
Community and Stakeholder Engagement Report

Newport to Avalon Pedestrian and Cycle Link

Newport Beach to 'The Serpentine', Bilgola (Section 1)

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1. Summary

This report outlines the community and stakeholder engagement conducted as part of Section One of the Newport to Avalon Pedestrian and Cycle Link, connecting Newport Beach to The Serpentine, Bilgola. The revised design plans were exhibited between 23 October and 6 December 2020.

Newport Beach to The Serpentine, Bilgola is referred to as 'Section 1' of the overall Newport to Avalon Pedestrian and Cycle Link.

The feedback collected during public consultation revealed a general level of support for the proposed shared path, with comments citing the anticipated benefits of improved access and safety.

There were some clear and consistent themes evident from respondents regarding the use of proposed materials. In particular, the proposed use of concrete barriers and the negative impacts this could have on the environment, aesthetics of the area and driver experience.

We received a strong level of support to improve the draft design with opportunities to integrate the new path with the surrounding environment specifically highlighted.

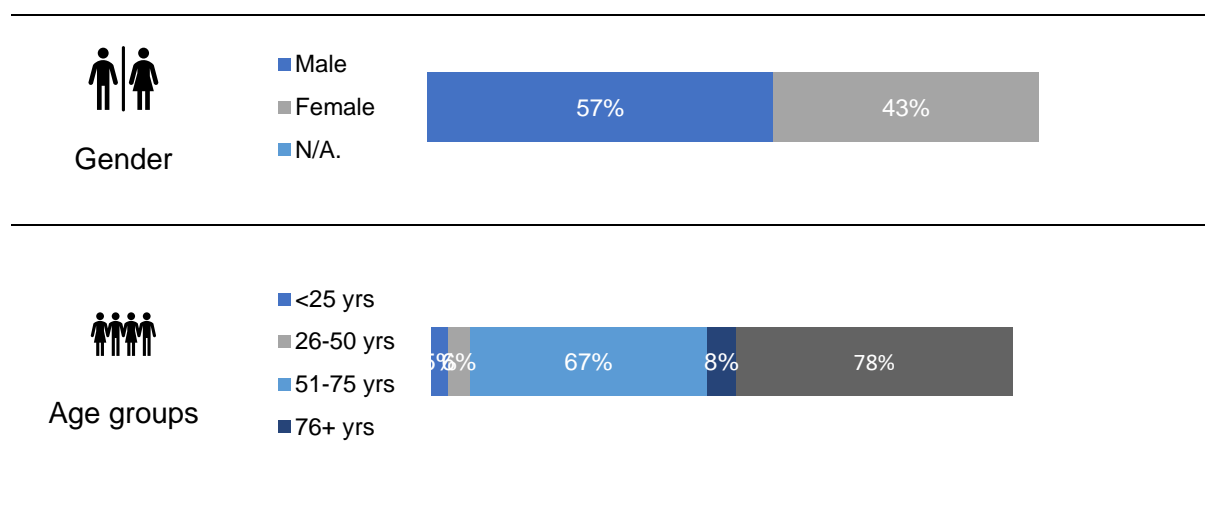
Respondents who were not supportive of the proposal indicated that they believed shared paths are generally not safe. Some comments noted concern that the proposed concrete barriers would create a corridor effect and be aesthetically displeasing.

1.1. Who we engaged¹

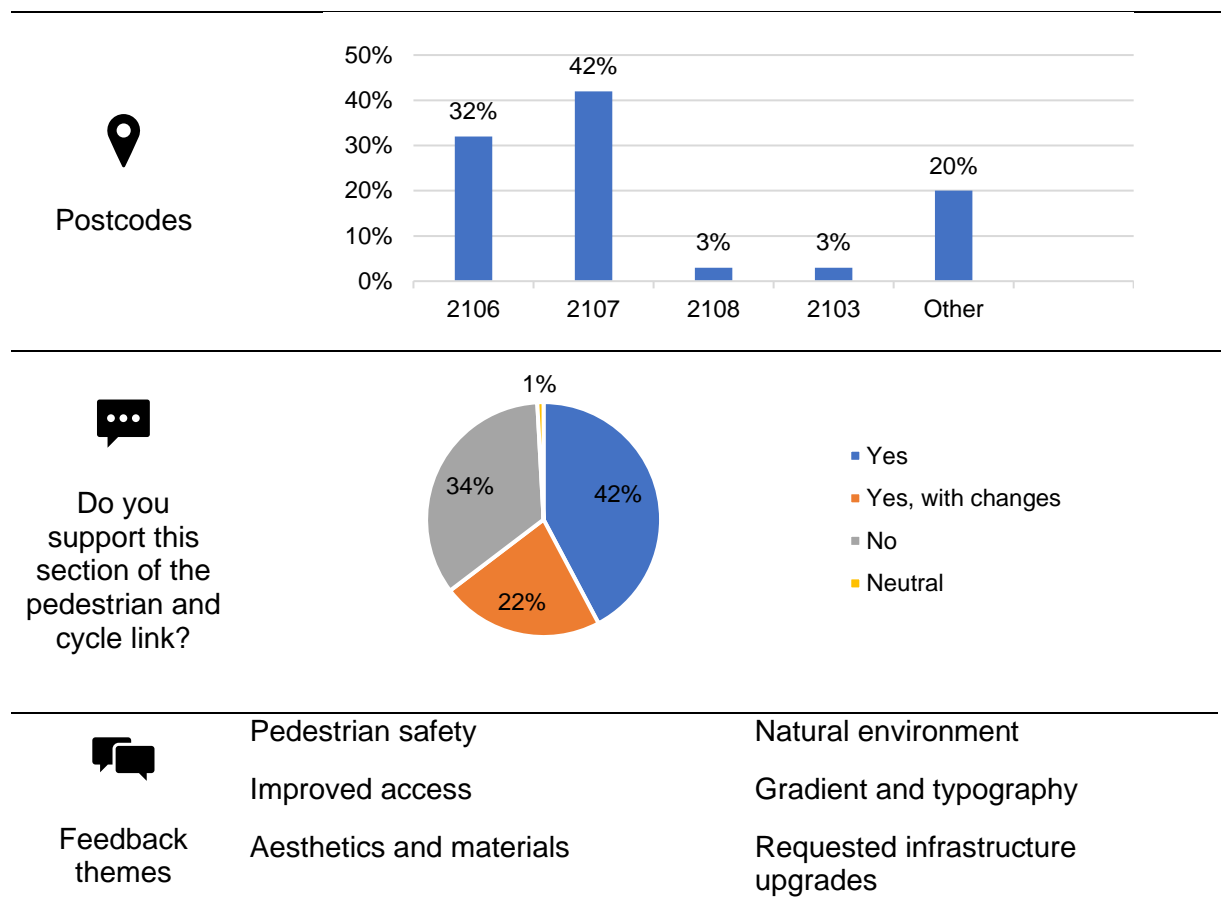


116

Total submissions received*



¹ No demographic data was captured for respondents who contributed feedback via post, email or direct call.



1.2. How we engaged

 <p>Your Say</p>	<p>Visitors: 1071</p> <p>Visits: 1309</p> <p>Av. time onsite: 1m</p>
 <p>Print media and collateral</p>	<p>Letter drop: 2107</p> <p>Distribution: 367</p>
 <p>Electronic Direct Mail - EDM(s)</p>	<p>Community Engagement newsletter: 2</p> <p>Council eNews: 1</p> <p>Distribution: 20,000</p> <p>Distribution: 150,000</p>
 <p>Key stakeholder sessions</p>	<p>Stakeholder presentations: 2 sessions held</p> <p>Stakeholder meetings: 5 sessions held</p>

2. Background

In December 2016, Council adopted a \$32.6 million program connecting the Northern Beaches through integrated active walking paths and cycleways.

With much of the Coast Walk now complete, pedestrians and cyclists can now safely travel between Manly and Newport with links back into Transport for NSW's B-line hubs and services.

In 2018, Council consulted with community and key stakeholders on a series of proposed designs connecting Newport to Avalon on a mixture of new footpaths, shared paths and on-road cycleways.

Feedback collected during the first stage of consultation was used to further refine the designs. Following extensive consultation with key stakeholder groups, the revised design plans were also presented to local residents' associations representatives for initial feedback prior to public exhibition.

Newport Beach to The Serpentine, Bilgola was exhibited as 'Section 1' of the overall Newport to Avalon Pedestrian and Cycle Link project to ensure a clear delineation between the different sections of work.

Other sections included:

Section 2: Shared Zone, The Serpentine, Bilgola.

Section 3: Bilgola Beach to Avalon Beach.

We have continued to work closely with key stakeholder groups to further improve detailed design plans, incorporating changes where feasible.

3. Engagement objectives

- Build community and stakeholder awareness of participation activities (inform).
- Provide accessible information so community and stakeholders can participate in a meaningful way (inform).
- Identify community and stakeholder concerns, local knowledge and values (consult).

4. Engagement approach

Community engagement for Section 1 of the Newport to Avalon Pedestrian and Cycle Link was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

The engagement approach gave consistent and accessible information and asked a uniform set of questions of participants in all activities. Results provide responses across a spectrum of demographics, expertise, experience and understanding of our local government area.

5. Findings

Theme	What we heard	Response
Pedestrian access and safety	<p>Those who were supportive indicated that segregating the path from the vehicle road would improve safety for pedestrian and cyclists.</p> <p>Those who were not supportive noted that the path would become similar to that of Narrabeen Lake, with cyclist travelling at fast speeds, ignoring shared path etiquette and increasing risk to pedestrians.</p> <p>As a way to further improve pedestrian access and safety, some respondents suggested the design provide two lanes, one dedicated to cyclists and the other for pedestrians only.</p>	<p>The segregation of cyclists from pedestrians requires an increase in width, the width was previously reduced to minimise impact on the landscape, however due to the grade and the desire for segregation of pedestrians and cyclists the width of the path will be widened to accommodate the segregations and improve safety.</p>
Accessibility	<p>Some respondents welcome the wider path based on improved access for those with additional mobility needs and mums with prams.</p> <p>Some comments noted that the design would not accommodate those with accessibility requirements.</p>	<p>The path allows for improved access over and above that already provided by the existing headland walkway.</p> <p>The provision of the path greatly improves accessibility in that the only other existing path around the headland is through the bush track, with stairs and terrain inaccessible for prams motorised scooters.</p>
Aesthetics and materials	<p>Respondents identified the natural aesthetics of this area as being important to pedestrians, cyclist and commuters.</p> <p>Many respondents, including those who were supportive of the proposal indicated that the proposed concrete barriers will change the natural aesthetics of the area.</p> <p>Requests to explore the use of alternate materials that integrate and compliment the local environment have been noted.</p>	<p>A design alteration including installation of a steel guard rail similar to the existing can be included through shifting the path slightly and providing additional room between the road and the path.</p>
Natural environment	<p>Concerns were raised regarding the potential impacts that the project would have on flora and fauna.</p>	<p>A preliminary environmental investigation was commissioned, and the report did not identify any</p>

		<p>significant impact to existing vegetation or wildlife corridors.</p> <p>As part of the detailed design process, a Review of Environmental Factors (REF) will be required to further formalise any environmental issues and mitigation measures.</p>
Gradient and typography	<p>Many respondents indicated that the gradient and typography of the area is not suited for casual cycling and limits accessibility.</p> <p>Questions were also received in relation to feasibility of the design on the basis of gradient and typography.</p>	<p>Whilst there are short steep sections, the approximate average grade between Neptune Road and The Serpentine is 6%. This grade is less than the grade required for wheelchair accessible ramps of 1 in 14 (or 7%).</p>
Project cost	<p>Respondents who mentioned the cost of the project noted it is not the best use of ratepayer money, with some suggesting the money could be better used upgrading existing infrastructure within the area.</p>	<p>The project is funded by the NSW Government for the provision of cycling infrastructure.</p> <p>This funding is specifically tied to this project and not transferrable across projects.</p>
Requested infrastructure upgrades	<p>A number of respondents, predominately those who were not in favour of the project, would rather see the upgrade of existing infrastructure.</p> <p>Suggestions were also received regarding the upgrade and widening of Barrenjoey Road would help address safety and access for cyclists.</p>	<p>The project has funding which is provided for the provision of new cycling infrastructure and would not be transferable to the upgrade of existing headland walk.</p> <p>Barrenjoey Road is a State Road managed by Transport for NSW. Any upgrade or widening is not within the scope of this project or the remit of Council.</p>
Why undertake this project	<p>A number of community members raised question about the reasoning and rationale of the project.</p>	<p>This section of path is a missing link in Council's cycle network connecting Palm Beach with Manly.</p> <p>This project also provides a safe walking path between Newport and The Serpentine, Bilgola.</p> <p>As part of Council's program of works to connect previously unconnected town and village centres, Council has committed funding towards the completion of missing links across the Northern Beaches.</p>

Appendix 1 Verbatim community and stakeholder responses*

1	I'd like to vote No to the proposed Shared Pathway from Newport Beach to Bilgola Beach as I think that it's dangerous to mix pedestrians with cyclists. This proposal as presented in Section 1 will destroy a large amount of wildlife habitat and vegetation much against the NBC Toward 2040 ambitions to save green spaces. Why NBC will not upgrade the beautiful Coastal Walkway to provide for disabled usage and not waste a colossal amount of RATEPAYERS funds while destroying the precious environment. [REDACTED]
2	<p>Firstly many thanks for meeting with me to go through the plans. I would like to congratulate both Linda Batchelor and Andrew Camarsh for their professional and personable communication.</p> <p>Secondly, I support the construction of the proposed shared path; and especially the required outlay for a suspended 'boardwalk' to protect sensitive coastal vegetation and due to the geographical constraints.</p> <p>It is essential that as much planting as practicable is retained and enhanced with suitable native species, without compromising sight distances or reducing the width of the path, and that a budget is scheduled for ongoing maintenance of planting.</p> <p>The treatment of where the path joins The Serpentine is critical for cyclists; the devil is in the detail which needs to include good sight distances for all road users, rails for cyclists and smooth transitions. It is the cars rather than riders that need to be slowed down to avoid safety issues.</p>
3	I'd like to vote NO to the proposed Shared Pathway from Newport Beach to Bilgola Beach as I believe it's dangerous to mix cyclists with pedestrians. This proposal as outlined in Section 1 will destroy a lot of precious bushland and wildlife habitat which seems to not what NBC are promoting in their Toward 2040 initiative. It would appear to be a waste of Ratepayers funds. I'd be happy to hear that NBC will upgrade the existing Coastal Walkway between Newport Beach and Bilgola Beach for the additional usage by the Disabled. [REDACTED]
4	<p>If you are doing it, it should be done right. You should stick with the 3.5m wide path. If not consider 4m. 2people abreast walking toward 2 others travelling in the opposite direction doesn't fit into 3metres. I realise it will take a bit more vegetation but must of it was planted by council anyway and new appropriate plants will be put in their place.</p> <p>Also make sure no plants/shrubs encroach on the path. It happens all the time. the plant to close to the edge with young shrubs and the grow over the path and turn 3ms to 2.5 and it doesn't get cleared because greens complain</p>
5	I'll say NO the the proposed Shared Pathway from Newport Beach to Bilgola Beach as I believe that it's dangerous to mix cyclists with pedestrians. This proposal as outlined in Section 1 will desecrate a host of precious bushland and wildlife habitat. It would also appear to be a huge waste of RATEPAYERS funds. I would applaud the use of the existing Bicentennial Coastal Walkway and that to be upgraded to allow the Disabled with wheelcairs and mobility vehicles to use it. [REDACTED]
6	<p>A continuation of the shared pathways for all</p> <p>Easier access to Avalon for families, children, parents with prams, the elderly, wheelchairs</p>

*Personal details have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused. Any form responses submitted without written comment have been removed from this report.

	Allows for pedestrians and family cyclists to be off the main (Barrenjoey) Road. Safety – improved lighting after dark Encourages exercise. The only negative is the concrete barrier along Barrenjoey Rd at the top of the hill, if that could be changed to the normal armouguard that would be beneficial .
7	I support the pedestrian and cycle link proposition because it would provide easier access to Avalon for cyclists, families, children, parents with prams, the elderly, and people in wheelchairs. It would be more safe off the main Barrenjoey Road and ensure safety after dark. It would also encourage exercise.
8	Mixing pedestrians and cyclists cannot work in our area given the steep hills and windy, narrow roads. The number of cyclists is far outweighed by pedestrians let alone motor vehicles. The amount of dissent and action you have stirred up in local community shows the depth of feeling of us, the local residents and ratepayers. Please think again.
9	it is clear that a shared pathway has many problems between Newport and Avalon, primarily for the Cycleway but also for pedestrians in some areas. Pedestrians are already catered for with the existing pathway. Therefor the elevated pedestrian cycle way is only for cyclists and with no where to go once it gets to Bilgola the it would be prudent to wait until the other sections are resolved. I also think the concrete barrier is a gross over engineering, the wall is to stop vehicles going over the edge and because there are pedestrians the structure is changed although it is not there for pedestrians. The latest section near Palm Beach has metal railings
10	There is currently a beautiful Bi-Centennial coastal walkway which should be sensitively upgraded to manage the increasing number of walkers. Due to the steep and rugged topography prams and wheel chairs would be excluded, however parents are adept at using baby pouches etc. Cyclists should remain on the road. The road edges around The Bends need careful and inexpensive upgrading to permit commuter cyclists, recreational cyclists and ebikers to all use the road safely. I implore Council to work with Transport NSW to ensure the satisfactorily maintenance of the road edge for the safety of ALL cyclists.
11	I don't support the design provided by NBC. The risk and safety issues are to high. it is a very busy. I believe the current set up for pedestrians is sufficient. I don't think that a bike lanes for recreational riders is the right thing as this section is very steep and family and kids will struggle to get over the hill. So we would invest the ratepayers funds with increasing the risks of accidents for pedestrians while the bike lane not be used at all and funds have been wasted. Please use this money for projects which local residents want. Increasing the safety for pedestrian is key as they are real and exist today and not to focus in potential recreational riders, who we still don't know who are they tourists, families, people to work? I have not seen a survey which outlines that their is strong demand by the residents for a bike lanes.
12	All that concrete is awful..want a nature walk
13	It's dangerous! Way too costly!Too much vegetation will be affected.
14	Please see attachment [REDACTED].
15	I think that it would be really great to have a path from newport to avalon to encourage more exercise in both suburbs and is safer for others using this path in the dark. This way people

	can enjoy exercising and easily find their way through the dark on a safe and accessible path from newport to avalon.
16	I think the pedestrian and cycle link from Newport to Avalon is a very good idea. This way, people from all ages will be able to do that walk. And kids will be able to cycle safely. And mums with prams will also be able to do a nice long and safe walk in the area.
17	This is a much needed and very important almost final link in providing a safe route out of Newport to the north for anyone not using a motor vehicle. Barrenjoey Road out of Newport is extremely dangerous for both pedestrians and cyclists. This walkway separated from the main road will finally allow young people, families and the elderly a safe passage north. I liken it to the great footpath finally built, after many years of discussion, linking Palm beach Ferry to Palm Beach Golf Course, now loved by everyone. The same I'm sure will be true of this path. Go for it - it is really needed.
18	<p>The existing coastal walkway from Newport to Bilgola is great but it is just that - a Walkway - not a shared path for pedestrians, cyclists, etc. Pedestrians don't need anything else.</p> <p>Pedestrians and cyclists do not mix well together and prefer their own paths. It is not safe to have the two mixed together in this area.</p> <p>There is no way I would feel comfortable walking with my dog while cyclists rush in either direction to get by. It would be quite easy for one of us to be hit and injured.</p>
19	This should be a separated bike path or a much wider shared path to make a safe and attractive link for everybody.
20	Too dangerous and too expensive
21	<p>This should not be a shared bicycle and Pedestrian the Pathway. It is too narrow reduced from 3.5 meter to 3meters to save the vegetation. It appears to have bicycles travelling in both directions. The concept is totally wrong</p> <p>As a trauma surgeon I believe this will be very dangerous to both the pedestrians and the bicycle riders and should be stoped before serious injuries occur.</p>
22	<p>Hello, I appreciate and congratulate the initiative of this and look forward to the enjoyment it will provide.</p> <p>However, I imagined that the whole Newport to Avalon "shared path" was a solution to the shared perils faced by both auto mobile drivers and cyclists negotiating the Bilgola bends.</p> <p>In considering the width of the shared path I realise that it is not designed for the "serious" cycling fraternity that currently use the Bilgola Bends. Is there something that can be done to ease that pressure and potential disaster? Am I right in assuming that is a State Government issue?</p> <p>I am pleased that Stage 2: "The Serpentine" is on hold for reconsideraton and perfectly understand the concerns of the Bilgola community.</p> <p>With that, noting especially with COVID restrictions the continued increased usage of the existing shared pathway at the Newport end the proposed extension and links are most welcome by people of all ages and capabilities including the children with a myriad of wheeled implements and the many dog walkers and also charity "long walks", thank you for implementing these links.</p>

23	No concrete barriers. Install wire rope safety barriers or high containment steel rail barriers.
24	I support the Newport to Bilgola shared walkway. For years i haven't been able to walk safely from Newport to Bilgola after dark as walking along the cliff is too dark and too near the cliff face and walking along Barrenjoey road you take your life in your hands.
25	<p>This is a fantastic project and well overdue. The Serpentine is currently dangerous for pedestrians, cyclists, especially familes with young children or those with mobility assistance requirements, with no shoulder for maintaining safe distance from vehicles.</p> <p>Especially during peak busy periods cars rush through in an attempt to avoid the (comparably) mild congestion along Barrenjoey Road, which is simply dangerous. As things stand at present, Newport is all but cut off from the northern end of the Peninsula (north of Newport) for pedestrians and cyclists, and this project is an important part of redressing this issue.</p> <p>I can't wait for this work to be completed so that my family, like so many others I am sure, feel and are physically connected to Newport and further South, by means other than motor vehicle.</p>
26	<p>I have no issue with improving the pedestrian walkway. Indeed I use the track and steps between Bilgola and Newport Beaches regularly and the other sections up to Avalon and beyond.</p> <p>But a pedestrian walkway is just that. On safety grounds alone, it is irresponsible to mix pedestrians with cyclists and other wheeled traffic that goes faster, obviously cars but also these days scooters and the like.</p> <p>And that's not to mention the aesthetics and environmental damage caused by trying to build a wider pathway for which there is limited room meaning that the safe separation of pedestrians and wheeled traffic is compromised.</p> <p>Given the recent withdrawal of the proposal for the Serpentine, the whole scheme needs rethinking. It would be foolish to go ahead with the different sections piecemeal. Our money--taxpayers' money--must not be wasted on a project which appears to be prompted on the basis of prestige rather than the balanced needs of local residents and visitors coming to enjoy our beautiful area.</p> <p>It is widely recognised that pedestrians are fragile things that typically move at 5 or 6 kph and are all too easily damaged by impact by a car. But cycles need to go at least twice as fast to maintain stability and balance and often 5 times as fast or more. An impact between a single fast cycle and a pedestrian, or the loss of control by a cyclist avoiding a pedestrian leading to the cyclist hitting another object, perhaps a tree, is not good to contemplate. And of course cyclists often travel in groups for recreation, especially at weekends etc. That's a worthy pursuit, but to mix the two groups is simply fatuous on safety grounds.</p> <p>And please, before you spend any more of my (taxpayer's) money, are there any credible data of the relativities of usage? I see many pedestrians--walkers, joggers, wheelchair pushers, people with children, dog-walkers--every day. In comparison, very few cyclists. But their capacity to wreak life-changing, physical damage to the many pedestrians is profound.</p> <p>Surely safety must prevail.</p>
27	I feel the proposed walk way is a great initiative, but there is a design flaw that concerns me greatly.

	<p>The design criteria</p> <p>To install a 900mm concrete wall would not only look hideous and out of place but would give Barrenjoey road the feel of a concrete speedway. Most people travel this section of the road in a controlled manner as its a pleasure to take in the natural flora and fauna .Why slow down and take in the view as you drive through what would look like a race track chicane channeled via concrete barriers. I believe this will increase traffic speed and be a potential haven for graffiti artist .</p> <p>I feel the concrete barrier wall is an overkill and will detract from the green space feel of the roadway. An alternative maybe to reinstate and or upgrade the current low rail system which would be a far more acceptable solution and blend in with the current road scape .</p>
28	<p>In essence, I feel the proposed walk way is a great initiative, but there are some design details that would detract away from our naturally scenic roadway , this is very concerning!</p> <p>The design criteria</p> <p>1. The plan to build a 900mm high concrete wall running around Barrenjoey road on the eastern side starting from Neptune street heading north through the Newport Bends currently provides a marvellous view especially when viewed from the car as you look to see Newport Beach against the green road verge.</p> <p>To install a concrete wall around this road would not only look hideous and out of place but would give Barrenjoey road the feel of a concrete speedway. Most people travel this section of the road in a controlled manner as its a pleasure to take in the natural flora and fauna .Why slow down and take in the view as you drive through what would look like a race track chicane channeled via concrete barriers. I believe this will increase traffic speed and be a potential haven for graffiti artist .</p> <p>I feel the concrete barrier wall is an overkill and will detract from the green space feel of the roadway. An alternative maybe to reinstate and or upgrade the current low rail system which would be a far more acceptable solution and blend in with the current road scape .</p>
29	<p>I do NOT support shared bike and pedestrian paths as shared spaces.</p> <p>Pedestrian paths should be used to encourage people to walk rather than drive or ride. They should be for mental well being. A place where families and individuals can walk without bike bells and fear of being knocked over or run into by a bike or car.</p> <p>There is a shared bike/pedestrian path across the water between Forster and Tuncurry. What should be a peaceful experience as you cross the beautiful waterway in NOT. Bike bells ringing and pedestrians forced into single file.</p> <p>In Noosa Heads, QLD there are separate paths for bikes, pedestrians and roads for cars. The walking experience there is uplifting.</p> <p>Walking is excellent for both physical and mental health, it relieves stress and is excellent exercise especially on a grassy surface.</p> <p>People were not designed for hard surfaces but for soft or grass-covered surfaces. Cars and bikes are designed for a hard surface.</p> <p>Pedestrians and Bikes do not mix!</p> <p>I believe the original State Government grant was for a coastal walkway not a coastal cycleway or a combination of the two.</p> <p>The Northern Beaches area deserves footpaths especially grassy foot paths in line with environmental protection.</p> <p>Please let us walk in peace and harmony with nature without danger of bikes.</p>

30	Not concrete walls, Avalon protested against them and won. Why would Newport want them ?
31	<p>Compliments to NBC for the work done on this so far. It will be a greatly improved walking/cycling amenity for both the local community, as well as visitors to the area. One change we'd suggest is a more visually appealing safety barrier to run between Barrenjoey Road and the walkway.</p> <p>Instead of using F-type barrier kerbing (which can look cold and blunt), why not use either a lower steel barrier or WRSB Wire Rope Safety Barrier with Cable?</p>
32	Please ensure that the path avoids having any steps or stairs so that less mobile people such as those in wheelchairs or scooters, can enjoy the pedestrian walk.
33	<p>The plan includes sections with steep grades (no longitudinal section provided) that are totally unsuitable for shared use. Walkers will be faced with cyclists travelling at high speed and collisions and injury will be inevitable. Experience with the flat Narrabeen shared track should be enough to show Council that the plan as proposed is not acceptable.</p> <p>Solution - make the new pathway from Newport to Avalon for bicycles and motorised transport only and make it narrower (therefore cheaper) and maintain the existing walkway as is for walkers only. Keep up the maintenance of the walking track.</p>
34	I believe the design is well considered and will feel integrated with the surrounding environment with the exception of the solid concrete barrier adjacent to the road. This appears heavy, unsympathetic and overly engineered. A lighter or more transparent guard rail, as I understand is now proposed for the Avalon section, would be more appropriate to the Newport streetscape and more consistent with the Avalon section of this pathway. The scenic drive to Palm Beach also needs to be kept as green and vegetated as possible.
35	<p>We don't need concrete pathways close to Barrenjoey rd with cars hurtling past at 60km, why all this concrete, its not the western suburbs, people move here to live because of the leafy aspect to get away from the concrete jungle.</p> <p>The council should save their, sorry our money and refurbish rather than destroy.</p> <p>Its sad to think that all this construction will not enhance the environment but detract from the already existing beauty of the local area, you need to leave things as they are, concentrate on more important issue's like the condition of the local roads</p>
36	This is an excellent idea for the residents of the Northern Beaches, however the proposed concrete barrier north from Newport I feel will be an impediment to the view from the road as we drive past. I would prefer the steel guard rail as proposed for the Avalon section. Please consider amending the design so it is consistent with Avalon.
37	Just get on with it and stop consultation. People up here don't want change. They will always find something to complain about.
38	Don't believe the "proposed RMS type 'F' precast concrete barrier is warranted. It's expensive and will no doubt attract graffiti ! - which will kill off the idea of having a nice looking pathway. Perhaps a simple handrail would be more appropriate for this area and cheaper.
39	Don't believe the "proposed RMS type 'F' precast concrete barrier is warranted. It's expensive and will no doubt attract graffiti ! - which will kill off the idea of having a nice looking pathway. Perhaps a simpler metal barrier would be a cleverer choice and better use of tax payer's money.

40	Can the proposed Type F solid precast concrete barrier be replaced with something open instead of solid and concrete? This is a visual barrier and I understand that there are other options available that provide the same safety whilst being see through and non obtrusive.
41	I support the whole pedestrian and cycle link. This is a fantastic initiative to bring a greater level of safety to people wanting to cycle and walk on the northern beaches. Newport to Avalon by bike is currently not a pleasant or safe journey, the road is steep and narrow with fast moving traffic. This will encourage much needed change.
42	<p>1. This section is totally unnecessary. The existing Coastal Walk from Newport to Bilgola Beach could easily be improved to provide an even more pleasant walking experience.</p> <p>2. Mixing pedestrians and cyclists on a restricted width pathway is dangerous, particularly on inclined sections.</p> <p>3. The transition from the proposed walkway to The Serpentine is extremely dangerous, both for pedestrians and cyclists. They will be crossing vehicular traffic which is accelerating to escape the blind entrance from Barrenjoey Road. Moving the transition further down The Serpentine makes the crossing too close to the blind corner in The Serpentine.</p> <p>4. Cyclists should be encouraged to continue to use Barrenjoey Road as they do now, and kept away from pedestrians.</p> <p>5. The existing natural Coastal Walk pathway is particularly scenic and far more amenable for people walking the Coast than this manufactured path with no coastal views.</p> <p>6. The loss of a substantial portion of the Eric Green Reserve is unacceptable.</p>
43	Current cycling conditions from Newport to Bilgola are dangerous (cycling up the hill then trying to make right hand turn into the Serpentine while avoiding cars also coming up from Newport at speed around blind corner). This will be a welcomed improvement.
44	What a great idea. Finally making it safe for pedestrians and cyclists.
45	<p>Sections 1 and 3 are great -they have a shared path (recreation bikes and pedestrians) although the wider 3.5m path would be better still. Can this be built sooner?</p> <p>Section 2 :- According to AS2890.1 "shared zone" is meant for car parks where pedestrians and cars mix . However this is a gazetted road. 10km/h is way too slow for cars and bikes and residents are up in arms about it. 10k/h is not practical on a road.</p> <p>Speed humps and similar devices are totally annoying for everyone so please don't waste money with them.</p> <p>My suggestion is as follows for Section 2:- All parking restricted to one side of the roadway only - this will form a 2.5m wide zone. The roadway should be one lane wide (3.0m?) in the middle with a speed limit of say 25k/h the rest should be the continuation of the shared pathway 3.0m wide - resurfaced with a coloured bitumen on the ocean side of the roadway (NO parking on this side) - this should be a 10km/h zone.</p> <p>All vehicles passing each other from opposite directions can use either vacant parking areas or the vacant shared pathway as long as all cars slow down to the 10km/h limit as they pass each other. Cars heading say North would have priority of the roadway and the cars heading south would be required to give way onto the shared path. Bikes and pedestrian to stay within the shared pathway where they will always have priority over cars.</p> <p>Advantages are:- shared pathway is continuous throughout - consistent all the way for recreation bikes and pedestrians. Cars can go a little faster on the serpentine. The residents would be happier.</p> <p>The only issues are the 3 tight corners:- i suggest widening the roads at these points where possible. Can you please consider this type of solution? Of course parts of the existing road are a little narrow - perhaps taking out some of the parking would enable the 3m roadway and 3m shared path to be continuous throughout.</p>

46	<p>As I understand it the proposal includes the building of a 900mm high concrete wall running around Barrenjoey rd, on the eastern side, starting from Neptune st heading north whilst driving around the Newport Bends. Barrenjoey rd heading north out of Newport is an iconic view especially when viewed from the car as you look to see the beautiful Newport Beach against the green road verge. A concrete barrier would reduce or eliminate this view.</p> <p>Also, to see a concrete wall around this road would not only look unattractive but would give Barrenjoey rd the feel of a concrete speedway and may increase traffic speed.</p> <p>Avalon had a similar concrete design criteria for their proposed section running around Barrenjoey Rd to Avalon but there were objections to council that the concrete wall was overkill and would detract from the greenspace feel of the street. My understanding is that council have now decided to put in a lower guard rail instead so it will blend in with the current street scape. I would like to see this occur with the section mentioned above.</p>
47	Fantastic plan. Love the separation of active transport with thick bush for safety.
48	<p>I don't feel a concrete barrier is the right material to use along Barrenjoey Rd against the beach boardwalk starting at Neptune St Newport. It is one of only a few roads that gives you a beautiful coastal view as you drive by. Is it on the scenic register? We need to keep the view around this wonderful headland. And a cement wall will be graffitied in no time. This will detract from the whole design of the walkway.</p> <p>We need a greater vision than what is currently being proposed.</p>
49	<p>Whilst I applaud Council for this project, I strongly object to a concrete barrier from Neptune Street along Barrenjoey Road. This will impact on the view we all enjoy whilst driving up the hill and around the bends as well as potentially cause drivers to speed through that section since there is no view to slow them down! It is NOT in keeping with the landscape and is unnecessary. Please amend to a low impact barrier like what has been agreed to i where Barrenjoey Road runs in to Avalon. It would also be helpful if you had included photos of this barrier, so that people are not misled into believing there will be a fence with vertical bars like in the photo you have up. Please amend this to fully inform residents what it will look like.</p>
50	<p>The proposed concrete wall running around Newport Bends Barrenjoey Rd will create a traffic speedway. The idea is to let people enjoy the iconic view , not only for walkers, but even as they drive slowly by without feeling they are being channeled by a concrete barrier. Keep the design criteria consistent as you have done with section 3 in Avalon and replace the concrete barrier with a guard rail. More visual green space and less concrete! The speed limit in this section should also be 50kmh.</p>
51	Great idea and easy to visualise how the upgrade will fit into the existing layout
52	<p>I walk through the Eric Green Park regularly. Shared cycle and pedestrian paths elsewhere in the Northern Beaches are a disaster for walkers, as cyclists travelling at high speed show little consideration for pedestrians and create danger. The path around Narrabeen Lake is a good example of this danger. We will no longer walk on the path - a tragedy given the expense of the works</p> <p>Cycle paths should be separate from pedestrians, for the benefit of both types of users. The existing Newport to Bilgola Beach MUST remain open to provide a SAFE walking opportunity. It will be a great tragedy if the proposed works are used to justify closing the existing path</p>

53	Strongly Support
54	I think this will be a great asset for the community & the many visitors to the area. Hopefully most cycle lists will use the new path & free up Bilgola Bends traffic. I would also like to see the 50 KPH zone extended past Bourke Street as this intersection is so dangerous during football season.
56	<p>You're Kidding!!</p> <p>The proposed concrete barrier wall starting from Neptune st heading north is nothing short of an eyesore! Palm beach has no concrete barrier wall Yet pedestrians walk right against the roadway. Mona Vale, Avalon, Narrabeen all have low key steel fences along Barrenjoey Rd and some even in 80kmh zones.</p> <p>A black steel fence would be sufficient both sides of the walkway Starting from Neptune st and be consistent with other suburbs along Barrenjoey Rd. That's a big no to an UGLY concrete block wall destroying a beautiful bush section of roadway with an iconic ocean view! NO!</p>
57	We do not support this section in ANY way. It is completely unnecessary, and is a plan for a bush-destroying, over-engineered, formalised, concrete path, in a currently native bushland setting, that already has a beautiful existing, functional, scenic walking track around the cliffs from Newport to Bilgola. The topography simply does not lend itself to casual biking. It is a way of funnelling bikes onto the Serpentine - a road that is steep both going north and south, and should NOT have bikes on it at all. It just encourages bikes going north, to then fly down the Serpentine hills (in what is supposedly going to be a 10km zone). No parent in their right mind would ever take their children up and down those steep hills on a bike. It will be a danger to pedestrians, cars & cyclists, as the road is too narrow & we do not want more bush destroyed. It is a stupid waste of taxpayers money. Feel like NBC have been given Federal money and they just have to find something to spend it on. Just another way for NBC to destroy the ecological magic of the existing Bilgola rainforest gully by destroying the very thing that makes it special by laying more concrete. This Council is obsessed with concrete.
58	<p>But really, what is the impact of a " loss of vegetation", when these images show a large area of grass, and a section where there is ample space next to a roadway ?</p> <p>The impact will be , like the Narrabeen Lake track -that everyone is more likely to be run over by cyclists, who rarely use/ have a bell ! It becomes unpleasant even risky to use these pathways, esp on weekends.</p>
59	<p>Looking forward to the whole connection from Newport to Avalon.</p> <p>Very excited Happy for it to be as wide as possible. Pushing a pram on a path with bike riders is already a hard situation. Thank you</p>
60	Only a very fit cyclist will manage the hills in that section. Why do you think we cycle along the main road? Will we be forced to take this route? Why not widen the main road?
61	Great to have a shared cycleway continuing past Newport.
62	I think 3.5 m is a better width for bikes and pedestrians.
63	This part of the northern beaches has awesome natural beauty and bushland. It attracts a lot of hikers and cyclists. The proposed pathway appears anything but natural - looks like it takes away from the nature and replaces with manmade concrete paths that don't look or feel like you're walking in a natural environment or in the bush at all, look unsightly and are hard on your feet if walking or running for a long distance, which many people would want to do along here. In other parts of the world where long walking tracks have been built they blend into the natural environment - no concrete pathways - yet both walkers and cyclists

	<p>manage fine and many people flock to these parts of the world to walk and cycle. Parts of the path are right next to a road (this may be unavoidable due to landscape) - but not an ideal place to walk and all users will be breathing in pollution from cars when walking, cycling or running. Unsure of the whole share walking/cycling - in other places where this is in the northern beaches, e.g. Narrabeen lake, its annoying for walkers and cyclists and if anything like Queenscliffe to Shelly Beach or Bondi to Bronte - becomes a highway and not so attractive to use. Ideally have separate paths where possible made with natural materials rather than concrete - more like hiking from Spit to Manly and some areas at North Head. Also would not want to exercise anywhere near a Telstra tower. If planning to use the metal pathways at all, please note that they get quite slippery when wet and can hurt if you fall. Would really have liked to have seen this path more for hiking, trail running and off-road cycling. There could have been other more accessible 'concrete' paths intersecting along the way to go to look-outs etc.</p>
64	<p>Looks to be a fantastic upgrade to allow safe pedestrian and cyclist access up the hill northbound along Barrenjoey Rd up to The Serpentine and Bilgola Beach. A great initiative to allow better connection between suburbs along the coastline and promoting outdoor physical activity such as walking, running and cycling. I am fully supportive of this stage as well as Stages 2 & 3 and look forward to using them regularly once implemented in the future.</p>
65	<p>There is already a beautiful coastal walk around the cliff. There is absolutely no need for more concrete paths. It will not be used by cyclists as serious cyclists will still use the main road so to not have to deal with walkers, and leisurely/ family bike riders will not bike ride there because it is such a huge hill. The huge hill is also a deterrent for the disabled and women with prams. This path is totally unnecessary</p>
66	<p>There's already a great walking track around here. We don't need more concrete</p>
67	<p>An incredible proposal that is an absolute no-brainer! I certainly support any proposal that potentially gets people out of their cars and onto a bike. Well done, Northern Beaches Council.</p>
68	<p>So excited about this!</p>
69	<p>I don't support Section 2 (Serpentine as shared use) and thus I don't support this concrete runway to get to Section 2. People like to live in this area because of the bush, trees and coastal scenery; we don't need any more concrete.</p> <p>There is already the walking path from Newport Beach carpark to the north end of Newport Beach, up the headland, and then existing low-impact coastal walkway around to Bilgola Beach. If you think it needs it, then maybe upgrade this path, a bit wider maybe, better steps, a bit more elevated boardwalk, but please no more concrete here.</p> <p>The only part worth considering is a concrete path up to the north end of Eric Green reserve. Whilst still quite a slope, this would be suitable for people in wheelchairs, and cyclists, to get a better view back over Newport Beach, and watch the hang gliders/parasailers. Then from Eric Green reserve, a walking track through to the existing coastal walk track. This would have minimal impact on vegetation. This isn't Bondi; we don't need their coastwalk. Per my submission to Section 2, the Serpentine won't work as a shared cycleway/pedestrian zone. So there is no need to bring cyclists to the Serpentine via Section 1. Serious cyclists will use Barrenjoey Road and not the Serpentine; if they come up this part, they will try and cross Barrenjoey Road from the top of the Serpentine and get run over. Casual cyclists/children will not use the Serpentine because it is too steep.</p>
70	<p>It is OK as planned, but not enticing - if it was to go behind the houses close to the cliff instead of immediately adjacent to the busiest road north of the 'bends' it would be amazing.</p>

	Literally. You would actually encourage people to walk somewhere; create community etc. It would also be quite beautiful.
71	<p>There will still be considerable loss of native bush land. I thought NBC was trying to protect the natural environment, this will destroy it.</p> <p>Any path in bush land should be made of a natural material not concrete.</p> <p>Shared cycle and walking path don't work. The path round Narrabeen Lagoon is very difficult and dangerous for walkers as many cyclist are going too fast and don't use bells to alert people they are there. I can just imagine cyclist speeding down hill from Bilgola to Newport .</p>
72	Welcome addition to separation is bicycles and traffic
73	Great idea, only concern is the potential loss of existing Bilgola off-road trails. Hopefully based on the plans this appears to be minimal.
74	<p>Cyclists assume they have right of way taking the rules of the road onto pathways making them a danger to pedestrians.</p> <p>Shared paths don't work. Are up waiting for fatality to occur before you realize this. To date I have had numerous run-ins with cyclists in the Newport area where I have been run off the path with speeding cyclists which has left me terrified. Speaking to other retired residents in this area they are of the same opinion. The irony of this many residents don't even have a concrete pathway outside their homes and have to walk on uneven grass verges that are damp and muddy in wet weather, yet money is being spent on these pathways which undoubtedly cyclists will take over. The Newport Oval is an example of this.</p>
75	Could there be some kind of safety division between cyclists and pedestrians? We have seen many incidents of collisions between cyclists going too fast and walkers on the Narrabeen Lagoon walk.
76	<p>I believe its a wonderful idea for pedestrians & cyclists to use, its an asset to our community. Im sure many will enjoy it, including myself.</p> <p>However, I truly do not believe it will stop weekend or early morning cyclists, riding 2 or 3 abreast around the bends. We can't drive cars 2 abreast, why do they. We can easily share the roads together, by safely riding single file, just like driving and waiting. They manage that in Europe, working together, only riding 2 abreast when overtaking, not for talking.</p>
77	In our 60s we have recently purchased ebikes and would like to explore south of the bends. We are not confident to cycle through the bends on the narrow and busy road. A shared path will allow us to explore further safely, offering more variety in our rides, longer rides and improved fitness. We fully support the proposed shared path.
78	Please can we have a boardwalk/cycle way beside the main road along Barrenjoey Road from the south end of the Serpentine through to the roundabout at Plateau Road. That is a missed opportunity.
79	Great project. We need to push forward with ped and cycling projects!
80	<p>Absolutely wonderful initiative to link two of our Northern Beaches vibrant community centres by a safe and viable cycleway and pedestrian pathway means. This will be transformative for local families, as currently the Bilgola Bends is only for the most confident & daring adult road cyclists playing chicken with the traffic.</p> <p>A wonderful initiative by Council to support our local communities - thank you and well done.</p>

	PS - Of course there may be some self-interested pushback (primarily by driveways crossovers), however a little extra caution by residents affected when leaving/returning by car will be some minor personal inconvenience in exchange for a large and tangible community-wide benefit and community asset.
81	Bicycle riders do not respect sharing they treat paths like race tracks
82	Would it be possible to further minimise exposure of the walkway/cycleway to close proximity to road traffic?
83	Please amend my comments lodged yesterday. See attached file.
84	Looks good overall. Pls use tree root barriers where banksia and acacia are planted next to the path
85	<p>1. At 2.5m the proposed pathway is too narrow to accommodate both pedestrians and cyclists safely.</p> <p>2. The loss of a significant portion of the Eric Green Reserve is unacceptable.</p> <p>3. The proposed transition point at the top of The Serpentine at the southern end is extremely dangerous. Vehicles entering The Serpentine in a northbound direction will be upon cyclists and pedestrians immediately after effecting a dangerous manoeuvre leaving Barrenjoey Road.</p> <p>4. No detail is provided as to how northbound cyclists will access the commencement of the pathway in Newport. That section of Barrenjoey Road is already subject to heavy traffic, particularly on weekends, and complicated by the Neptune Road intersection.</p> <p>5. There is no necessity for this project. Cyclists are able to continue to use Barrenjoey Road, as now, and pedestrians are able to use the existing coastal walkway, There is absolutely no point in mixing them up and combining them onto one extra expensive pathway.</p>
86	<p>Minimal average bikeriders will ride up that hill. Downhill riders will endanger pedestrians as they inevitably gather momentum on the steep hill. So a waste of money to benefit very few bikeriders.</p> <p>The existing walking path is more than adequate for pedestrians. Please the bush alone.</p>
87	<p>Whilst I am a user and great supporter of more active transport solutions throughout Sydney, I believe the fundamental flaw of the 'shared path' paradigm has either not been given notice by councils (apart from city of Sydney) or is simply being ignored and placed in the "too hard basket" .</p> <p>This flaw is user conflict due to the ver significant speed differential between bicycles and walkers along with lack of awareness of walkers to this issue.</p> <p>The usual response of infrastructure providers is that all users should be aware and respectful of each other. This is fair and reasonable in high activity areas such as manly beach where cyclists are mostly aware that surfboards, prams, children, mobile phone users and partygoers stumble, sit, walk and block the shared paths constantly.</p> <p>But in for lower walker traffic areas with SIGNIFICANT grades, there will be substantial speed differences between users.</p> <p>Walkers will be intimidated by cyclists descending from the headland at speed and cyclists will become frustrated with walkers blocking and ambling down the pathway. This will lead to most cyclists continuing to use the road causing the root issue to remain unresolved and</p>

	<p>potentially also affect pedestrians numbers due to speed conflicts.</p> <p>It is surprising that there are not significant injuries over weekends where dogs on leads along with double width prams and little children fill the full width of shared paths with cyclists hurtling past at speeds between 15 and 30km/h - their usual travelling speed.</p> <p>Likewise it is argued that these shared paths are for children and the likes on bikes - yes on pathways without grades - but for the Bilgola - Avalon connection the path has been narrowed (another increased risk due to Less user space) and steep due to the topography.</p> <p>Council needs to seek PROFESSIONAL CONSULTANCY in respect of cycling and cycleway policy and align infrastructure with user requirements rather than build potential white elephants that only serve to meet the needs of a mixed few.</p> <p>This looks to be a terrific idea but ultimately will not significantly increase usage until one particular user group gains the higher ground and forced other users off the mixed use path.</p> <p>Narrabeen lake pathway is an excellent example. Initially slated as mixed use it is now unsafe for that purpose and has become a single use (dogs, prams and walkers) path. Even runners have conflicts with walkers blocking the path! Cyclists use it only to connect illegitimate mtb trails with carparks. Very few cyclists are seen using the trails otherwise on a weekend and use the road or just get back in cars again</p> <p>Trusting council realises the reality of their ambitions and seeks well considered separated long term active transport solutions</p>
88	I think the current path from the carpark to Bilgola steps just needs to be upgraded and we do not necessarily need a completely new pathway
89	I think this looks so ugly and artificial. Totally destroys the current natural beauty. The painting on the pathway is hideous. It looks like the Gold Coast. All it will do is look ugly, destroy the natural environment look and allow hundreds of cyclists and scooters to whiz by, almost/knocking pedestrians over.
90	yes I think it is a great initiative, though disappointed the path is to be narrowed, as people on bikes tend to pass pedestrians at speed and space and safety is more important in my opinion than vegetation.