?</p> <p>I look forward to your comments. Kind Regards. [REDACTED]</p>
213	<p>Looking forward to proposed works. [REDACTED]</p>
214	<p>Dear Sir,</p> <p>Thank you for the opportunity to provide comments on this proposed shared path for pedestrians and bicycles along the western side of Forestway from Wyatt Ave to Mona Vale Road.</p> <p>We are very concerned about this proposal. While it may be desirable to provide off road pathways for bicycles we consider that this is not the appropriate place to provide these facilities. This large amount of funding should be used in higher priority areas e.g. more densely populated areas.</p> <p>The premise is that it will be used by the schools along this section of Forestway and to the employment area at Austlink Business Park.</p> <p>At present there is a bike lane along Forestway which provides bicycle access to these</p>

Number	Comments
	<p>facilities yet very few bikes are used to access these facilities.</p> <p>This section of Forestway adjoins a non urban area of the Northern Beaches LGA and the current studies that have been on exhibition in preparation for the new LEP for the whole of the Northern Beaches LGA show that this area will remain non urban as it is not required any urban expansion. The extra number of dwellings that are required by the State government can be accommodated within the existing urban areas.</p> <p>The documentation for this proposal has not included any surveys to show that this major work is necessary along the western side of Forestway between Wyatt Ave and Forestway.</p> <p>There is a long section of Forestway without Kerb and Gutter where, due to safety reasons, it will be unwise to encourage pedestrians and cyclists. Further there is a long section where there is a large rock shelf that would have to be excavated to accommodate a shared pathway. This natural landform with its native vegetation should remain as stated in the WLEP2000 Locality C8 North Belrose. There are pockets of Duffys Forest Ecological Community in this area that should be protected. The construction of a three metre wide pathway for such a long distance will create a large impervious area in the non urban area. This is unacceptable.</p> <p>There are no dwellings along this stretch of Forest Way and, other than Covenant Christian School, the schools they're proposing to be servicing with this new bike/pedestrian path are all primary schools.</p> <p>Between Linden Ave and Crozier Road cyclists will be met by large trucks when crossing Linden Ave and many different types of vehicles entering and leaving the nurseries along Forestway.</p> <p>Encouraging young cyclists at these unsafe locations is not desirable.</p> <p>We are seeing that there are many more mountain bikers riding through the bushland in the non urban areas near this section of Forestway. Mountain bikers are becoming more adventurous and going into the bushland through private land and destroying the native bushland. They create jumps and new tracks through the dense Native bushland. This is unacceptable .The lands that they enter includes Metropolitan Local Aboriginal Land Council, other private lands and Garigal National Park.</p> <p>This is irresponsible and should not be encouraged through the provision of a shared pathway in this area.</p> <p>If Council still see that is it necessary to provide a shared pathway along Forestway we suggest that the pathway be constructed along the eastern side of Forestway from Wyatt Ave to Mona Vale Road.</p> <p>This will be a much safer alternative. This section of Forestway has Kerb and Gutter for the full distance and cyclists can access the eastern side of Forestway safely at the traffic lights at Wyatt Ave and Crozier Road.</p> <p>We request that the Council carefully consider these comments for this proposal.</p> <p>Yours Sincerely [REDACTED]</p>
215	<p>Forest Way, Belrose.</p> <p>In relation to the proposed bike path from Wyatt Ave to Mona Vale Rd, I am in favour of the section being constructed on the western side travelling north to Kamaroi School but then I would like to see a crossing to link it to the eastern side to then link it through Garigal National Park. The reason for this is to conserve the more bio-diverse bush on the western side and upgrade the existing bike path on this eastern section.</p> <p>From Kamaroi School, the western side can be connected through to the Belrose Retail and Employment Zone using existing road space to continue north, existing by Narawang Way to Mona Vale Road.</p> <p>Regards, [REDACTED]</p>

Number	Comments
216	<p>Bikes and pedestrians should never use the same thoroughfare, as many bikers disregard pedestrian and dog safety by speeding and not ringing their bells. Pedestrians cannot enjoy their walks as they are having to constantly look behind them for speeding bikes. Bells on bikes should be mandatory as well as bike registration.</p>
217	<p>Dear Northern Beaches Council</p> <p>In response to your email on 23/8/2021, we provide the following feedback in regard to the proposed shared pathway along Forest Way at Belrose. We note that part of the proposed pathway will be constructed along the eastern boundary of our property. Overall, we are supportive of the proposal however request that the following concerns be considered and incorporated into final planning.</p> <ul style="list-style-type: none"> <li>• The potential for flooding on the section of pathway between Bundaleer St and Leonis School be addressed, ensuring that adequate drainage is present to facilitate water egress in the event of moderate or significant rain. At present, water pools in this area to the extent that there is no safe access for pedestrian transit of school staff and students along this section to bus services to the south.</li> <li>• The potential for excessive cyclist speed between Bundaleer St and Leonis School be addressed to ensure the safety of school staff and students who may be transiting this area. It is suggested that fixed bollards be positioned at the beginning and end, and partway along this section. This will force cyclists to reduce speed.</li> <li>• That clear signage is erected to ensure cyclists use the (divided) cycle path outside Kamaroi Rudolf Steiner School, and not the pedestrian walkway instead. This is requested to ensure safety of our school community and students.</li> <li>• That there is no change to the existing front to kerb parking arrangements on the slip road outside Kamaroi Rudolf Steiner School.</li> <li>• That as much additional parking as is possible is incorporated into the northern section of the slip road outside Kamaroi Rudolf Steiner School, and adjoining properties to the North.</li> </ul> <p>Yours sincerely</p> 

Number	Comments
218	<p style="text-align: center;"> <b>The [REDACTED] Submission</b>  <b>Re Northern Beaches Council</b>  <b>Forest Way, Belrose Shared Path Project</b> </p> <p><b>1. General</b></p> <ul style="list-style-type: none"> <li>• The <b>Shared Path Plan</b> has [REDACTED] full support. We are supportive of improvements for cyclists, pedestrians and motorists in our location and appreciate this council/government initiative.</li> <li>• In this response we have identified <b>Leonis School Issues</b>, that we feel need to be addressed which relate specifically to our school and our location, and</li> <li>• We have also identified <b>General Public Issues</b>, that relate to the safety of the general public and if considered during the design could help to ensure the best possible outcome for all.</li> <li>• We have also included, <b>Cohort Comments</b>, as submitted by our cohort, part of running an inclusive commentary process.</li> </ul> <p><b>2. [REDACTED] Issues</b></p> <p><b>Location of Proposed Path</b></p> <p>We understand the current proposal is for the path to be adjacent to the road boundary, along the front of Leonis School, between the fence line and the electric pole line.</p> <p>This has the potential to exacerbate three issues currently affecting the Leonis School which are currently part of our ongoing risk management regime.</p> <p><b>2.1 Drainage</b></p> <p>The Forest Way water run-off is drained through a Council/RMS drainage system that enters the system at the low point in front of our School.</p> <p>In as often as a 1 in 2-year storm event it can flood and cause serious damage to our school infrastructure. We have made 2 insurance claims with the RMS, have been in contact with Northern Beaches Council (NBC) and Downer have carried out improvements in attempt to rectify this issue. To date it is still a high probability our School will suffer from overflows from this inadequate drainage system into the future.</p> <p>While the drainage infrastructure is RMS's responsibility it takes run-off from NBC's land.</p>






Number	Comments
	<p>This same water runoff collects along the pedestrian pathway adjacent to the boundary along the front of our School and Forest Way (route of proposed path) blocking access along this pathway. This issue has been reported to both the NBN (their pit floods) and NBC and photos are available showing the extent of this flooding.</p> <p><b>Request</b></p> <p>That the Drainage issues be understood and accounted for in any design solutions prior to any construction being undertaken. To this end we are asking for consultation with the design team prior to the start of and during the design process.</p> <p><b>2.2 Public Transport</b></p> <p>An RMS Bus Route Stop is located immediately in front of our School at 218 Forest Way and adjacent to the RMS drainage pit mentioned above in Point 2.1.</p> <p>Although we understand this bus stop has low usage by the general public and Kamaroi School students, <b>it's an important facility.</b></p> <p>When used, it exposes commuters/children to risks generated if they either:-</p> <ul style="list-style-type: none"> <li>i) Have to walk along Forest Way adjacent to the traffic where no adequate path exists – a dangerous exercise, or</li> <li>ii) Attempt to access the pathway along the frontage to the Leonis School which is difficult to do because of the steepness of the water retention mounding immediately adjacent to the bus stop and/or the possible flooding that may be occurring to the pathway as mentioned in point 2.1 above.</li> </ul> <p><b>Request</b></p> <p>That the location of the bus stop and/or its access routes be reviewed to determine the suitability of its position in relation to the proposed pedestrian/cycle way and the appropriate changes/design measures be instituted to ensure the bus stop functions as per the latest standards including shelter. Also, consideration be given to how the Southbound bus stop on the other side of Forest Way be accessed from Kamaroi/Leonis School/Bundaleer Road precinct.</p> <p><b>2.3 Access to and from the Leonis School</b></p> <p>The proposed shared pathway issues not directly affecting the Leonis School site are addressed under 3. <b>General Public Issues</b>, and below we will concentrate on issues directly affecting the Leonis School access, in our operating hours <b>which include evenings.</b></p> <p>The vehicular and pedestrian <b>access into, and egress from</b> the Leonis School is via a vehicle driveway crossing immediately at the start of the slip road.</p>

Number	Comments
	<p>The nature of the <b>access into</b> the slip road and then <b>into</b> the Leonis School driveway means there is:</p> <ul style="list-style-type: none"> <li>i) little time to turn into the slip road, and then into the Leonis School driveway after having veered off Forest Way, and</li> <li>ii) poor sight lines to allow sufficient time to respond to pedestrians or bicyclists travelling along the pathway in front of the Leonis School to then cross the driveway in front of entering or exiting vehicles.</li> </ul> <p>Fortunately, under current conditions, there is rarely any pedestrian/bicycle traffic crossing the Leonis School driveway and our management through signage and education is adequate to safely meet the situation for students and teachers.</p> <p>The Leonis School's current safety regime for ensuring, as far as is possible, safe access to the Leonis School, firstly off Forest Way and then across the driveway is:-</p> <ul style="list-style-type: none"> <li>i) when entering the Leonis School we give plenty of left turn indicator notice when turning left off Forest Way to turn left into our driveway, or</li> <li>ii) when egressing from the Leonis School onto the slip road we firstly, stop at our boundary (to check for pedestrians) and secondly, again stop at the end of the driveway onto the slip road (to check for speeding vehicles entering the slip road).</li> </ul> <p><b>However</b>, with the upgrading of the pathway, and the safety issues identified above, a whole redesign of our access would be required. This is due to the obvious consequences of pedestrian/bicycle flow changing from basically, school children over one very short period per day to intermittent flow over the whole day, including parents, children, strollers, scooters, pets and fast moving bicycles.</p> <p>Even so care must be taken, due to the speed of vehicles turning into the slip road off Forest Way, as these vehicles have little time to stop.</p> <p><b>Request</b></p> <p>That a very detailed design evaluation be given to the proposed pathway and the alterations to the slip road, in the vicinity of the entrance off Forest Way at the Leonis School driveway entrance.</p> <p>As part of this evaluation, we suggest relocating the proposed path off the boundary from Bundaleer Rd North to Kamerol School (at the slip lane entrance) to an alignment to the east of the line of the electricity poles. This would:</p> <ul style="list-style-type: none"> <li>i. Give cyclists and pedestrians a full view of motorists joining the 10kph zone reducing the risk of accidents</li> <li>ii. Give motorists full vision of cyclists as they join the 10 kph shared zone coming off a 80kph major artery reducing the risk of accidents.</li> </ul>

Number	Comments
	<div data-bbox="491 282 1329 595"> <ul style="list-style-type: none"> <li>iii. Provide greater visibility in ingress/egress to the Leonis School main entrance</li> <li>iv. Provide greater visibility in ingress/egress to the Kamerol School main entrance</li> <li>v. Greatly improve cyclist and child safety</li> <li>vi. Rely less on barriers, signs etc for actual safety for all users</li> <li>vii. Require vegetation to be removed and possible relandscaping and plantings along the frontages of the properties from Bundaleer Road Northward.</li> </ul> </div> <div data-bbox="359 674 821 723"> <h3>3. General Public Issues</h3> </div> <div data-bbox="359 752 1321 853"> <p>The [REDACTED] also offers the following comments on the project that relate to the safety of the general public and if considered during the design could help to ensure the best possible outcome for all. Our school:</p> </div> <div data-bbox="379 878 1329 1783"> <ul style="list-style-type: none"> <li>3.1 Suggest <b>measures be implemented to severely restrict e-bicycle and bicycle speed</b> approaching the shared zone from north and southbound directions.</li> <li>3.2 Suggest having a <b>dedicated pedestrian lane/path in front of each school</b> to ensure school children/pedestrians are safe relative to speeding bicycles. e.g. Willoughby Shire Northcote Street Naremburn to Artarmon over bridge has a dedicated pedestrian lane alongside north/south bike lanes.</li> <li>3.3 Supports the intersection of Bundaleer Road at Forest Way being designed for priority to pedestrians and bicyclists.</li> <li>3.4 Suggest the <b>School Zone on Forest Way be extended</b> so it continues from Christian Covenant School past where Kamerol School traffic re-joins Forest Way after drop-off and pick-up, protecting the proposed 10kph shared zone in school zone hours.</li> <li>3.5 Suggest the <b>alignment of the pathway from Bundaleer Road to the slip road be to the eastern side of the line of the electricity poles</b>. This would improve the safety of users by: <ul style="list-style-type: none"> <li>3.5.1 as described in 2.3 above, provide greater safety for pedestrians and cyclists because of sight distances and allow the pathway to be maintained at 3m.</li> <li>3.5.2 allow the width of the pathway to be maintained at 3m (not be reduced to 2.5m with electricity poles and fence posts at the very edge of the pathway - very dangerous objects to run into on a bicycle).</li> </ul> </li> <li>3.6 Suggest a <b>redesign of the shoulder from Bundaleer Rd to the slip road entry</b> to provide a safe exit from Forest Way into the slip road. This redesign needs to provide sufficient space for queuing at school drop-off /pick-up times. This could be more easily accommodated in a modified design as described in 2.3 above.</li> </ul> </div>



Number	Comments
	<p>3.7 Suggest <b>sensor-based traffic lights</b> be added to where the slip road re-joins <b>Forest Way</b> to allow vehicles to exit safely onto Forest Way. With 5 traffic variables, the existing northbound bike lane, the proposed bi-directional shared path for bicycles and pedestrians and the 80 kph Forest Way traffic, some intervention seems necessary.</p> <p>3.8 Suggest <b>lighting upgrades</b> in and approaching the shared zone, so cyclists (often without lights) can be seen at night and dawn/dusk, particularly as the Leonis School operating hours include evenings.</p> <p>3.9 Ask that the flooding occurring along the boundary to 216 and 218 Forest Way from overland flow from the entire length of the slip road, Forest Way and the NBN conduits (pit near our southern boundary) be rectified. This flooding prevents the path to be used and would have some effect on the access to the school next door for children. This issue has been logged with Downer/RM5/NBN repeatedly.</p> <p>3.10 Asks <b>the existing bike lanes north and south on Forest Way be retained</b> and the shared pathway is an additional resource.</p> <p>3.11 Students and teachers have supported the safety of pedestrians being an imperative especially in the area in front of the Leonis School main vehicle entrance where the proposed plan is impacted by the following six safety variables:</p> <p>3.11.1 Traffic speed change of 80kph to 10kph for vehicles exiting Forest Way</p> <p>3.11.2 Northbound cyclists appearing out of a blind spot for motorists off Forest Way</p> <p>3.11.3 Northbound cyclists appearing out of a blind spot for vehicles entering and leaving the Leonis School</p> <p>3.11.4 Southbound cyclists</p> <p>3.11.5 Pedestrians and cyclists crossing the road on the beginning of the 10kph zone</p> <p>3.11.6 The danger of e-bicycles on a downhill run speeding through the shared zone. E-bicycles can be and are illegally modified and weigh up to twice the weight of standard bicycles and are a danger to pedestrians.</p> <h2 data-bbox="375 1377 790 1429">4. Cohort Comments</h2> <p data-bbox="331 1458 1241 1525">The [REDACTED] has canvassed its cohort and adds the following comments and suggestions relating generally to the project:-</p> <ul style="list-style-type: none"> <li>• "My only comments are <ul style="list-style-type: none"> <li>○ how easy will it be for us to see cyclists coming at high speed along the path as we pull out of the front gate? The planting/vegetation along the boundary will need to be cut right back so there's a clear view for vehicles exiting across the Leonis boundary. Some cyclists come at a fast clip and may not think to check if there are cars coming out. And of course, they will need</li> </ul> </li> </ul>

Number	Comments
	<p>to be able to see us coming out so again the planting/vegetation will need to be clear for them to have a good view of vehicles."</p> <ul style="list-style-type: none"> <li>○ Longer exit road beginning further towards Bundaleer Rd.</li> <li>○ Signage on Forest Way outlining departure of traffic and presence of schools"</li> </ul> <ul style="list-style-type: none"> <li>• "Danger for Drivers and Path Users - Safety Issues <ul style="list-style-type: none"> <li>○ provide a greater visual scope of the pathway for path users/drivers approaching the Leonis School driveway</li> <li>○ Signs and Warning Markings to alert Path users of Leonis driveway on both sides.</li> <li>○ Create Noticeable Entrance Gateway i.e. Posts/Posts and Rails/Pillars Etc.at the Leonis School Boundary</li> <li>○ Install sensors activating warning signals"</li> </ul> </li> <li>• "Definitely will be hazards, not only with increased pedestrians but speed of cyclists."</li> <li>• "I've heard of an accident between a pedestrian and a cyclist in a shared lane and I feel unsure about shared lanes as a result:- <ul style="list-style-type: none"> <li>○ I would prefer a dedicated foot path be installed and the bike lanes remain in place on the main road."</li> </ul> </li> <li>• "It certainly will be different having more pedestrian and bicycle traffic going past the Leonis School but I can see the benefits. Look forward to seeing it evolve."</li> <li>• "My suggestions re the new path implementation: <ul style="list-style-type: none"> <li>○ Signage on either side of our gateway on the new foot/cycle path - "Caution Driveway" or something warning pedestrians and cyclists of traffic emerging from or going into our driveway.</li> <li>○ From the documentation I'm not quite sure how it will be at the end of our slip road where it merges with Forest Way. May be a set of traffic lights is warranted."</li> </ul> </li> </ul> <p>Thank you for the opportunity to comment. Please keep us informed and involved in the design and progress of this important initiative.</p> <p>Yours sincerely</p>  <p>Phone: </p> <p>Email: </p>

Document administration	
Version	2.0
Date	11 November 2021
Status	Final
Related Projects	Move Northern Beaches Transport Strategy Northern Beaches Bike Plan