
Community and Stakeholder Engagement Report

Newport to Avalon Pedestrian and Cycle Link

Bilgola Beach to Avalon Beach (Section 3)

Impact level: Four

Report date: 18 June 2021

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1. Summary

This report outlines the community and stakeholder engagement conducted between 3 October and 6 December 2020 as part of Section 3 of the Newport to Avalon Pedestrian and Cycle Link, connecting pedestrians and cyclists between The Serpentine, Bilgola Beach and Newport Beach

The proposal for Section 3 included a shared path aimed at improving pedestrian and cyclist safety and connectivity.

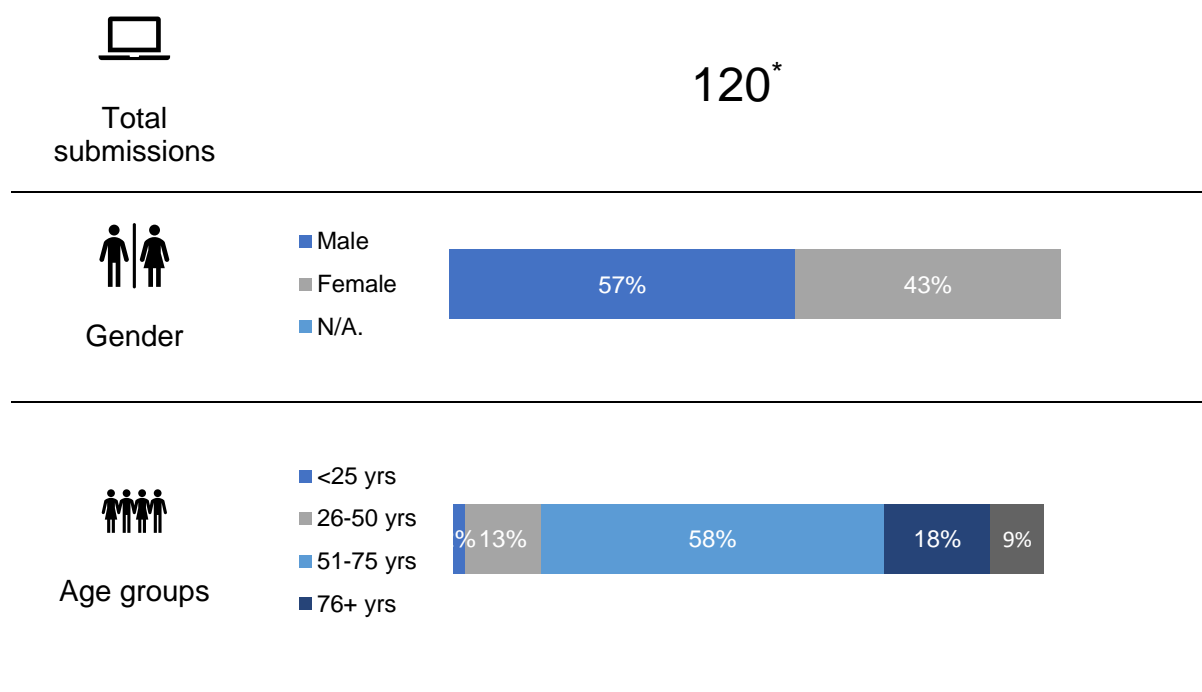
Community feedback indicated concerns that the proposed shared path would increase risk to pedestrian safety based on a mixture of gradient, typography and potential impacts to driveway access.

Questions were received regarding how many people would utilise the proposed path given the gradients were perceived to be inaccessible.

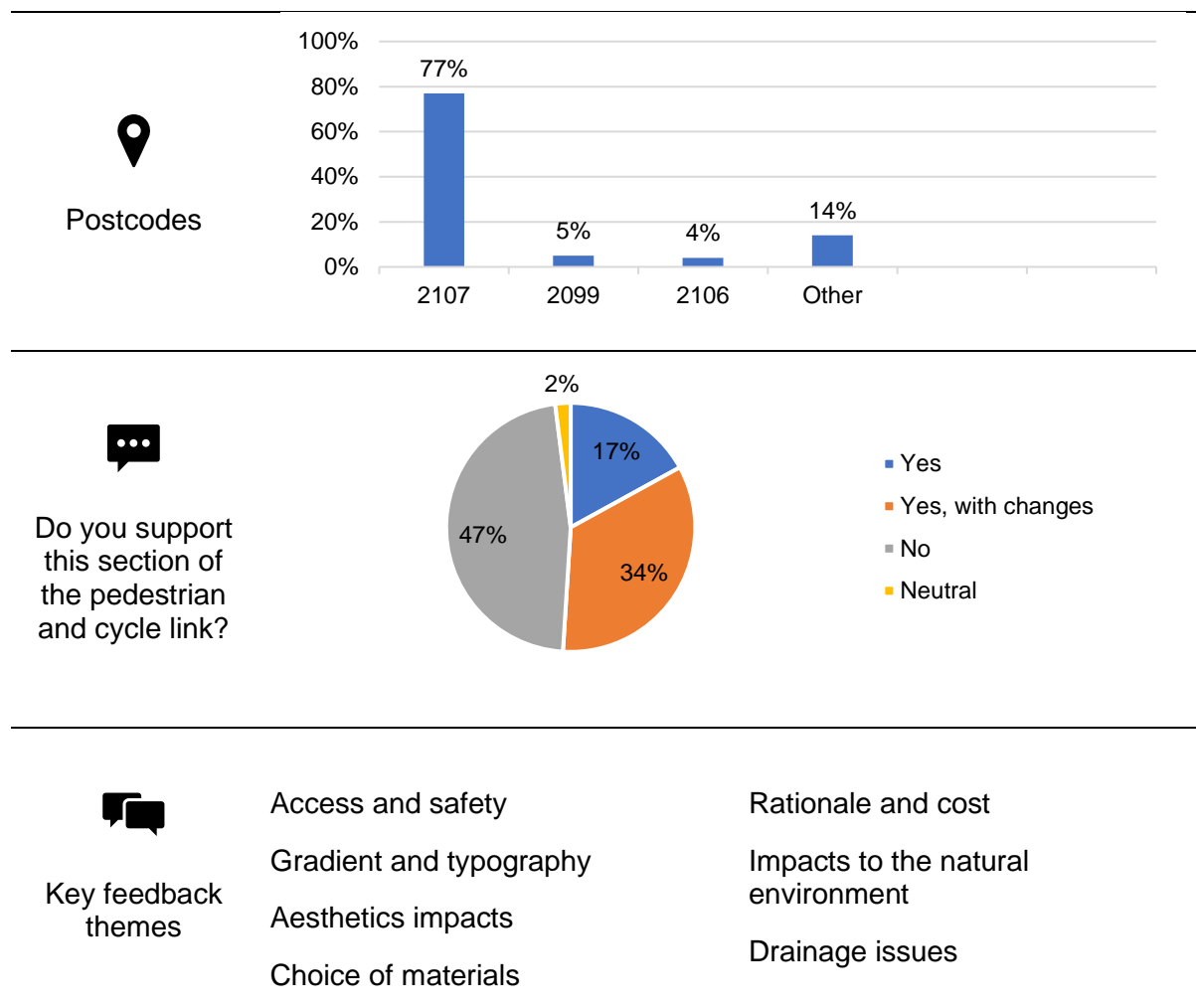
Although there was not a high level of direct support for the exhibited shared path design, most respondents did feel that pedestrian access and safety should be improved through this section, however indicated that this could be achieved through pedestrian footpaths only.

Local resident groups identified ongoing safety concerns with the Avalon Headland carpark and requested that this aspect of the original proposal be reconsidered in the hopes to address vehicle and pedestrian safety at the Headland, while still maintaining the coastal viewpoints.




1.1. Who we engaged



* Denotes online submissions only.



1.2. How we engaged

 <p>Your Say Project Page</p>	Visitors: 1071	Visits: 1309	Av. time onsite: 1min
 <p>Print media and collateral</p>	Letterbox drop to residents in postcode 2107		Distribution: 367
 <p>Electronic Direct Mail - EDM(s)</p>	Community Engagement Newsletter: 2		Distribution: 20,000



Stakeholder presentations: 2 sessions held.

Stakeholder meetings: 5 session held.

Key stakeholders

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 on a series of proposed designs connecting Newport to Avalon through a mixture of new footpath, shared path and on-road cycleway.

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 resident's associations representatives for initial feedback prior to public exhibition.

The Serpentine, Bilgola Beach to Newport Beach was exhibited as 'Section 3' of the overall Newport to Avalon Pedestrian and Cycle Link project to ensure a clear delineation between the different sections of work.

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
Footpaths only (objection to shared paths)	<p>A mobilised group of residents rallied together in support of improved pedestrian access and safety, however, were not supportive of the proposed shared path.</p> <p>A campaign titled “YES to footpaths, NO to shared paths” was based on overall concerns to pedestrian safety, magnified with the added challenges that comes with the gradient, typography and lack of available space in the local area.</p>	It is proposed to construct pedestrian only footpath along Barrenjoey Road north of The Serpentine to Surfside Avenue. This will be a 2.0m wide path.
Gradient and typography	<p>The gradient, typography and the lack of available space was identified as a key concern as part of the proposal.</p> <p>Some respondents who were supportive of the design would still like to see further improvements to path width with the aim to achieve a high level of pedestrian and cycle safety.</p> <p>Those who were not supportive indicated that the gradient and typography would make it difficult for cyclist to ride when travelling north and would travel at dangerously high speed when travelling south.</p>	It is proposed to construct pedestrian only footpath along Barrenjoey Road north of The Serpentine to Surfside Avenue. This will be a 2.0m wide path.
Pedestrian access and safety	<p>Concerns that a shared path through Section 3 would increase risk to pedestrians.</p> <p>Some respondents questioned the gradient and raised concerns that cyclist travelling down hill would reach high speeds that would put pedestrians at risk.</p> <p>Most respondents would still like to see improvements to pedestrian access and safety through the construction of pedestrian only footpath.</p> <p>Respondents who were supportive of the proposal cited the anticipated benefits of improved safety for those with accessibility and mobility needs.</p>	It is proposed to construct pedestrian only footpath along Barrenjoey Road north of The Serpentine to Surfside Avenue. This will be a 2.0m wide path.

Aesthetics and materials	Concerns that the introduction of new hard surface would impact the environmental aesthetics of the area.	It is proposed to construct pedestrian only footpath along Barrenjoey Road north of The Serpentine to Surfside Avenue. This will be a 2.0m wide path.
Residential and driveway access	Residents raised concerns that the proposed path would impact driveway access to private properties, increasing impact to residents and cyclists.	It is proposed to construct pedestrian only footpath along Barrenjoey Road north of The Serpentine to Surfside Avenue. This will be a 2.0m wide path.
Avalon carpark safety	<p>Requests to formalise the carpark to help address pedestrian and vehicle safety, improving overall cohesion.</p> <p>There were also suggestions to provide a path on the eastern edge of the carpark as per the original proposal, to help maintain the most coastal viewpoints.</p> <p>Feedback from key stakeholders also indicated the importance to maintain surf views from the vehicles with little impact to parking.</p>	<p>An updated plan as agreed with the local residents and the CEO was distributed for comment,</p> <p>The plan includes formalisation of the carpark, inclusion of a pedestrian path on the eastern side of the carpark and converting the carpark to a shared zone.</p>
Parking	Concerns that the proposal would impact parking.	<p>The proposal does not impact parking. No parking spaces are removed as part of the proposal along Barrenjoey Road.</p> <p>The formalisation of Surfside Avenue car park actually increases available parking.</p>
Bus stop relocation	Residents who were not supportive of the relocation of the bus stop are concerned that the shift in location would make it harder for elderly residents to access and connect with community.	<p>The reduction of width in the footpath will allow the path to remain in its current location.</p> <p>Sydney Buses have also indicated that this bus stop may not be required any more which Council will pursue further.</p>
Drainage pipe	<p>Drainage on pathway blocked and running out causing flooding on Surfside Avenue.</p> <p>Request to address this issue have been received.</p>	The proposal includes the provision for resolving the drainage issue in the walkway connection between Barrenjoey Road and Surfside Avenue.

Cycleway	<p>Those who were supportive of the proposal were keen to see improved safety for cyclists through this section.</p> <p>Suggestion to widen paths to improve pedestrian safety on shared paths were raised. Some suggestions to provide a segregated path were also received.</p> <p>Those who were not supportive of the cycleway through this section at all, have also suggested improved cycleway along Barrenjoey Road.</p>	<p>Council will be providing a 2.0m wide path through this section, and will continue to look at improving cycling connections into Avalon as part of the Bike Plan and the Avalon Place Plan.</p>
Project rationale and cost	<p>Some respondents questioned the rationale of this project, with concerns raised regarding design compliance with Australian standards.</p> <p>Questions were raised regarding the justification of this project when money could be better spent elsewhere.</p>	<p>The funding has been allocated to the provision of a connection between Newport and Avalon as part of the Connecting Communities Program to fill in missing links along the coastal walkway for both pedestrians and cyclists.</p> <p>As part of the Coast Walk this project is a high priority funded project of the new Northern Beaches Council to provide a connection between Manly and Palm Beach.</p> <p>Funding has also been made available from the NSW State Government.</p>
Project scope issues	<p>Concerns were raised regarding the proposed works to the corner of Barrenjoey Road.</p> <p>Community expressed this aspect of the design requires further detail and consideration as part of the Avalon Place Plan project and should be excluded from the Newport to Avalon Pedestrian and Cycle Link project.</p>	<p>The works to the north-east corner of Barrenjoey Road and Avalon Parade were specifically excluded from the proposal and was identified in the consultation package that they to be considered under the Avalon Place Plan. This is consistent with the community's views.</p>

Appendix 1 Verbatim community and stakeholder responses*

No.	Submission
1	See attached file
2	<p>No, we don't support the proposal for a shared cyclist / pedestrian pathway. This is dangerous for the following reasons:</p> <ol style="list-style-type: none"> 1. We support a pedestrian footpath but not a shared path for cyclists 2. For certain sections, path users would be centimetres from the traffic on a very busy main road with high traffic volume with many vehicles of all sizes travelling at or above the current 60km/h speed limit. <p>[REDACTED]</p>
3	<p>I agree with the pathway concept to open up the amenity of the area however have a few concerns, as follows:</p> <ol style="list-style-type: none"> 1. It would make more sense to run the walkway around the car park to provide the fabulous views to everyone, preferably as far to the outer edge as practicable; 2. Fence detail around the walkway is important outside the car parking is important - the existing low fence is great as one can sit in ones car and still see over the rail; I would not want to be looking through any sort of mesh fencing; 3. No shared cycle way / walkway is warranted; and the proposed roadway marking for cyclists should be removed so as not to encourage cyclists. 4. The drainage on the pathway is already in existence but doesn't work very well due to a blocked drain and apparently broken pipe run-out; why can't that simply be fixed properly and drain over the cliff or pump from the lower reserve that exists? That seems easier than draining water up-hill to Surfside Avenue. 5. The car parking on the Northern side of the road between Barrenjoey Road to near the access to the beach reserve needs to be kerbed to stop cars parking and narrowing the initial access up the street from Barrenjoey Road - this would only affect about 3 car, rear-to-kerb parking "spaces" 6.. In addition to the suggested walkway around the car park, I would still like to see the existing path on the Southern side running up past the initial unit buildings extended, just up to the beginning of Surfside Avenue, as proposed, although not as a shared cycle way. This would keep the local walkers who do not want to walk around the viewing walkway off the road down there. 7. There is probably no need for a crossing from West to East on Surfside Avenue near No 1 Surfside Avenue as it is easy to cross the road there so long as access ramps are included.
4	<p>Further evidence of local objections photographed on this morning's walk.</p> <p>This is at the Barrenjoey Road end of the SurfSide Walkway.</p> <p>I OBJECT to the "Connecting Northern Beaches" Plan, all three sections including this one, but will reconsider a completely new proposal provided it safely and clearly separates cycle and pedestrian traffic.</p>

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

5	I will vote NO to this proposed Shared Pathway from the SErpentine to Avalon Beach SLSC as proposed in Section 3. I think that it's very dangerous to mix cyclists with pedestrians, especially given the narrow widths of some sections of the proposal. Cyclists exiting the Serpentine and rounding a blind corner, then crossing a hidden driveway, then avoiding any people waiting for the bus, is just a collision waiting to happen, with the inevitable injuries or fatalities. The proposal makes no mention of Disabled access and would appear to be a great waste of ratepayers funds. [REDACTED]
6	
7	I'd like to vote NO to the proposed Shared Pathway from the Serpentine to Avalon Beach SLSC. I'm concerned that you are proposing to mix cyclists with pedestrians in spaces that are well below the NSW Government guidelines for Shared Pathways. The proposal also suggests moving the Bus Stop outside 532 BJ Road to just north of The Serpentine. This will place 3 bus stops between that place and the roundabout at OBJ and BJ Roads. Clearly inconvenient for those who use the existing bus stop. These proposals would appear to be a great waste of ratepayer funds and destroy wildlife habitat and precious vegetation. [REDACTED]
8	<p>Many thanks to Andrew Camarsh and Linda Batchelor for their professional and personable communication with me.</p> <p>Path users need protection and space from oncoming traffic.</p> <p>Increased landscaping including advanced replacement trees is essential to maintain amenity for all road and path users, and residents. Ideally landscaping would be on the Barrenjoey Road side of the path; otherwise the extent of sealed surfaces may look like a wide concrete/bitumen runway and lead to increased motorist speeds. Such landscaping should not impede sight distances for path users and a maintenance budget needs to be included.</p> <p>Widening corners (eg at the intersection of The Serpentine and Barrenjoey Road) is essential to allow for users who are inexperienced and require wider turning areas, those with dogs on long leads or those cut corners with disregard for other users.</p> <p>The width of the path could be increased if the linemarking on Barrenjoey Road was moved toward the golf course, maintaining and improving good shoulders for onroad cyclists.</p> <p>Council should continue to lobby the State Government to improve this area for onroad cyclists as well as path users by moving the current linemarking westward toward the golf course.</p> <p>The path to Surfside Avenue is narrow but bollards can be hazardous and access for wheelchairs, recumbent bicycles or double strollers must be maintained. Warnings that the path narrows perhaps painted on the surface, may assist.</p> <p>Please delete the reference in the documentation that "Barrenjoey Road is not recommended for recreational cyclists". Recreational cyclists is a broad term; inexperienced cyclists are unlikely to use Barrenjoey Road anyway. Make Barrenjoey Road safer for all road users rather than start the process of prohibiting cyclists from using the road.</p>

12	<p>Re Group Submission from Residents of Barrenjoey Road.</p> <p>Despite my efforts I've been unable to down load the photo with the submission, or separately -apparently the photo file is too large.</p> <p>Photo illustrates the hilly topography of parts of this section along Barrenjoey Road, and how close users of the path will be to traffic travelling contraflow, at 60kph.</p> <p>SAFETY FIRST, YES to FOOTPATH, NO to SHARED PATH</p>
13	Please see file
14	<p>Dear Council staff and Councillors,</p> <p>We are deeply concerned about the safety and accessibility to my parents' place at ■■■ Barrenjoey Road, Avalon Beach should the Great Coast Walk incorporate the slip road which facilitates safe passage from their steep driveway to the road. There are a number of factors which concerns us;</p> <p>1. Access to property</p> <p>This is the only part of Section 3 where the proposed path abuts the property boundary. Currently, my parents are able to travel slowly out of their driveway, across the easement and through the barrier gap when entering from the north (Avalon shops) or exiting to head in that direction. When travelling in a southerly direction, they drive along this slip road to exit in front of ■■■ Barrenjoey Road, something our family has been doing for over 60 years.</p> <p>2. Cyclists safety and convenience</p> <p>As with many other roads on the Northern Beaches, bicycles share the road. It would seem logical that bikes not be expected to slow down and be forced to drop down the steep gradient of the slip driveway in front of #528. We also raise concern over the visibility for bikes with a number of visual impediments in this section (power poles and native vegetation) which could make it unsafe for them. The last thing Council would want is a cyclist smashing into the side or front of cars entering and exiting #528.</p> <p>3. Visitor, trades and service vehicle parking</p> <p>If the slip driveway were to be formalised as either a shared or pedestrian only pathway, there would be no space for visitor, trades or service vehicle parking. As my parents are elderly and rely on frequent visits and deliveries, this is unacceptable. From the proposed Section 3 plan, no parking would be allowed along the entire stretch within the vicinity of their house. Expecting vehicles to travel down their steep driveway to park is not practical as the double carport below accommodates their vehicles and cannot accommodate additional vehicles.</p> <p>While we applaud Council's Great Coast Walk initiative, the best outcome for all would be to avoid the use of this slip driveway which abuts #528 and #526. We would strongly advocate for the transformation of the southbound lane along Section 3 of Barrenjoey Road to be turned into the pedestrian walkway and bicycle lane adjacent, and partner with Roads NSW to create a new north-bound lane for cars on the western side of the road which is currently a combination of gravel and non-native weeds, lantana and vegetation.</p> <p>Alternatively, the installation of bicycle stencils on the main road could ensure bikes are</p>

	<p>given legitimacy and courtesy by cars along this section. The narrow pathway at the road level above #528 and #526 could be widened and sealed for safety and smooth under foot.</p> <p>We look forward to receiving a sensible outcome for this section of the Great Coast Walk which takes into consideration the concerns of locals who know and use this area to live.</p> <p>Kind regards</p> <p>████████████████████</p>
15	<p>This is page 2 of the Group Submission prepared by Residents of Barrenjoey Road. Page 1 already submitted.</p> <p>Photo of footpath/road edge condition to follow.</p>
16	<p>Page 1 of Group submission from Residents of Barrenjoey Road.</p> <p>Page 2 to follow and photo to follow.</p>
17	
18	<p>We own occupy ██████████ and have lived here for 20 years.</p> <p>We welcome a 1.4m footpath but not a 2.5m shared cycle pathway. We suggest using the 1.6 meters saved as a nature strip buffer separating the road from the footpath.</p> <p>A shared pathway is unnecessary, dangerous, non-compliant and risks litigation for personal injury.</p> <p>Let road cyclists such as ourselves continue to use the road as we have done for 20 years without risks of pedestrian and vehicular contraflow accidents.</p> <p>We strongly oppose any suggestion to move the proposed footpath closer to our boundary which would negatively impact our privacy, noise levels and amenity.</p> <p>Other than the above you have done a good job on this.</p> <p>██████████</p>

19	██████████
20	██████████
21	<p>Mixing cyclists and pedestrians is not practicable in this area.</p> <p>Having considered and researched this matter deeply and now over several weeks, I have strengthened my view. My earlier correspondence stands but...</p> <p>I now do not support to the plans for all three sections as currently being canvassed by the Council, including this one. And indeed I now OBJECT to the entire concept which I believe is flawed, and I will take further action as appropriate to resist it if the proposal is not cancelled. That does not of course mean that a completely new plan, fully reconsidered in the light of the community's comments, would not get my support if appropriate.</p> <p>Please do the right thing.</p> <p>██████</p>
22	<p>We own occupy ██████████ Road and have lived here for 20 years.</p> <p>We welcome a 1.4m footpath but not a 2.5m shared cycle pathway. We suggest using the 1.6 meters saved as a nature strip buffer separating the road from the footpath.</p> <p>A shared pathway is unnecessary, dangerous, non-compliant and risks litigation for personal injury.</p> <p>Let road cyclists such as ourselves continue to use the road as we have done for 20 years without risks of pedestrian and vehicular contraflow accidents.</p> <p>We strongly oppose any suggestion to move the proposed footpath closer to our boundary which would negatively impact our privacy, noise levels and amenity.</p> <p>Other than the above you have done a good job on this.</p> <p>████████████████████</p>
23	<p>I have changed my view from Yes with Changes to No. The reason is the sheer incompatibility of cyclists with pederstrians and other traffic, which is both more voluminous and more important fopr everyday living (I don't know of any emergency services on cycles for example, nor any elderly or disabled people who ride racing bikes, nor any local delivery services--including restaurant carry-outs, but more importantly supermarkets etc--who use cycles).</p> <p>I think the number and volume of locals who have been motivated to speak out against these poorly conceived plans should be giving everyone a strong message.</p> <p>So: I OBJECT to all three sections of the proposed joint pedestrian-cyclist coastal route, including this one.</p>
24	██████

25	
26	<p>TREES, VEGETATION AND MATERIALS</p> <p>I was pleased to see the vegetation list however disappointed that no trees have been included on this Barrenjoey Road section. With a 720m length of concrete 2.5m wide this is going to be a very hot unpleasant place to walk or cycle particularly because the Shared Path has been placed immediately adjacent to Barrenjoey road, speed limit 60kph!</p> <p>The path needs to be reduced to 1.5m pedestrian-only to limit the amount of concrete and reduce the height of west facing concrete block retaining walls on this hilly stretch; and in turn reduce the amount of re-radiated heat.</p> <p>There is space to plant trees so they grow between power poles, away from wires and provide welcome shade. Trees comprising one straight trunk with a leafy canopy over, would maintain viewing lines for cars entering or exiting driveways and sight lines for pedestrians and provide welcome shade.</p> <p>Sandstone a local material has been successfully used in Palm Beach. Reducing the width of the path will consequently reduce the height of retaining walls. Lower walls will require less material. Sandstone is the local material and the successful examples at Palm Beach need to be followed here to give cohesion to the Far Northern Beaches FNB.</p> <ul style="list-style-type: none"> - SAFETY FIRST, YES TO FOOTPATH, NO TO SHARED PATH, - PLEASE INCLUDE SUITABLE INDIGENOUS TREES ON THE PLANTING LIST. - LOW SANDSTONE RETAINING WALLS NOT HIGH CONCRETE BLOCK WALLS. <p>We look forward to seeing revised plans which incorporate these recommendations. We are all looking forward to having a Coast Walk that is safe and useable.</p>
27	
28	<p>STORMWATER</p> <p>The proposed Shared Path running beside Barrenjoey Road has been designed to be 2.5m (down from 3.5m.) This is 8'4" in imperial measurements. Such a wide strip of concrete will not absorb water so the water will need to flow somewhere. Some of the path may be graded to direct water into adjacent planting; however, there are stretches where there is a retaining wall to the east so the only route for water will be onto an already wet Barrenjoey Road, making the road surface dangerous for drivers.</p> <p>A narrower concrete path, 1.5m for pedestrians only, with a 1m vegetation strip would allow space on the west side of this verge so that walkers were not forced to walk contraflow immediately adjacent to traffic. It would also mean that water runoff could be absorbed into ground water rather than causing an additional hazard to road users.</p> <p>We live at [REDACTED] along this section. Currently we have a grated drain at the top of our driveway to stop any road water continuing down our drive and flooding our garage. Please be aware that the new concrete path near our driveway must be designed so that the stormwater runoff in the vicinity of our drive is not increased to such a degree that it floods our garage.</p> <p>Thank you for taking note.</p>

29	Avalon Beach southern headland needs a safe walkway next to the safety barrier where presently vehicles park. I walk to the Avalon shops that way most days and must walk behind the vehicles and on several occasions have been almost run over when they reverse. This is dangerous and the present plan also denies walkers the wonderful coast views.
30	We live at [REDACTED] and support the Group submission that the proposed shared path should be discarded on the basis of safety. We would like to see a footpath. Thanks [REDACTED]
31	I stay with my parents often and walk to the Bilgola headland along Barrenjoey Road. It is always close to the traffic and the idea of a shared path is extremely dangerous. A footpath would be good
32	<p>We residents of the Barrenjoey part of Section 3 have commissioned a Traffic Engineers report which explains that the Shared Path proposed beside Barrenjoey Road is a 'compromised' solution. Our submission explains why a Pedestrian-only path is the safest solution beside Barrenjoey Road.</p> <p>This puts into question the proposed Shared Path for Surfside Walkway. This Walkway is narrow and has a blind corner mid-way. It would add to the danger and confusion of cyclists travelling on Surfside Walkway to find that they were then thrust directly onto Barrenjoey Road, as the path south was pedestrian-only.</p> <p>Council must find a way to negotiate with Transport for NSW to safely accommodate all professional, recreational and ebike cyclists on the road. A simple upgrade of the existing road edge, removing potholes and providing a line would made it safer for all types of cyclists and drivers.</p>
33	We live at [REDACTED]. I am very concerned that this proposal will result in pedestrian and cyclist casualties and potential deaths. It is already very hard to back out of our garage because we are on a blind corner. We currently have to get 2/3 of the way out of the garage before we can have visibility of the road and with your plan this would mean we are running over people on the pedestrian/cycle link before we can even see them. It is such a busy road we can never actually pull out onto the street and we use the area you have proposed for the shared path to wait on after backing out of the garage until a gap in the traffic so that we can then safely pull onto the road. I am VERY concerned for the public's safety with your proposal and believe if you proceed it will inevitably result in multiple accidents that could result in death. In addition your proposal takes away any ability to safely park along Barrenjoey Rd. This will mean people park dangerously, adding to the risk of death and injury. We understand that you own the golf club and there is room there on the west side of Barrenjoey Rd which could be used to expand the road to the west and allow more room for a shared pathway on the east that is safely away from existing garages. This would also allow for safe off road parking. We have 3 young children and while we would love to have a safe, well thought-out pathway we would never let them use your proposed pathway for the safety reasons I have outlined above.
34	i had to put in 2 submissions because your web site will not accept my file which was a combined 200kb
35	please see attached

36	The Avalon Beach headland is a perfect place for a walking path next too the safety barrier, but cars park so close that I cannot walk there. I have to walk among the cars and am afraid one will hit me one day as I walk there almost every day from the shops and back. To see the view and be safe would be wonderful, if you could plan that. And of course for the countless thousands who will use the new Great Coast Walkway.
37	Dangerous
38	As we are one of the houses on [REDACTED] losing the bus stop outside 530 is going to make it difficult and dangerous to exit south of our access road. It is tricky now with cars flying up from the lights. And we need access for our garbage trucks to reverse down our access road. A shared pathway is really not ideal on such a busy road. I walk around Narrabeen Lake weekly and I can't tell you how many times I am "dinged" by a bike to let me know they are passing.
39	<p>The Barrenjoey Road part of Section 3 is narrow, undulating and falls to the north. The proposed 2.5m Shared Path is a compromised solution - dangerous for the many different types of users of a footpath and unsatisfactory for cyclists. Currently cyclists under 16 are legally allowed to use a footpath.</p> <p>A better solution would be to work with Transport for NSW who have jurisdiction over this State Road to enable commuter cyclists and recreational cyclists to all use the road safely. This part of Barrenjoey Road operates more like a residential feeder road. As such, if the road edges were tidied and paved to remove potholes and, a simple white line marked on the edge of the road (to signal bike lane) this would make it safer for commuter cyclists, recreational cyclists and ebike riders to use the road.</p> <p>In addition safety will be improved for drivers, cyclists and pedestrians when the road speed is reduced to 50kph. The speed limit through Newport and in Palm Beach is 50kph. The speed limit on The Bends and through Avalon also needs to be reduced to 50kph to make the speed limit in the area safe and consistent.</p> <p>I implore Council to find a way to work with Transport for NSW to make theses simple inexpensive improvements to the road and in the process make the road safer for cyclists and the footpath safer for all types of walkers.</p>
40	<p>As a resident of the Barrenjoey stretch of Section 3 we are concerned that there is no designated parking included in the design. With the proposed bus stop and the topography of this stretch there is only room for 5 or 6 parking spots however these 5 spots are necessary. Without these the closest parking would be in busy Surfside Avenue or around the bend along The Serpentine.</p> <p>Parking spaces on Barrenjoey Road are required for breakdown vehicles, emergency vehicles, service vehicles, tradesmen and home help. At this time of Covid it is even more important that the elderly and disabled are assisted to be able to live in their own homes for as long as possible.</p> <p>I am currently in remission from Multiple Sclerosis. If my MS returns I may well need home help. I will also need access to home help and as I age. Some parking along this stretch is required to service these residents and, so as not to add to the parking burden in already busy Surfside Avenue and The Serpentine.</p>
41	Dangerous I'll conceived..the plan is unworkable

42	<p>The current design provided by the NBC is dangerous. To make the passage for pedestrian safer is key and I support, but I am not supportive of the shared pathway with pedestrians and bikers. As a resident I am concerned about the entering and leaving the property. It already very dangerous and the current design will heavily increase the risk for pedestrians, bikers, other cars and last but not least most important for us. I am not the only one who thinks like. Many residents of section 3 share my views for that reason we are submitting a group submission, Pls find my submission attached.</p> <p>██████████</p>
43	<p>It's too dangerous! It's too costly! A lot of vegetation will be lost.</p>
44	██████████
45	Please see attched Word document.
46	██████████
47	██████████
48	<p>The South Avalon headland is a wonderful place to view the coast and the intimacy of the beach at Avalon. In the initial designs a path was planned at the edge of this headland so locals and visitors alike could soak up this spectacular view. Unfortunately there is no path of any sort located immediately adjacent to the coast in the current plan. This leaves the cars with the best view!</p> <p>When plans are amended please include a pedestrian-only path between the safety barrier and the cars. This would set the cars back just 1.0m from the barrier and allow drivers, passengers and pedestrians to all enjoy the view. Remember it was planned to be a Great COAST Walk.</p>
49	<p>This link shouldnt include a shared cycle way. There would be too much disruption to property owners' access and parking as well as brutal removal of vegetation. Replacement proposals are unrealistic. The shared path would be too close to Barrenjoey Rd for safety. Cycles should stay on Barrenjoey Rd. I object to use of non-native plants such as Syzygium Cascade and Metrosideros along the route towards Avalon Beach. Use native coastal shrubs. Lead the community by example in choosing native vegetation.</p>
50	<p>A simple, safe and accessible FOOTPATH is all that is required in this rather treacherous section of road.</p> <p>There is not enough off street parking as it is, and taking what IS away to pull bikes off the road only to have to re-enter the main road again seems to make no sense. Wouldn't it be safer to maintain off street parking as it is, and keep the bikes on the road ?</p>

51	<p>As a resident of the area, I often walk along Barrenjoey Rd and along SurfSide to Avalon. Although this is a short journey of under 1k, it is not an easy one especially with our dog. The terrain is rough and often involves short climbs over tree roots and other obstacles.</p> <p>While I would love to see a proper footpath from The Serpentine down to Avalon, I do not support a shared path.</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 down the lane leading onto Surfside 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> <p>It is my understanding that cyclists want a lane to themselves along Barrenjoey Rd. and pedestrians, such as myself, want a proper footpath along Barrenjoey Rd from The Serpentine up to the laneway.</p> <p>I've walked on parts of the Coastal Walkway and it is great but it is just that - a Walkway - not a shared path for pedestrians, cyclists, etc.</p> <p>I also feel that with better access you will find that more people will walk to the village instead of driving, going elsewhere, or staying home.</p>
52	<p>I do not agree with the shared cycle way.</p> <p>Upgrading of pedestrian access for essential access and safety reasons only should be considered.</p>
53	<p>[REDACTED]</p>
54	<p>Dear Northern Beaches Council,</p> <p>While it is important to implement a SAFE footpath between Surfside Avenue and the northern end of the Serpentine, it is NOT safe to combine that with a cycleway. Cyclists are already protected road users by virtue of the 1.5 metre rule by motorists. Pedestrians including those using prams or assisted mobility devices have no such protection from cyclists who move much faster. Small children are not always moving along in a straight line even when with their families and they are vulnerable to the faster moving cyclists who might not be able to avoid them. This would be particularly relevant where the footpath is in very close proximity to the edge of the road where large vehicles are moving, and are often speeding.</p> <p>I ask that you make the footpath a SAFE pedestrian space by not adding cyclists to the pathway between Bilgola and Avalon. Thank you</p>
55	
56	<p>the shared path between cyclists and pedestrians must be much wider to minimise the danger to pedestrians by cyclists. It is vital to have such a shared pathway but experience from Denmark shows that these two streams of traffic need to be each given ample room and distinct divisions between them</p> <p>My wife and I are cyclists in our mid 70s and are concerned that there are not sufficient safe cycling paths in Avalon</p> <p>[REDACTED]</p>
57	<p>There is so much flora and fauna that lives in this area. We don't need to disturb any of it. It's also a huge waste of taxpayer funds.</p>
58	<p>I am worried about the danger of putting cyclists and pedestrians on such a narrow road. Other than that, I think it's a waste of taxpayers money and that it's just plain ugly!!</p>


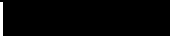
59	<p>As a resident in [REDACTED] that abates the pathway through to Surfside Ave I am extremely concerned about the proposed changes to our vehicle access to Barrenjoey Rd.</p> <p>We have lived here for over 20 years and have seen and heard far too many serious car accidents, including cars ending up on their roofs! It is an incredible dangerous section of road and think any changes need to involve improvements to the road safety, specifically widening Barrenjoey at the point that cars turn right into our access road so that the cars behind the turning car heading north can easily move around the turning vehicle.</p> <p>Also that adequate vision is maintained to the right (north) for cars turning out of the access road. From the plans I would assess that the proposed changes will not improve the current problems and likely will make them worse.</p>
60	I can only compliment the residents on their detailed rejection of the current proposal
61	<p>NO to shared path, YES to footpath only.</p> <p>I do NOT support any shared bicycle and pedestrian pathways along this section of road. It is dangerous. The proposed shared pathways are way too narrow. Bicycles travel at considerably greater speed than walkers and to put them together in close proximity to fast moving traffic with limited viewing is a recipe for disaster.</p> <p>The section between The Serpentine and Surfside Avenue is already too narrow. my husband and I are extremely cautious and walk in single file as we venture along that section of road.</p> <p>I fully support a footpath for pedestrians only, but not a shared pathway.</p> <p>[REDACTED]</p>
62	<p>SURFSIDE WALKWAY, between Barrenjoey Road and Surfside Avenue has a blind corner half way along and at the proposed 2.2m wide is too narrow to safely mix cyclists with walkers. Surfside Walkway must remain a FOOTpath ie for pedestrians only.</p> <p>Refer to Group submission from Barrenjoey Road residents.</p>
63	<p>The Serpentine / Barrenjoey Road Corner is dangerous enough without encouraging cyclists to cross the road onto a Shared Path in the The Serpentine within 50 m or so of Barrenjoey Road.</p> <p>Proposed is a 2.5m Shared Path with retaining walls of varying heights and a new 40m long bus bay at this blind sweeping corner. Currently the driveway to 504 is also right at this very corner, see attached photo.</p> <p>See our Barrenjoey Road Group Submission.</p> <p>SAFETY FIRST, YES to FOOTPATH, NO to SHARED PATH</p>
64	<p>A footpath beside Barrenjoey Road between The Serpentine and Surfside Walkway is long overdue. This section is currently very dangerous for walkers. This is a case where a small simple footpath is required NOW while a formal footpath design is finalised.</p> <p>From member of the Barrenjoey Road Group. See our Group Submission.</p> <p>SAFETY FIRST, YES to FOOTPATH, NO to SHARED PATH.</p>

65	Good start, but this should be a shared path the whole way (and wider). It is dangerous to mix bicycles and cars especially through the car park area. This will detract people from using this facility.
66	Too dangerous, too expensive ! There needs to be more community consultation with this process.
67	see attached document
68	I think the plan is ill conceived. How will the Council the afford the huge payouts to pedestrians injured by cyclists? The Council is on notice about the danger to pedestrians and when accidents occur will held to account. The shared zone between Barrenjoey Road and Surfside Avenue is beyond comprehension. Mothers with prams and toddlers sharing a narrow path with speeding cyclists? The lack of intellectual rigour displayed by the Council is most disappointing.
69	1. There is insufficient space within the existing narrow and hilly verge to provide a SAFE path shared by pedestrians AND cyclists. "Cyclists typically travel above the speed that would be recommended based on safety considerations for bicycle-pedestrian collisions – 10km/h. Below about 12km/h bicycle instability increases, possibly increasing the risk of falls. Pedestrians usually walk at around 5km/h." NSW Government, Transport for NSW, Centre for Road Safety, Shared Paths, Discussion of research and key findings and key safety issues, August 2015, page 6. See also Group Submission, from Residents of Barrenjoey Road, [REDACTED]
70	I do not support the shared path as it would be far too dangerous for pedestrians sharing it with bicycles as it is far too narrow. I am all in favour of providing a path for cyclists to ride safely but this current design is totally unsatisfactory. Perhaps a cycle path could be on the opposite side of the road behind the metal barrier and taking a little of the bush.
71	<p>The proposed Shared Path puts pedestrians and cyclists on a collision course</p> <p>Pedestrians and cyclists sharing this path will restrict its use by young families (and their strollers), the elderly and disabled (and their mobility devices), and large numbers of charity walkers</p> <p>The Shared Path proposal is dangerous and high risk</p> <p>The relocated bus stop is unnecessary and will hardly ever be used. There is a perfectly satisfactory bus stop a few metres along Barrenjoey Road on the southern side of The Serpentine</p> <p>The proposed Shared Path turning into The Serpentine is even less necessary and would be dangerous given the high speed that cycles travelling North will generate as they travel down hill and into a tight corner. There is already a safe path for pedestrians at that corner and cyclists should travel around the Bends or use The Serpentine roadway</p> <p>Note that my objection is purely against the proposed shared path. I strongly support having a safe footpath for pedestrians. It is very dangerous for walkers, runners, people with prams, having to walk along the edge of the very busy Barrenjoey Road</p>
72	[REDACTED]
73	Pedestrian yes. Cycling NO!

74	We do not live in Avalon but sometimes stay with friends who live along this section. We always go for a walk there and are struck by how narrow it is so that it is very difficult in some places for two people to walk abreast. The thought of adding bicycles to that seems highly dangerous and would make it almost impossible for pedestrians at all. I do think it should be made into a much safer pedestrian path but not sure how to solve the question of where the bicycles could go.
75	This area is completely unsuitable for a shared path from a safety aspect, accidents will happen for very minimal benefit to the community. It is a narrow curved road with concealed driveways, really bad idea.
76	
77	<p>1 December 2020</p> <p>Mr Ray Brownlee CEO, Northern Beaches Council</p> <p>Dear Mr Brownlee,</p> <p>Re: Connecting Local Communities, Bilgola to Avalon Beach</p> <p>My husband Ken and I live at [REDACTED] Avalon Beach on the proposed Shared Path between [REDACTED]. We are instigators of and signatories to Section 3 residents' group submission with its slogan 'Safety first, Yes to Footpath, No to Shared Path'. We have continuously opposed the concept of walkers and cyclists sharing a footpath on this narrow, dangerous section of busy, fast-moving Barrenjoey Road.</p> <p>Where did this idea of a 'Shared Path' come from? Certainly there is no demand from local residents, all ratepayers. There is no shared path on the new Palm Beach-Whale Beach Coast Walk. We do not need one either.</p> <p>What we desperately need is a safe walking path; there is no room between our property and Barrenjoey Road for a path wide enough to accommodate both cyclists and walkers. For us, NBC's proposal means bicycles totally replace the safe, unobtrusive off-street parking which has existed since the mid-1950s when my parents built their home here. My mother lived on this site until she was well into her 90s, and from her we learnt how to 'age-proof' a house, physically and socially. Her happiness was dependent on off-street parking for her carers, medical and emergency helpers and tradespeople, and her family and friends who gave her essential love and social support.</p> <p>My husband and I, disabled and aged 82 and 79, built our home here in 2007 planning to emulate her happy ageing experiences. Old lives matter.</p> <p>We invite you, the Mayor and Councillors, and relevant Council staff and contractors to meet with us to view our Barrenjoey Road access which would be adversely affected by a shared path.</p> <p>'Safety first, Yes to Footpath, No to Shared Path'.</p> <p>Yours sincerely</p>

78	<p>I do NOT support shared bike and pedestrian paths as shared spaces. 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. 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>
79	Please ensure that the path avoids having any steps or stairs so that less mobile people such as those in wheelchairs, or families with prams, can enjoy the pedestrian walk.
80	<p>Hi</p> <p>Pedestrian and cycle link is generally supported although hopefully this can be done sympathetically and without risk to residents</p> <p>However this comes with two qualifications:</p> <p>(1) There is no need to move the bus stop to outside no 508. Having lived here for 35 years I can assure you that virtually nobody will use the new location. On the rare occasions that a bus stop is required, Serpentine residents can walk the short distance to the bus stop to the South of The Serpentine. It would be far better if you were to install a path along Barrenjoey Road South of The Serpentine</p> <p>(2) More importantly, we no longer need a pedestrian/cycle path at the Northern corner of The Serpentine and Barrenjoey Road. Plans for The Serpentine (stage 2) have thankfully been abandoned. This means that cyclists will continue to use The Bends, or they will turn along the roadway as normal into The Serpentine and proceed along the road. As for pedestrians, there is already a perfectly good footpath around the corner (erected by Council). There is no justification for the added expense of a pedestrian/cycle path which achieves nothing while replacing vegetation with concrete. At the very least, no action should be taken on the corner until there is further consultation with The Serpentine residents sometime in the future as promised by Mayor Regan</p>
81	
82	Please don't pedestrianise every bit of natural land . We live in. A natural environment we don't want it landscapes and urbanised
83	There appears to be no detail on how pedestrians safely travel from Bilgola beach to the end of the Serpentine before the onward walk to Avalon. Currently, the footpaths are

	<p>inadequate and the Serpentine section deals solely with a shared bicycle-car arrangement. So if a pedestrian wants to walk North from Bilgola Beach where does she go? Does the design include safe walking without having to walk on what can be a busy road with blind bends and no segregation between cars and pedestrians? I know this is a somewhat basic requirement, but it's not clear to me from the detailed plans. Is there a plan for a separate footpath, independent of the shared bike/car transit-way, that gives a pleasant experience for walkers? If so that's an essential part of the design, but it's not well marked.</p>
84	<p>1. A shared pathway of only 2.5m (and 2.2m in the Surfside Lane section) is too narrow for a shared pathway mixing pedestrians and cyclists. The recommended minimum width for a shared recreational path is 3.5m (Ausroads) and even that is questionable with both sides of the path constrained by fencing and kerb structures.</p> <p>2. Proposing a shared pathway around the blind corner at the intersection of The Serpentine and Barrenjoey Road is extremely dangerous for users. At a pathway width of only 2.5m it is lunacy.</p> <p>3. Residents on Barrenjoey Road will still have difficult and dangerous access to and from Barrenjoey Road.</p> <p>4. This section of path is only suitable for pedestrians. Cyclists must be prohibited from using it.</p> <p>5. Dressing up the plan with "fancy" vegetation does not hide the fact that the proposed mixed use is dangerous and high risk for users and the Council. Proposing a path that does not comply with proper recognised engineering standards exposes Council to the risk of being sued when the inevitable accident occurs.</p>
85	<p>Cycle path in this section is well needed. Current cycling conditions are quite dangerous.</p>
86	<p>However it appears local Serpentine residents are unhappy.</p> <p>I don't think the concept deals with road cyclists. This solution will probably place greater angst on Bends between cars and cyclists - particularly due to the state of the road.</p> <p>Hopefully E bikes become more plentiful so people can ride up the Serpentine hill.</p> <p>I have given this feedback previously - and am sure it goes in the filing cabinet as the concept never changes.</p>
87	<p>I run the area shown above and it is incredibly dangerous. I would support any improvements.</p>
88	<p>I definitely support the concept of this section but I do not believe that 2.5 metre width is an adequate size for a shared two - directional cycle and pedestrian pathway. Inevitably, if it is as popular as I expect, pedestrians will be forced to step aside to let cycles pass, or else cyclists will need to travel more slowly than is comfortable for them.</p>
89	<p>1. Speed limit of 10 Kms/Hour is totally impracticable. A minimum of 20 and preferably 25 is requested.</p> <p>2. The present "goat track" on the left hand side of the Serpentine running downhill to the beach needs tidying up.</p> <p>3. The rough stairway/path from the left hand side of the Serpentine running down to the beach also needs tidying up</p> <p>4. The kerbing and guttering of only part of the Serpentine needs to be completed.</p>

90	Fantastic. The section from Surfside Ave down to Avalon Parade could be improved, as you've done on the Serpentine to clearly imply access for active modes of transport, making it much safer in what is otherwise a very busy carpark.
91	The Avalon Beach area is growing. The road access planning does not appear to be falling into line with the growth. The proposal as outlined is local community minded but not strategically inclined. The hard yards of attending to a long overdue road transport plan north of Newport to Avalon Beach must precede any such proposals as outlined here.
92	<p>I think the area is in dire need of improved infrastructure- especially Bilgola Plateau. A pedestrian and cycle crossing is needed at the traffic roundabout to service the entire community of Bilgola Plateau to get to Bilgola Beach and the proposed shared pathway of The Serpentine.</p> <p>Inasfar as making The Serpentine a shared pedestrian/cycle/vehicle connection would be incredibly dangerous. The road is already narrow with blind corners. To claim this existing road is part of the link between Avalon and Newport is absurd and reaching. To decrease the current speed limit from 40 to 10 is impractical and not the solution. Council needs to invest in creating a seperate pedestrian and cycle path along The Serpentine to keep people safe and off the road.</p>
93	<p>The stretch of road know as The Serpentine is a stretch of road serving not only the locals who live there but also is a main route for when congestion is experienced by on the bends which is more often than not. The suggestion of the 10km hr speed limit takes from end to end 15 minutes and not only is difficult to maintain it is dangerous to drive at as it is so slow - that would create stress in drivers ultimately inducing road rage no doubt. The road is used not only for local car traffic but emergency vehicles and garbage trucks which would put stress on all users sharing the road with the planned road controls.... the idea of a shared bike, pedestrian and cars is unacceptable as the road is narrow enough with out extra restrictions for bikes. Yes a footpath would be wonderful for pedestrians but a bike path is just dangerous here.</p> <p>I reject this submission.</p> 
94	<p>This submission is about the SurfSide Avenue part of the proposed Newport to Avalon Pedestrian and Cycle Link.</p> <p>See uploaded file</p>
95	<p>This is the most dangerous part to walk as a pedestrian. The traffic is heavy on Barrenjoey Road so some protection, spacing of the path from the road traffic is desirable. Understand the constraints but if you can do a bit more spacing, even better. Generally in favour.</p>
96	Strongly support
97	At last a safer rideable section of cycleway connecting Bilgola to Avalon
98	
99	<p>Looking forward to the whole connection from Newport to Avalon!!</p> <p>Happy for it to be as wide as possible.</p> <p>Pushing a pram on a path with bike riders is already a hard situation.</p> <p>Thank you</p>

100	I often run (once a week or so) between Avalon and Mona Vale through most of the coastal paths (e.g. up the serpentine etc). This area is the most dangerous from cars zooming around the corner and I would greatly appreciate an expansion of safe paths for running.
101	
102	
103	Please see my attached comments but please, please, please use this opportunity to give walkers great views of Avalon by routing the walkway around the eastern side of the carpark, also meaning that walkers do not have 2 road crossings and making the carpark area safer for all.
104	Looks to be a fantastic upgrade to allow safe pedestrian access from the Serpentine over to Avalon Beach and the public transport corridor on Barrenjoey Road for buses to the city.
105	1000 times yes! Well done, can't wait to cycle the new path!
106	So many thumbs up for this. Am super looking forward to being able to get to work safely and without relying on a car. Well done NB Council!
107	On the whole this looks great; thanks for listening to the community and reducing the width of concrete and not having the path along the eastern edge of the South Av headland carpark. Just two comments: (1) Page 1, The Serpentine shouldn't be a shared zone. Plenty of room on the north side of The Serpentine to have a shared path from the North Bilgola lookout back to the junction with Barrenjoey Road. Then the path along Barrenjoey Road and through to Surfside Avenue looks good. (2) The final section down Avalon Parade East needs more thought and maybe should wait for the Avalon Place Plan to be finalised? This needs to feed into Avalon a bit better, so it may be better to continue pedestrians/cyclists down to the traffic lights, and then give them the option of heading west into Avalon, or north across new pedestrian crossing, to the bus stop area/continue to yellow brick road. But perhaps the way you show it is safer; crossing half-way up Avalon Parade East to keep them clear of the busier Av Parade/Barrenjoey Road intersection.
108	I agree that there should be better connecting pathways between Newport and Avalon. I do not believe that shared pedestrian/cycle pathways work. For safety reasons cyclists and pedestrians need their own designated pathways. This will be dangerous for pedestrians. Therefore I can not support the proposed shared pathway.
109	Lets implement this quickly please.
110	
111	

112	<p>1. 2.5m width is too narrow for a combined cycle path and walkway.</p> <p>2. Locating the transition point directly outside the driveway of #65 The Serpentine will not only create difficulties for the residents of #65, it will be dangerous, both for cyclists and pedestrians and the residents.</p> <p>3. No attempt has been made to address the difficulties of access for residents on Barrenjoey Road.</p> <p>4. Moving the bus stop is a nonsense. It is virtually unused now and there are other nearby stops. It should be eliminated if it actually needs to be relocated.</p> <p>5. The lane-way to access Surfside Crescent is too narrow to safely accommodate both pedestrians and cyclists.</p> <p>In summary, the proposal is unnecessary and should be terminated.</p>
113	<p>To be honest I can't follow it very well but going by the other two I am sure I won't like it. However, I note that the pathway size has been decreased and the car park will be left alone...thank goodness.</p> <p>It's all about gentrification which equals much ugliness and formality. Our informal, natural beauty is being eroded away and this area will look like any other...instead of being unique and special.</p> <p>Again, I do not think people need to be told (by ugly painting) where to walk, where to ride. All the concrete is hideous. Most people love the bush tracks, the bush, the naturalness...</p>
114	<p>This takes account of much feedback from locals about preserving the South Headlands informal feel. Love it!</p>
115	<p>I use this way to get to Avalon and it is now quite dangerous as cyclists are forced to ride on the wrong side of Barrenjoey Rd going north to gain access to Surfside Ave.! So an off-road cycle path down the side is most welcome. The alternative to cross twice is even more dangerous.</p> <p>Looking forward to the massive improvements planned for cyclists going from Newport to Palm Beach.</p>
116	<p>Section 2 shared zone is unfortunately a complete nightmare. In the illustration you have shown small cars and where you have placed the planter boxes - the cyclists have to pull out putting them in the direct path of the vehicles.</p> <p>Small cars are not a good representation of the vehicles currently on the Northern Beaches - they are big, e.g, RAM utes, ugly and petrol guzzlers.</p> <p>So you are unfortunately creating an accident waiting to happen in that section.</p>
117	<p>Absolutely applaud the path from serpentine to avalon beach. Its so dangerous currently.</p>
118	<p>Appreciate NBC making changes to section to remove fencing & wide concrete path/formalisation along the cliff between North Bilgola lookout and Barrenjoey Road . Want to keep Bilgola North lookout just as it is. No need for any formalisation. (from Section 2 apologies). No problem with this 3rd section, as long as no big trees are removed and more vegetation is planted to soften and green the concrete path & retaining walls along Barrenjoey Rd. Seems like a sensible idea to move bus stop to new location. Suggest Surfside Road should be a shared 10km zone from the south Av headland carpark southwards, as it is a cul-de-sac and cars will be travelling slowly anyway, and there is absolutely no need for another concrete path along properties in this turning circle end of Surfside. Approve no decision being made yet on South Av Beach park area. NO more concrete please!! This is an iconic Avalon entry corner and needs a considered</p>

	<p>approach where the Av Place Plan group, Coast walk group and local stakeholders discuss all options together.</p>
119	<p>This is a considerable improvement on previous shared path plans for The Serpentine</p> <p>Previously we were faced with the removal of vegetation, the construction of a concrete eyesore, the loss of parking, a path which the lycra cyclists were never going to use, and a very expensive cost</p> <p>Current proposal will enhance the natural environment, improve walking and cycle access, preserve natural vegetation and save money</p> <p>There will be some who do not favour the 10 kph speed limit but that is a small price to pay for getting rid of the current rat run with its speeding drivers</p> <p>Parking may still be an issue but hopefully there will be discussion with individual residents</p> <p>My one real objection is the shared pathway turning off Barrenjoey Road and running all the way to the end of the first speed bump. Surely this is no longer necessary and the path can now join The Serpentine before the first driveway (No 80)? This will be a 10 kph area with Feature Pavement Artwork - having a pathway running alongside it is a costly waste and the added ugly concrete will detract from the latest proposal. By the way, even with a path there is no need to relocate the letterbox (agreed by Council even with a then wider path). Also, what is the point of 1.4m balustrade panels when all they would do is limit the view of the ocean and gardens?</p> <p>I would appreciate a response</p> <p>Overall though, this is a great proposal which, as a Serpentine resident, I support</p>
120	<p>At 2.5 m wide, the proposed shared path will be too narrow for the expected number of users.</p> <p>Normal people walk in groups, two or three abreast with space between themselves -- i.e. normal people don't walk with their shoulders touching. A width of 2.5 m is too narrow to allow two groups of pedestrians travelling in opposite directions to pass without at least one group being forced to walk in single file.</p> <p>And as for cyclists...</p> <p>The "standard" cyclist needs a riding envelope around 100 cm wide -- maybe wider when riding up a moderate grade, and certainly wider when pushing their bike up a more than moderate grade. If the desirable width of 3.5 m is just not achievable, please don't go any narrower than 3.0 m.</p>