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## Community and Stakeholder Engagement Report

### Bassett Street, Mona Vale – Shared Path and Pedestrian Crossing Upgrade

Impact level: Four

Consultation period: Tuesday 25 January 2022 to Friday 18 February 2022

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# 1. Summary

This report outlines the community and stakeholder engagement conducted as part of the proposal for a new shared path connection along Bassett Street, Mona Vale exhibited between 25 January and 18 February 2022.




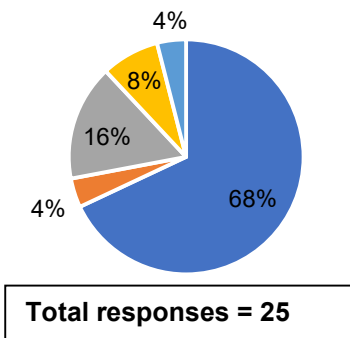

The proposed new shared path and pedestrian crossing and road crossing treatments aims to develop a safer pedestrian and cycle route along Bassett Street, Mona Vale.

The feedback collected during consultation indicated support for the proposed shared path upgrade, highlighting the anticipated benefits for all path users, as well as the need to expand the network to connection to other destinations.

Comments reflected safety concerns for path users, noting the industrial area was busy with vehicle and truck movements in driveways.

Respondents who were not supportive of the proposal indicated that shared paths were generally unsafe.

## 1.1. Key outcomes

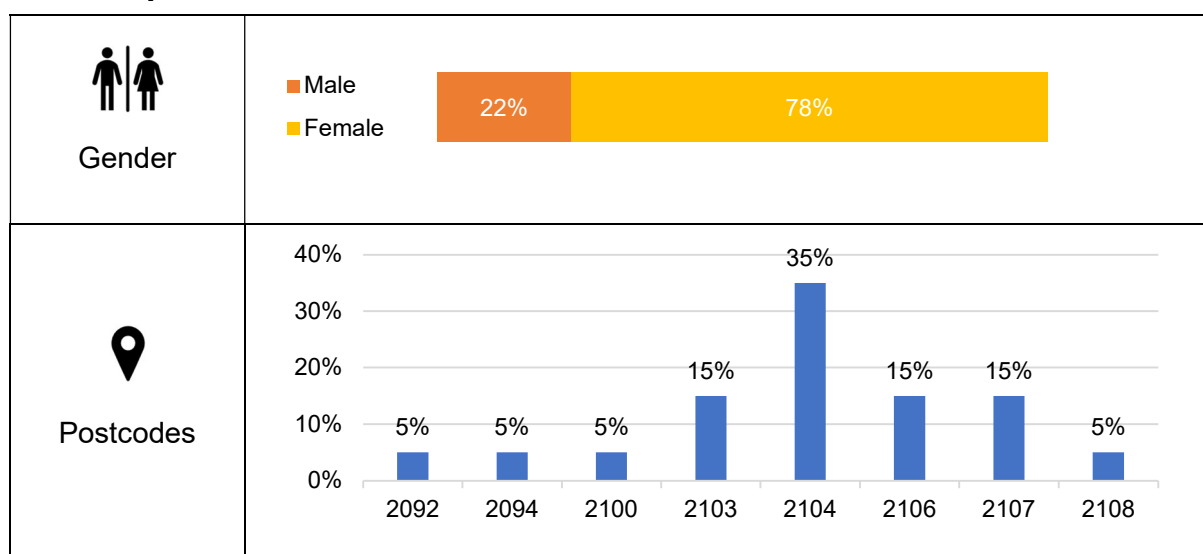
|  |  |  |
|--|--|--|
|  <p>Total unique responses</p>  | 26*  |  |
|  <p>How responses were received</p>   | <p>Comment form</p> <p>Written responses (email)</p>   | <p>Completions: 25</p> <p>Number received: 1</p> |
|  <p>Online sentiment question:</p> <p>Should funding for this proposal be approved, do you support the shared path and crossing upgrade at Bassett Street, Mona Vale?</p> |  <p>Total responses = 25</p> <ul style="list-style-type: none"> <li>Yes</li> <li>Yes with changes</li> <li>No</li> <li>Neutral</li> <li>Prefer not to say</li> </ul> |  |
|  <p>Feedback themes</p>   | <p>Expansion of shared path network</p> <p>Safety</p>  | <p>Location</p> <p>Additional infrastructure</p> |

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

## 1.2. How we engaged

|   |  |             |  |
|---|--|-------------|--|
| <br>Have Your Say:<br>visitation stats | Visitors: 111  | Visits: 119 | Average time onsite:<br>2mins 22secs                                     |
| <br>Print media and<br>collateral      | Letterbox drop: 2103<br>Site signs: Yes  |             | Distribution: 271<br>Number of signs: 2                                  |
| <br>Electronic direct mail<br>(EDM)    | Community Engagement (fortnightly)<br>newsletter: 2 editions (31 Jan & 14 Feb)<br>Council Disability Newsletter: 1 edition |             | Distribution: 22,000<br>subscribers<br>Distribution: 1286<br>subscribers |

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



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

## 2. Background

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

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

We proposed a 2.5m shared path for pedestrians and cyclists which will provide an active travel connection between Mona Vale Beach and Winnererremy Bay as well as to commercial and industrial areas and Pittwater High School.

This proposal is grant dependant and can only be constructed if we successfully obtain funding under the Transport for NSW (TfNSW) Get NSW Active program.

The proposal would also see improved pedestrian and cyclist crossing points at:

1. Bassett Street – construction of a 2.5m shared path on the southern side, between Barrenjoey Road and Mona Street
  - a. Improved crossing at Tengah Crescent and Perak Street.
2. Mona Street – construction of a 2.5m shared path on the eastern side between Bassett Street and Pittwater Road
  - b. Upgrade existing pedestrian crossing to a raised combined pedestrian and bicycle crossing.

The grant application process required Council to provide documented community engagement indicating the level of support for the intended project. The outcomes of community engagement accompanied our grant application to TfNSW.

## 3. Engagement objectives

Community and stakeholder engagement aimed to:

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

## 4. Engagement approach

Community and stakeholder engagement for the Bassett Street, Mona Vale – Shared Path and Pedestrian Crossing Upgrade proposal was conducted between Tuesday 25 January 2022 to Friday 18 February 2022.

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

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

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

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

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

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

Email and written comments were also invited.

## 5. Findings

The feedback collected during consultation indicated a high level of support for the proposed shared path upgrade, highlighting the anticipated benefits for all path users. A suggested improvement for end of trip facilities at Mona Vale Beach was also raised.

Comments reflected the intended width should be 3m instead of the proposed 2.5m. Other feedback noted the need for additional shared path locations to provide a connection to Bayview and Church Point.

While there was strong support for the shared path, comments raised safety as a key area of concern. Reasons cited included the industrial area was busy with trucks and vehicles and would be the cause of potential pedestrian traffic conflict.

Some respondents suggested the need for additional education campaigns to provide awareness to pedestrians and cyclists of shared path use.

Respondents who were not supportive of the proposal felt that shared paths were generally unsafe, whilst others questioned the justification for a shared path at this location based on concerns that it is a busy industrial area.

Connections to the Mona Vale Strategic Centre was raised as an important connection through the upgrade of existing public right of ways between Bassett Street and Darley Street, Mona Vale.

**Table 1: Key issues raised**

| Theme                            | Issues, change requests and other considerations raised                    | Council's response  |
|----------------------------------|--|---|
| Expansion of shared path network | Feedback indicated that additional locations and extensions were required. | <p>The <a href="#">Northern Beaches Bike Plan</a> identifies other shared path networks in the Mona Vale area for consideration, dependant on available funding.</p> <p>The <a href="#">Mona Vale Place Plan</a> is also investigating options to provide improved walking and cycling connections.</p> <p>Council will review the concept plan and consider providing an on-road cycle way to connect to the public right-of-way</p> |

| Theme  | Issues, change requests and other considerations raised  | Council's response  |
|--------|--|---|
|        |  | <p>between Bassett Street and Darley Street, via Perak Street.</p> <p>This connection would also support walking and cycling to the commercial area utilising the proposed pedestrian crossing in Darley Street (in design stage).</p> <p>It is not possible to make the public right- of-way wider due to narrow pathway and the boundaries of private property on each side.</p>  |
| Safety | Concern was raised that shared paths are dangerous or uncomfortable for pedestrians due to potential conflicts with bike riders. | <p>While shared path user conflict is often raised as a concern, research from Transport for NSW Centre for Road Safety indicates there is low safety risk in relation to shared paths.</p> <p>According to their discussion paper on shared paths in 2015, "<i>.. shared paths represent a relatively low safety risk. It is important that the shared path is designed to be as safe as possible with adequate width.</i>"</p> <p>This shared path will provide a safe cycling and pedestrian option.</p> |
|        | Road safety education for riders and pedestrians.  | <p>We currently have a <a href="#">Share the Road</a> education campaign underway to highlight the need for both the bike rider and driver to be aware of their surroundings at driveway entrances.</p> <p>Though <a href="#">road safety education</a>, we promote a range of road rules for pedestrians, drivers and cyclists.</p>  |
|        | Shared path width not wide enough nor would it meet the Austroads recommended width for shared paths.                            | <p>We refer to the TfNSW Cycle Design Toolbox when planning cycling networks and acknowledge that wider shared paths of up to 4m wider provide more room for pedestrians and cyclists.</p> <p>A 2.5m shared path in Bassett Street will provide a functional width considering space needed for utilities, however we will review the width of the shared path when we develop the detailed design.</p>   |

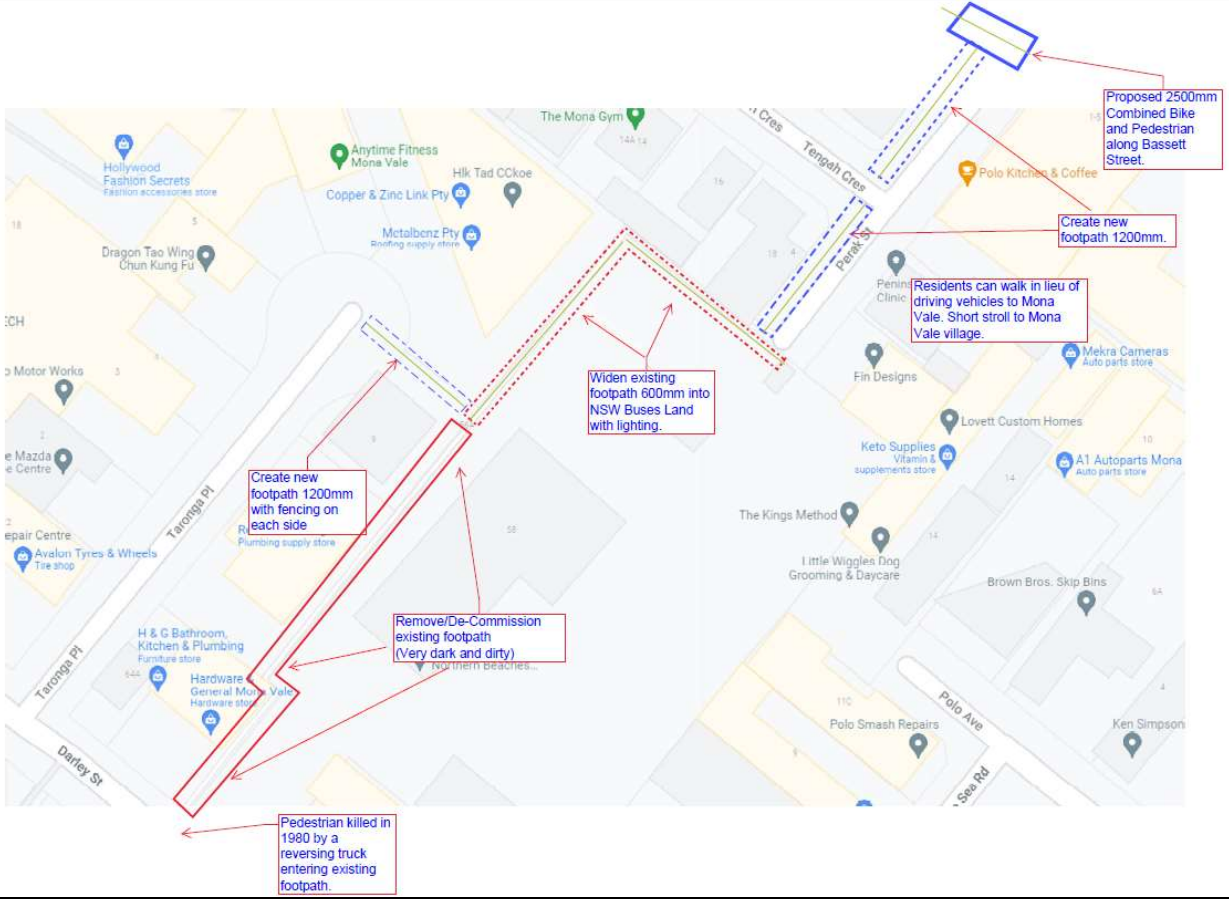
| Theme                     | Issues, change requests and other considerations raised   | Council's response  |
|---------------------------|---|---|
| Location                  | Commends indicated the busy nature of the industrial area required safer pedestrian treatments. | <p>As part of the shared path, Council will also upgrade the intersections of Tengah Crescent and Perak Street to allow a safer environment and will also upgrade the existing pedestrian crossing in Mona Street to a raised pedestrian and cycle crossing.</p> <p>We acknowledge that this is an industrial area and will consider road incorporating safety messages on the path.</p>  |
| Design                    | More detail design required of the location.  | <p>To accompany our application to TfNSW, we were required to undertake community engagement to seek support.</p> <p>Due to the application deadlines, we were not able to prepare a detailed design and prepared an initial concept detailing to route and where crossing improvements will be made over an area map of Bassett Street.</p> <p>Once funding has been confirmed, Council will undertake a survey and detailed design of the proposed shared path in Bassett Street.</p> |
| Additional infrastructure | Bike racks at Mona Vale Beach   | Additional bike parking will be provided as part of the Mona Vale Beach upgrade, currently underway. The upgrade includes the new surf club and improved public domain for recreational use.  |

## Appendix 1 Verbatim community and stakeholder responses\*

| Number | Comment   |
|--------|---|
| 1      | Also please consider upgrade to cabbage tree Rd, pittwater Rd end. I live in Bayview Gardens and negotiating said road is dangerous on road or footpath, this is urgently needed. Used by a large no. of cyclists every day.  |
| 2      | Shared pedestrian and bike pathways can be quite dangerous and as such don't work well - finding that neither bikes nor pedestrians feel comfortable using them. Bikes usually travel more the speed of cars - therefore they are much better on the road. Funding would be better spent on drawing a bike lane on the road. If you want to have slower bikes on footpaths you need to put a speed limit of walking pace - e.g. 10 km/h. I do know that children under a certain age can use footpaths. Today it is more than just children learning to ride and wanting to go slow. Therefor maybe a better plan would be to enable bikes on all footpaths with a speed limit of 5 or 10 km/h. |
| 3      | Austroads Part 6A Table 5.3 sets out widths for shared paths. For recreational paths the desirable minimum width is 3.5m with a minimum set at 3m.<br>A wide shared path will encourage many people to walk, ride, and scoot to and from the beach and elsewhere. To cater for this latent and future demand , and provide barely Covid safe distances, the path should be at least 3m.   |
| 4      | This is a necessary and worthwhile project for the reasons that have been mentioned.<br>The next step would be to continue the shares path past Pittwater High School along Pittwater Rd to include St Luke's Grammar Primary School.   |
| 5      | With all shared paths. We need a public awareness campaign for new protocols for path sharing. I request we have a public awareness campaign for cyclists to use their bells when overtaking walkers. I often "wander " on a path or am with friends. An alert is essential as they do in Europe. I know we are all meant to keep to the left now. This should also be amplified in public notices. Thank you   |
| 6      | Bikes and pedestrians don't mix and it can be quite dangerous for the latter. You get a much better result health and fitness wise from walking.<br>Stop wasting our money and making people lazier.  |
| 7      | Fabulous idea. We live on Bassett Street with young children and the churches would make our lives much safer.  |
| 8      | This seems more than reasonable   |
| 9      | This looks good for the community especially so close to the high school.<br>Bassett St can be quite busy with industrial traffic, so it's good to have an option to cross apart from the sole crossing at Barrenjoey Rd  |
| 10     | Definitely an excellent idea. It is quite dangerous for cyclists as it is now   |
| 11     | Excellent new links complementing the N Beaches cycling network, which will foster safe cycling and encourage community participation in active transport.  |
| 12     | Brilliant. I was living in Manly when the pro cycling proposal fell through. I hope this is not quashed in the same way. Yes to shared paths. Yes to promoting other forms of transport other than the car. Come on Mona Vale. You can do it.   |
| 13     | It is essential to prioritise the construction of safe and connected infrastructure for pedestrians and cyclists. I support the application for NSW Government funding for Northern Beaches active transport infrastructure and look forward to commenting on detailed plans in due course.   |
| 14     | I also suggest as per attached mark-up continuing path along Perak St to the existing footpath to Mona Vale Village by extending 600mm into the Bus Depot and then diverting into Taronga Place. The advantages will be:-<br>- No need to drive to Mona Vale Village, quicker and safer access to village and bus stops than walking along Barrenjoey Road at all times of the day and evening.   |
| 15     | Bassett St is a light industrial area, with a high volume of cars and trucks, using various driveways, to access many businesses,allowing bicycles, on a new widened foot path, with the combination of trucks, coming and going could be very dangerous,with bicycles speeding along the path, its hard enough to enter Bassett St from the driveway I work in 81 Bassett St with poor visibility from parked cars and trucks.   |

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



| Number | Comment  |
|--------|--|
| 16     | Shared paths are a misnomer. Pedestrians and riders on bikes made of metal that travel much faster than walking pace are incompatible. Shared paths are dangerous places for walkers.  |
| 17     | An excellent idea making cycling much safer for children and adults alike. Ride to the beach or Pittwater in safety. a bike rake at Mona Vale beach would be another great idea.   |
| 18     | Encourages bike riding generally but also excellent to encourage school kids to and from. Teaches independence and less reliance on being driven to school. Where possible it is a unique opportunity provided by our precinct.  |
| 19     | I ride from Bayview Gardens to Mona Vale beach every morning and find the footpath hazardous and the road quite dangerous. There are many parked cars as well as heavy traffic including cars, trucks, utes and heavy vehicles along this journey.<br>Pittwater High School traffic also adds to the hazards of riding a bike in Mona street.  |
| 20     | A map linked to google maps rather than just a proposal superimposed on a very restricted screen shot would allow folk like me, who do cycle and walk, and routinely visit Bayview, Monavale, Ingleside etc (without knowing the local street geography by name), to better appreciate where "Basset St" is in relation to places they know. And I don't think it would be difficult to give a link to a kmz file showing the proposed route.  |
| 21     |   |
| 22     | <p>Regarding the proposal to make a shared path between Bassett Street and Mona Street, Mona Vale. I have been observing the use of the existing pathway from my front garden. At present there is adequate space for pedestrians and cyclists. To maintain a safe distance of 1.5 metres, users move onto the grass verge.</p> <p>Along Bassett Street, there are many commercial and light industrial premises. To deliver or to collect from these premises, a vehicle would be needed. There are also several motor mechanics' workshops which rely on the vehicular traffic for their businesses. The notion that a shared pathway would help break the reliance on cars along the street is flawed.</p> <p>Similarly, users of the parkland at Winererremy Bay take picnic supplies, childrens' bikes, scooters, kayaks and canoes. These items are usually taken to the area by car.</p> <p>Bassett Street is at the bottom of a hill. Rainfall flows down to the street. If there is a major rain event, the street floods. The water table is also close to ground level underneath the factories and bus depot. To cover</p> |

| Number | Comment   |
|--------|---|
|        | <p>the ground with more concrete would reduce the amount of natural drainage through the grass verge. It would also increase the temperature along the pathway.</p> <p>From the drawing on the website, it is not clear how the crossings at Tengah Crescent and Perak Street could be improved. At present there are provisions for wheelchair access to cross these roads. Pedestrian crossings from north to south across Bassett Street would be more beneficial for safety.</p> <p>In conclusion, I cannot foresee the project allowing an increase in the use of active travel to help break the reliance on cars as the main mode of travel along Bassett Street.</p>  |
| 23     | <p>I am emailing my support for the proposed shared path on Basset St Mona Vale.</p> <p>I guess you would ask me why and here are my comments.</p> <p>I am 78 years old. I ride an e-bike for exercise and leisure.</p> <p>I ride along the existing narrow path on Basset St three or four times a week.</p> <p>This is the route from home to the beach and when the weather is suitable I go for a swim.</p> <p>I share the path with school children going to the High School, dog walkers taking their dogs to the dog park and other walkers who range from serious to elderly toddlers.</p> <p>I will not ride on the road due to the danger of being hit by a car but I am courteous enough to get off the path onto the "rough" to share with those mentioned. The "rough" also has dangers with tree roots, unseen holes covered with grass and the biggest danger is getting back onto the path when there is a height difference between the path and the rough which will cause a rider to be thrown from their bike. If you are reading this and are a bike rider you will be well aware of this danger.</p> <p>So there you go, you have my requested feedback and I hope the Council will proceed with this proposal for a widened shared path in Basset St</p> |
| 24     | <p>I support all forms of transport as an alternative to cars. I am an avid cyclist. Cycle routes should be kept away from pedestrians as cycles present a danger. At the very least a speed limit should be imposed where segregation is absolutely impossible.</p> <p>Spend some of the money ear marked for the outdated Beaches Link Tunnel on improving mass transport, light rail, buses that actually stop at bus stops, and dedicated cycle ways. (I appreciate the funding probably comes from a different publicly funded purse).</p>   |
| 25     | <p>Council should consider having all dedicated bus lanes available during all daylight hours dedicated to cyclists, buses, taxis and motorcyclists. This situation currently limited to periods in the morning and afternoon on weekdays should be extended so that these lanes are available for cycle transport.</p>   |
| 26     | <p>Bicycle NSW submission</p>   |

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