

8 January 2017

**To Mike Baird Premier of NSW regarding Transport for NSW B-Line - Proposed Bus Stop Changes in Mona Vale**

**OBJECTION TO TAKING OF CROWN LAND GREEN SPACE IN VILLAGE PARK**

I must bring to your urgent attention my strong opposition to your Governments Department Transport for NSW proposal regarding B-Line bus stop changes in Mona Vale that will see the loss of at least 21 mature trees and grass mounds that currently serve to benefit the recreational users of Village Park (Crown Land) in Mona Vale.

The changes will see significant amenity losses in the Crown Land Reserve (Village Park Mona Vale). The changes TfNSW are proposing are ill thought through and are not necessary. I ask you to please read my objection I have written for you regarding the proposed works.

You can also visit the B-Line web page at <http://yoursay.b-line.transport.nsw.gov.au/mona-vale>

**Bus Stop Pittwater Road Near Waratah Street**

Objection is lodged to the removal of the northbound "Mona Vale Main" bus stop currently on Pittwater Rd near the intersection with Waratah St, which has been there since year dot. TfNSW as I understand it has 2 issues of concern with the current setup.

Firstly they claim there is inadequate room on the footpath in busy times for circulation of people and second it is too close to the corner resulting in a safety issue for drivers turning into Waratah Street from Pittwater Road when buses are stationary at the bus stop.

Both of these issues can be addressed first by realignment of Pittwater Road shifting it slightly over to the east (towards Kitchener Park). This will result in additional circulation area at the current bus stop location. Second the bus stop can be relocated 8 - 10 metres further south towards Mona Vale Road away from the intersection with Waratah Street. These measures will address both issues of concern by TfNSW.

The proposed relocation of this stop 200 metres further north is catastrophic for commuters and shopkeepers, significant impact on the Crown Reserve of Village Park and amenity loss for the public with recreational use of the Crown Reserve. It will also impact on the available space in the park for special uses of concerts and Christmas Carol's and the like.

## Community Says "Hands Off Village Park"

The "HANDS OFF OUR VILLAGE PARK" You Tube Video can be viewed at [https://www.youtube.com/watch?v=0IK\\_346I2xM](https://www.youtube.com/watch?v=0IK_346I2xM)



### Commuters

The proposed relocation of the northbound "Mona Vale Main" bus stop to Village Park puts the bus stop basically in the middle of nowhere for pedestrian connectivity. There is poor lighting, which leads to concerns of personal safety for people waiting at the bus stop but especially those, departing a bus. Village Park is extremely isolated with no shops nearby, no casual surveillance and personal attack on commuters especially after dark, is potentially high risk. I note the Transport for NSW REF does not include any report from the Police Force on this issue.

### Shop Keepers

The proposed relocation of this bus stop 200 metres north will be to the commercial detriment of shopkeepers that rely on passing trade associated with the current bus stop location. Commuters currently depart a bus and walk south along Pittwater Road past a number of shops. They can walk north and then along Pittwater Road which has many cafes and eateries. More importantly when commuters walk up Waratah Street there are shops on both sides, then they walk into Bungan Street with many shops either south or north of the Waratah Street roundabout. It has been calculated that at least 120 businesses will suffer commercial loss with this proposal to relocate this bus stop to Village Park. Furthermore a personal survey of the shop keepers in this location has revealed basically no one knows anything about this proposal.

## **New Bus Stop Village Park**

Objection is lodged to the relocation of the bus stop from the Waratah Street corner 200 metres north into Crown Land of Village Park. The new location is basically in the middle of nowhere for connectivity to shops and covered awnings. In periods of inclement weather commuters departing a bus have no covered shelter connectivity to the shopping village. Commuters are really out in the open and will get very wet. Currently "Mona Vale Main" at Waratah Street, commuters get off the bus and are immediately undercover and can walk to all shops using the shop awnings.

It has previously been detailed personal attack and safety issues for commuters associated with this relocation being strong consideration against the proposal. Environmental Impacts is another strong factor against the proposal. The removal of at least 21 well-established trees and the grass mounds is an extremely poor outcome. Contributing to this is the loss of green space associated with Village Park with the large indentation to accommodate the new stop. The well-established trees provide screening and sense of territory between the Green Space of Village Park and Barrenjoey Road. The mounds provide visual screening and acoustic privacy from the extremely busy 6 lanes of a major thoroughfare, Barrenjoey Road. The plans from TfNSW show no replacement of the mounds or trees. In any event the new bus stop and any associated works will encroach severely into Village Park and destroy the current ambience and reduce amenity afforded by the current open space. The taking of Crown Land Green Space in this matter is not acceptable.

### **Deletion of the Bus Stop Between Park Street and Harkeith Street**

The bus stop on Pittwater Road near Waratah Street is not the only one TfNSW wants to delete. Currently the other northbound bus stop between Park St and Harkeith St on Barrenjoey Rd permits commuters to depart the bus and have convenient access to the shops in Park Street and Pittwater Place. Deleting this bus stop is another poor outcome. Noted there is room for an indentation at this location, which would allow buses to pull in and traffic to flow past. Consideration should be given to making this the terminus stop, not Village Park and leaving the stop near Waratah Street in place.

### **Deletion of the Bus Stop Outside Tex Mex Restaurant**

The southbound bus stop outside the Tex Mex restaurant on Barrenjoey Rd is the third bus stop TfNSW wants to delete. Why? Leave it there, it does serve the community.

### **Access to Shops and Post Office**

Previously detailed was that at least 120 businesses will be commercially disadvantaged by deleting the bus stop near Waratah Street with loss of passing trade. One example is currently departure from a bus and a visit to the Post Office entails a walk of 50 metres. The distance from the proposed bus stop in Village Park to the Post Office will be 250 metres, 5 times the distance. This is not a good outcome. Noted this is a for able-bodied people.

The travel distance for a wheelchair bound commuter departing from the bus and wheel chairing 250 metres to the Post Office is a disastrous outcome.

### Public Being Continually Misled

It should also be noted that TfNSW on the B-Line Mona Vale website page <http://yoursay.b-line.transport.nsw.gov.au/mona-vale> has an artist's impression of the proposed bus stop in Village Park. The published image which has been on their website for over 12 months is misleading to everyone that visits the website. The image is included here: -

## Mona Vale



It shows the posts for the bus shelters installed on the street side of the existing concrete footpath. A new paved section installed to replace the current grass strip between the current footpath and the road. The bus shelter provides cover over the seating and the existing concrete footpath. It shows everything on Village Park side of the existing footpath will remain as is. This is misleading the public.

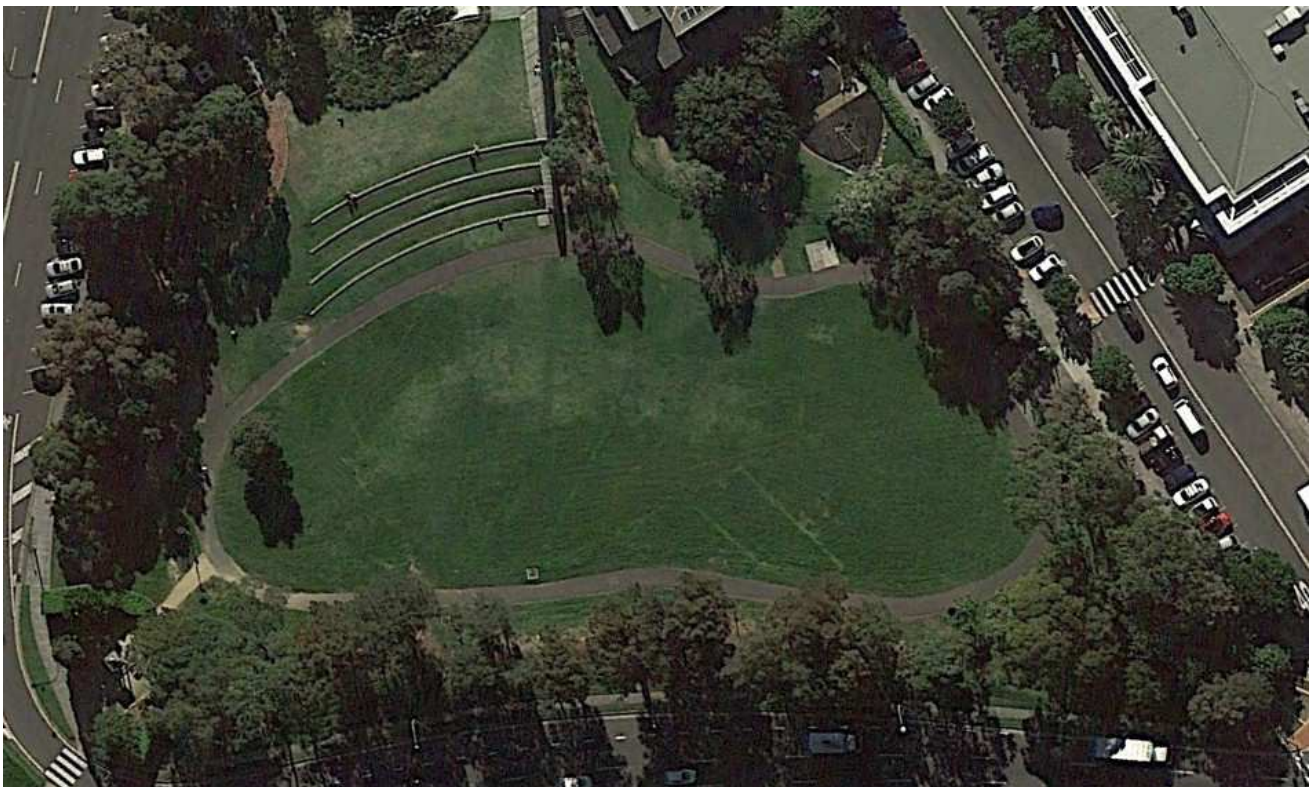
In actual fact what the Transport for NSW REF reveals is that minimally 21 of the trees and the grass mounds shown in the image will go. That's approximately 10 metres behind the indicated bus shelter will be removed spanning from Pittwater Road to Park Street, a distance of 140 metres of green space gone. The image below as it appears in the TfNSW REF has not been altered in any way and it clearly shows the extent of the proposed works.



Friends of Mona Vale had a meeting and a walk through Mona Vale with Transport for NSW B-Line project representatives Megan Bridges and Rob Smerdon in October 2015. TfNSW gave an undertaking at that meeting the dirt mounds and trees in Village Park would not be touched as part of any works for the new bus stop. Subsequent to the meeting the previously included artist's impression was published by TfNSW showing the mounds and trees would remain. The artists impression is still current on the TfNSW B-Line website over 12 months later and is totally misleading. Visit the B-Line web page at <http://yoursay.b-line.transport.nsw.gov.au/mona-vale>

### **Dissection and Destruction of Crown Reserve Village Park**

The image below is current of Village Park Mona Vale.



The image below from the Mona Vale Place Plan has been developed in conjunction with TfNSW.



It indicates dissection and destruction of green open space with paths cutting through leading to the proposed bus stop.

It also shows the loss of the circular bike path for younger children who enjoy riding their bikes and scooters on the circular path.

The works will dissect green open space and in no way are a positive step forward.

The proposed bus stop is not necessary and will destroy Village Park.

### **Parking Spaces Lost on Pittwater Road**

The proposed new bus stop on Pittwater Road to be installed just before the Taxi Rank will be at a loss of SIX (6) on street car spots on Pittwater Road shown in the next image.



The businesses that these spots are in front of will suffer lost patronage. The Physiotherapy business does require ease of access parking for injured clients needing treatment and parking in front of the shop is a must have. The Soul Surf shop café have stated they will loose their business if this goes ahead, they have tradies that park out the front and drop in for breakfast and many more during the day. It is understood these businesses have made representations to TfNSW in this regard objecting to the proposed bus stop.

#### **Distance Between Bus Stops**

A current bus stop outside 1719 Pittwater Road (just south of the BP petrol station) will remain. The distance from this stop to the current stop corner with Waratah Street is 300 metres. This distance will be increased to 500 metres with the relation of "Mona Vale Main" into Village Park. Businesses and commuters will suffer severely with this increased access distance after departing the bus. See included attachments for more details. Two bus stops half a kilometre apart in a busy shopping precinct is a very poor outcome imposed on Mona Vale by Transport for NSW.

#### **Two Bus Stops Currently Serve Mona Vale Reduced to One**

Two bus stops identified the one near the corner with Waratah Street and the other south of Harkeith Street will be deleted. The "Mona Vale Main" stop near Waratah Street conveniently serves the business area surrounding it all the way to Mona Vale Rd. The one identified near Harkeith Street similarly conveniently serves the business area between Darley Street and Park Street, but in particular Park Street shops, the Mona Vale Hotel and Pittwater Place. These 2 stops will be deleted and basically the new one plonked in the middle at Village Park between the current 2 stops. This results in one bus stop attempting to serve the business areas that currently 2 bus stops serve. This is a very poor inconvenient outcome, especially for the elderly and disabled.

## **Land Acquisition**

The proposed Bus Stop in Village Park requires land acquisition from the Crown, as Village Park is Crown Land. It is considered the Crown should reject any request for these works in Village Park. The park should remain, as it is, a nice green open space for the enjoyment of the community, not parking B-Line Buses on.

## **Petition Sheets**

There are a number of petition sheets that the community has been actively signing objecting to this proposal for a bus stop in Village Park.

## **Conclusion**

Retain existing bus stop near Waratah Street - Realign Pittwater Road to create additional pedestrian circulation area at existing Bus Stop.

Retain existing bus stop near Waratah Street - Shift the bus stop further south away from corner. The current stop serves south end and centre of shopping village very well.


Do away with proposed bus stop on Pittwater Road near Taxi Rank, keep shop owners happy and in business.

Do away with proposed bus stop in Village Park, middle of nowhere, poor outcome, not safe for commuters after dark and loss of at least 21 mature trees, grass mounds, Green Space Crown Land resulting in poor outcome and loss of amenity for park users.

Retain existing bus stop near Harkeith Street, possibly create an indent as it serves north end and centre of shopping village very well.

Retain existing bus stop outside Tex Mex Restaurant, serves the community well, no need to delete.

Leave all bus stops where they currently are and possibly make the Bus Stop south of Harkeith Street the terminus stop for B-Line buses to pull in.

Yours Faithfully  


**Attachments follow over the next 12 pages**



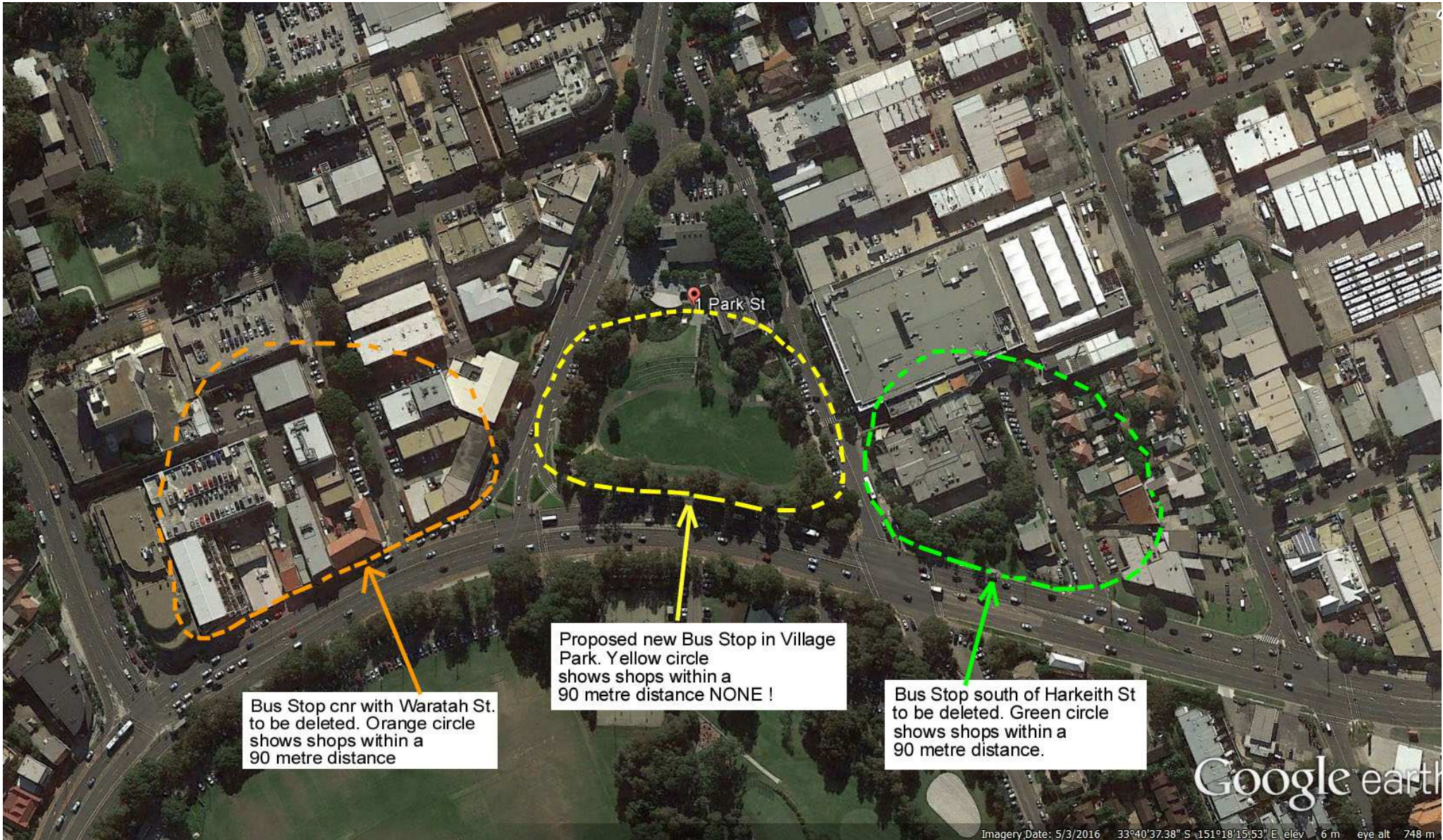
The bus stop identified in this submission as outside 1719 Pittwater Road (just south of BP petrol station) that will remain is shown here. The distance from this stop to the current stop corner with Waratah Street is 300 metres. This distance will be increased to 500 metres with the relocation of "Mona Vale Main" to Village Park. Businesses will suffer with this increased access distance between the 2 stops as will elderly and disabled commuters and mother's with prams.





Relocation of the Waratah Street Bus Stop to Village Park will negatively impact over 120 shops and businesses shown by the purple shaded area. It will remove all passing trade by bus commuters especially along Pittwater Road and both sides of Waratah Street. Access to Monavale Public School and the Gateway Medical Centre will be far more difficult in terms of distance and safety. Instead of a short 50 metre walk to the Post Office from the bus stop it will be 5 times that distance at 250 metres across Waratah Street and busy Pittwater Road intersections. This is a very poor outcome for school children, mothers with prams, the elderly and disabled.

Proposed new location of "Mona Vale Main" indicated in Yellow, middle of nowhere in Village Park. Best option is to retain the existing 2 bus stops shown "Orange" for Waratah St stop and "Green" for south of Harkeith St stop.



Bus Stop cnr with Waratah St. to be deleted. Orange circle shows shops within a 90 metre distance

Proposed new Bus Stop in Village Park. Yellow circle shows shops within a 90 metre distance NONE !

Bus Stop south of Harkeith St to be deleted. Green circle shows shops within a 90 metre distance.

Imagery Date: 5/3/2016 33°40'37.38" S 151°18'15.53" E elev 6 m eye alt 748 m



This Main Bus Stop will be deleted by TfNSW

It will be relocated all the way over here, middle of nowhere, poor lighting, no cover, no connectivity with shops, commuters get wet walking to shops, fear of vandalism and crime, personal attack on commuters in an isolated spot - Poor Outcome

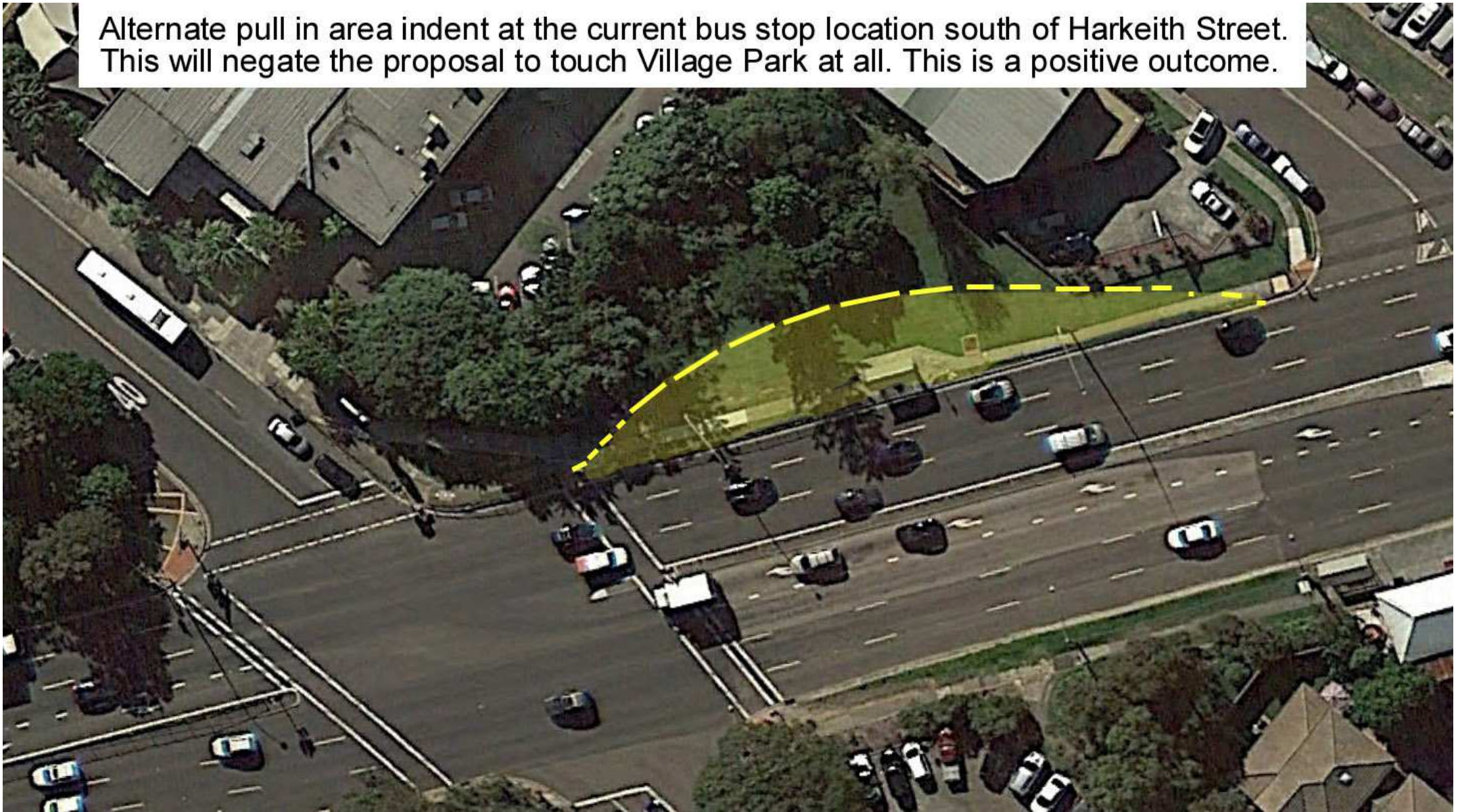
Google

Image capture: Nov

The Harkeith St Bus Stops (both north and south bound) will be deleted all together. This is a very poor outcome. Transport for NSW seems to think everyone will be capable of handling the extra distance and extra inconvenience of their proposal. Not everyone is a fit and able-bodied person. Many bus commuters have mobility issues, some are elderly others are disabled. Their current proposal is a huge step backwards for community amenity and access to public transport and shops in Mona Vale.



Alternate pull in area indent at the current bus stop location south of Harkeith Street. This will negate the proposal to touch Village Park at all. This is a positive outcome.



**THE GRASS MOUNDS AND TREES THAT WILL BE LOST. Everything roadside of the white survey markers will go. Also included are photos of the protest days with many people objecting and signing the petition. Noted any remaining trees will also likely die as a result of the works.**

