



northern
beaches
council

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

Notice is hereby given that a meeting of the Northern Beaches Council Local Traffic Committee will be held in the Flannel Flower Room, Civic Centre, Dee Why on

TUESDAY 5 MARCH 2024

Beginning at 10:00 AM for the purpose of considering and determining matters included in this agenda.

A handwritten signature in blue ink, appearing to read 'CP Pfeiffer'.

Campbell Pfeiffer
Acting Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor	Mr Jose Menano-Pires
Member for Pittwater Mr R Amon MP Representative	
& Member for Davidson Mr M Cross MP Representative	Mr Phil Corbett
Member for Manly Mr J Griffin MP Representative	Ms Adele Heasman
Member for Wakehurst Mr M Regan MP Representative	Ms Sally Carmody
Transport for NSW – Acting Manager – Network & Safety Services	Ms Vicky Walker
Transport for NSW – Network & Safety Officer	Ms Samantha Morley
Northern Beaches Police Command, Dee Why	Senior Constable Adam Castleden

Non Voting Members

Keolis Downer Northern Beaches Bus Operations	Mr James Makasiale
ComfortDelgro Company (ex Forest Coach Lines)	Mr Robert Bicakcian
Manly Warringah Cabs Cooperative Society Ltd	TBC
Cycling Representative	Mr Edward Forrester

Officers

Acting Director Transport and Assets	Mr Campbell Pfeiffer
Executive Manager - Transport and Civil Infrastructure	Mr Craig Sawyer
Manager – Transport Network	Mr Phil Devon
Traffic Engineering Coordinator	Mr James Brocklebank
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Ms Leila Kazemnezhad
Traffic Engineer	Ms Jackline Shahho
Traffic Engineer	Ms Dolma Negi
Traffic Officer	Mr Luke Nickson
Traffic Officer	Ms Gabriela Pereira Grano
Traffic Officer	Mr Linji Chen
Traffic Officer	Mr Nicholas Murace
Road Safety Officer	Ms Robynann Dixon
Road Safety Officer	Ms Pavica Kupcak
Strategic Transport Coordinator	Ms Felicity Shonk
Transport Project Officer	Ms Vicki Hart
Transport Project Officer	Ms Kajal Todd
Transport Project Officer	Mr Alex Yuen
Manager - Rangers	Mr Ray Cottam
Coordinator - Rangers	Mr Michael Davey
Ranger	Mr Daniel Bekis
Specialist Administration Officer	Ms Caty Pilley

Visitor

Agenda for a meeting of the Northern Beaches Council Local Traffic Committee

to be held on Tuesday 5 March 2024

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 AM

1.0	APOLOGIES	
2.0	CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST	
2.1	Minutes of Northern Beaches Council Local Traffic Committee held 6 February 2024	5
2.2	Declaration of Pecuniary and Conflicts of Interest	
3.0	REPORTS TO PROCEED TO COUNCIL FOR APPROVAL	
	Nil	
4.0	REPORTS FOR APPROVAL BY COUNCIL DELEGATION	5
4.1	Curl Curl Ward - Old Pittwater Road, Brookvale - Timed Parking.....	5
4.2	Frenchs Forest Ward - Local Road Safety Program - Frenchs Forest.....	9
4.3	Frenchs Forest Ward - Electric Vehicle Streetside Charging - Allambie Road, Allambie Heights.....	81
4.4	Frenchs Forest Ward - Local Road Safety Program - Beacon Hill.....	147
4.5	Manly Ward - Hop, Skip and Jump Bus Service - Proposed Bus Stop Restrictions.....	185
4.6	Manly Ward - New Street East, Balgowlah Heights - No Parking Motor Vehicles Excepted	204
4.7	Manly Ward - Raised Pedestrian Crossing - Balgowlah Road, Fairlight near Roundhouse Pre-School.....	208
4.8	Manly Ward - Access to Queenscliff Headland - Raised Pedestrian Crossing	212
4.9	Narrabeen Ward - Elanora Road at Weeroona Avenue Elanora Heights - Raised Pedestrian Crossing.....	229
4.10	Narrabeen Ward - Possum Way, Warriewood - No Stopping.....	233
4.11	Narrabeen Ward - Elanora Road, Elanora Heights - Barrier Lines	238
4.12	Narrabeen Ward - Wesley Street, Elanora Heights - Barrier Lines.....	245
4.13	Narrabeen Ward - Jacksons Road, Warriewood - 15min P timed parking restrictions	251
4.14	Pittwater Ward - Cooyong Road, Terrey Hills - No Parking Motor Vehicles Excepted.....	254

4.15	Pittwater Ward - Queens Parade, Newport - Timed Parking Restriction.....	258
5.0	MATTERS FOR NOTATION	262
5.1	Request for Work Zones	262
5.2	Ongoing Actions Update	264

NEXT MEETING Tuesday 9 April 2024

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

2.1	MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 6 FEBRUARY 2024	5
------------	---	----------

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 6 February 2024, copies of which were previously circulated to all members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Members should disclose any "**pecuniary**" or "**non-pecuniary**" conflicts of interests in matters included in the agenda. The [Northern Beaches Council Code of Conduct](#) (the Code) provides guidance on managing conflicts of interests.

A **pecuniary interest** is defined in Section 4 of the Code as:

A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.

A **non-pecuniary conflict of interest** is defined in Section 5 of the Code as:

A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter.

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	CURL CURL WARD - OLD PITTWATER ROAD, BROOKVALE - TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2024/039192
ATTACHMENTS	1 Old Pittwater Road, Brookvale - Plan 2 Old Pittwater Road, Brookvale - Table Of Consultation

GEOCODES: -33.763058,151.263484

REPORT

BACKGROUND

Council has received concerns from local business regarding the long-term parking of box and boat trailers in the unrestricted parking area located outside No.98 Old Pittwater Road, Brookvale. The concerns raised affect visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for customers and visitors.

LOCATION

- Old Pittwater Road is a regional road with a speed limit of 50km/h surrounded predominantly by a combination of industrial zoned land, as well as the Warringah Mall site and a section of residential land at the northern end of the road.
- The Brookvale TAFE is positioned along the southern end of the road, while Brookvale Public School is positioned at the northern end between Beacon Hill Road and Pittwater Road.
- The road generally has a carriageway width between 12.6m and 12.8m and consists of a single lane carriageway in each direction. The northern and southern ends of the road have dual lanes in each direction leading to traffic signals.
- This road is used as a preferred route for many truck deliveries including Warringah Mall. Only Old Pittwater Road south of Cross Street has been identified as a B-Double route, whilst the remainder of the road is open for general access vehicles.
- The existing parking is unrestricted in the majority of sections located within Old Pittwater Road.
- The surrounding area is a mixed residential and industrial area.

ISSUES

- Parking use in Old Pittwater Road is shared between the businesses, customers and staff. The variety of businesses in Old Pittwater Road have different parking needs and some businesses have requested additional on-street timed parking for their customers.
- Long term parking of box and boat trailers, caravans and trucks.
- Abandoned vehicles and dumped waste.
- Illegal parking across driveways and double parking.

PROPOSAL

Council has undertaken a review of the location and proposes to install a Two Hour (2P) 6am-6pm MON-FRI timed parking restriction to begin on the southern side outside of the northern driveway at No.98 Old Pittwater Road, approximately eighty-six (86) metres in length to the existing power pole outside No.98 Old Pittwater Road, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 43 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a Two Hour (2P) 6am-6pm MON-FRI timed parking restriction to begin on the southern side outside of the northern driveway at No.98 Old Pittwater Road, approximately eighty-six (86) metres in length to the existing power pole outside No.98 Old Pittwater Road, Brookvale.
-

www.invarion.com

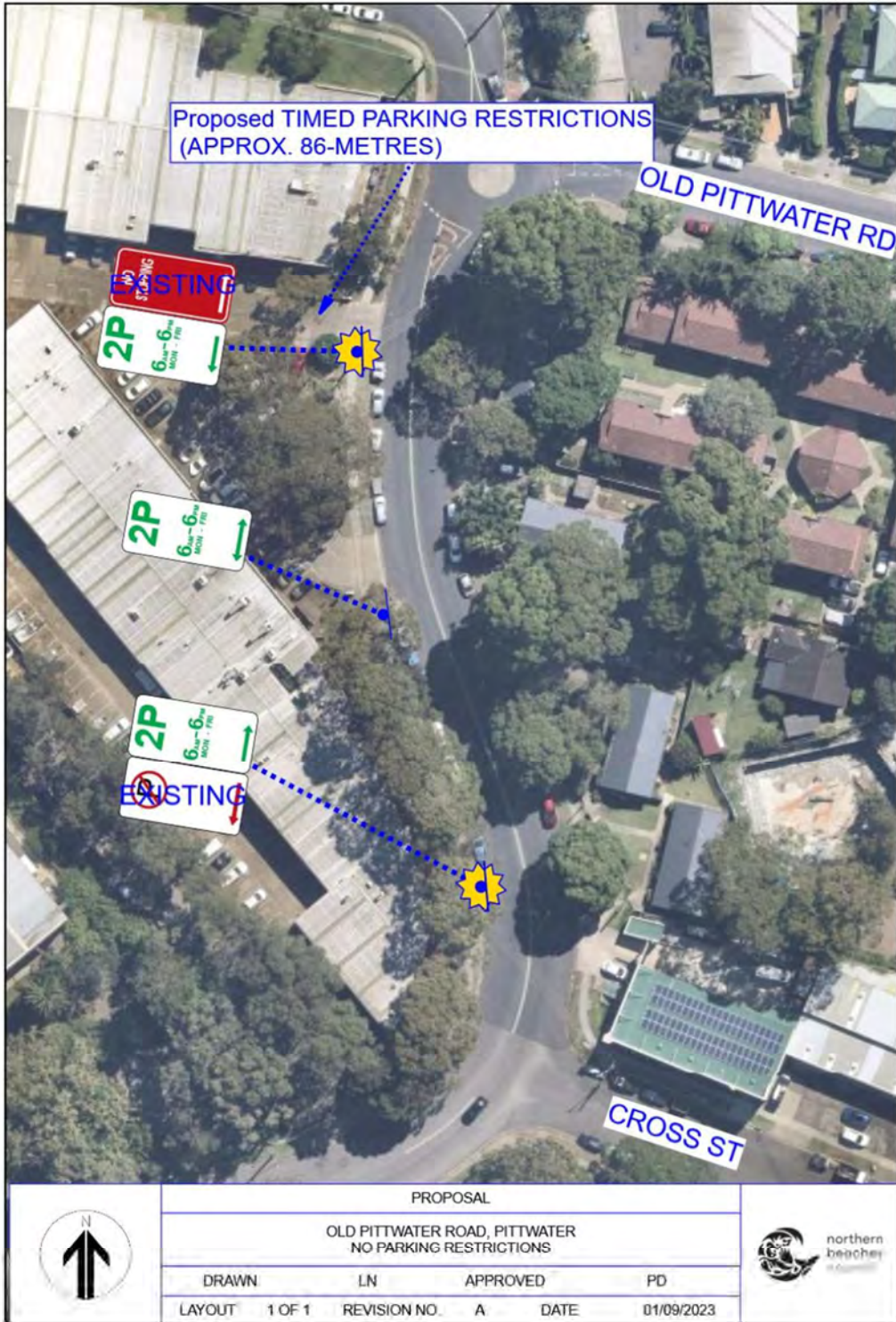


Table of Consultation

Address	<u>Old Pittwater Road, Brookvale</u>
Proposal	<u>Timed Parking</u>

Properties Consulted	43
Responses Received	6
Support	4
Do Not Support	2

Issue	Resident Comment	Council Response
Affects Business	This doesn't solve the problem. The trailers, boats and caravans will move to the other side. I agree it is dangerous, but, it should be No Parking Motor Vehicles Excepted.	The proposal relates to a section of road that has limited parking turnover for business and residents. Ranger investigation appears to have not achieved compliance consistent with the relevant legislation.
Loss Of Parking	It is already difficult enough to recruit staff on the Northern Beaches without removing some of the only off site parking available in this busy business area.	Council understands the loss of unrestricted parking, however, parking turnover is limited due to the existing unrestricted parking which has been taken by the long term parking of box and boat trailers and caravans.
Additional Comments	This should apply to many other areas in Old Pittwater Road, Brookvale, in particular, outside the towing yard where large trucks are continually parked.	Council Rangers can investigate heavy/long vehicles in a built up area parked longer than one hour consistent with existing legislation. Council will continue to monitor Old Pittwater Road, Brookvale if the proposal is approved.

ITEM 4.2	FRENCHS FOREST WARD - LOCAL ROAD SAFETY PROGRAM - FRENCHS FOREST
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2024/040996
ATTACHMENTS	1 Plan
	2 Summary Report of Community Engagement

GEOCODES:

-33.753795, 151.228425 Fitzpatrick Avenue East

-33.753795, 151.228425 Rangers Retreat Road

-33.755448, 151.232355 Bantry Bay Road

-33.759243, 151.231411 Yarraman Avenue

-33.756438, 151.231470 Garner Avenue

-33.755378, 151.222876 Maxwell Parade

-33.759619, 151.221186 Currie Road

REPORT

BACKGROUND

Council’s Local Road Safety Program aims to create streets where all road users whether they are walking, driving or riding can feel safe and enjoy their neighbourhood. This approach aligns with the Movement and Place Framework (Transport for NSW, 2018), a cross-Government framework for planning and managing our roads and streets across NSW. The framework delivers on NSW policy and strategy directions to create successful streets and roads by balancing the movement of people and goods with the amenity and quality of places.

"For local streets the framework prioritises the provision of access for walking, cycling and private vehicles in safe, low-speed environments; easy access to public transport; and access for local deliveries while limiting through-traffic."



Image 1: Movement and Place Framework demonstrating the prioritisation of movement and place functions in different locations. Source: Transport for NSW Movement and Place - <https://www.movementandplace.nsw.gov.au/place-and-network/identifying-street-environments>

Implementing the Movement and Place framework is a key action (21.1) in Northern Beaches Council's adopted *Towards 2040 – Northern Beaches Local Strategic Planning Statements (LSPS)*

"Local streets need to be safe for people to walk or cycle. These differ from key transport corridors, such as Pittwater Road, that must efficiently move people and goods. The hierarchy and function of various roads shape opportunities for movement and place.

*Reducing conflict between road users and using road space more efficiently – for example, through pedestrianised walkways in centres, dedicated bus lanes or separated cycleways – will make it safer and easier for people to walk, cycle or use public transport." - **Towards 2040 – Local Strategic Planning Statements (LSPS)***

Our Move – Northern Beaches Transport Strategy 2038 is an adopted position of Council which establishes a number of aspirations including to double the number of active travel trips; especially for households, commuters and school students and to achieve a 30 percent reduction in carbon emissions from transport. Our Road Network Future Directions under the Move Transport Strategy include returning residential streets to the local residents through better network management, including investment in technology and staff.

Slowing down our local streets will help to encourage and prioritise active travel options by making these options feel safer for people to walk or cycle. With walking and cycling options taking up one-eighth and one quarter of the road space of private vehicles respectively, encouraging mode shift is an important part of achieving a more efficient road network and the aspirations of our Move 2038 Transport Strategy.

Figure 7: Space Occupied by 50 people

While a bus needs three times as much space as a car, its carrying capacity per lane is unrivaled among other on-street modes. As land in urban areas becomes increasingly scarce, it will be necessary to use the space within the street more efficiently to serve the largest number of people.

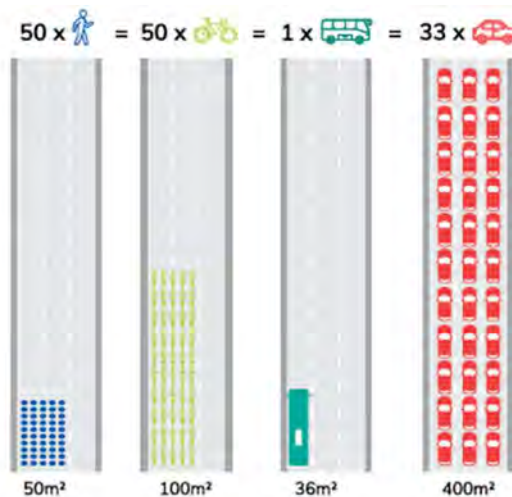


Image 2: Road Space occupation by transport mode. Source: Move Northern Beaches Transport Strategy 2038; pg 34.

LOCATION



LOCALITY PLAN
NOT TO SCALE

- The project focuses on an area within the Frenchs Forest south precinct, which extends from Bantry Bay Road to Currie Road south of Warringah Road.
- The roads within the precinct have a 50km/h speed limit with some sections shifting to 40km/h during school zone times.
- The roads are approximately 7.5m to 10m wide between kerbs, with a constructed footpath on one side of the road on Bantry Bay Road, Fitzpatrick Avenue East, Maxwell, Parade, Currie Road and a section of Rangers Retreat Road.
- This area includes sections of both existing and proposed Regional and Local bike routes identified in our Northern Beaches Bike Plan (2020).
- Bantry Bay Road and Hilmer Street are Bus Routes for the Bus Service 137 and School Services 252, 137, 722n and 737n.
- Yarraman Avenue and a section of Rangers Road Retreat and Fitzpatrick Avenue East are Bus Routes for the School Bus Services 252, 722n 737n.
- Garner Avenue, Kanya Street, Parni Place and a section of Currie Road is a Bus Route for the School Service 252.
- Maxwell Parade is a Bus Route for the School Services 154, 240.
- Currie Road is a Bus Route for the School Services 148, 154, 240.
- The surrounding area west of Bantry Bay Road is made up of low-medium density residential housing, and commercial properties on Hilmer Street.

ISSUES

Council has heard ongoing concerns from Frenchs Forest residents over many years regarding excessive speeds unsuitable for local roads, high traffic flows and “rat-running” through residential streets in the Frenchs Forest area due to congestion on Warringah Road.

We have been advised that the vehicle speed coming off Warringah Road into local roads in the Frenchs Forest area is a concern. Council has conducted traffic volume and speed surveys and has confirmed that these issues are evident. Council therefore proposes to introduce traffic calming measures to reduce overall speeds within the area to improve safety for residents and school children and deter “rat running”.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the following traffic calming solutions to address the associated problems, improve pedestrian and road safety and traffic congestion:

Proposed solutions include:

- Raised pedestrian crossing with associated kerb blisters and pram ramp realignment at existing children’s crossing on Currie Road (outside Our Lady of Good Counsel Catholic Primary School).
- Raised pedestrian/cycle crossing outside the following properties:
 - No.27 Fitzpatrick Avenue East
 - No.76 Bantry Bay Road
- Raised pedestrian crossing outside the following properties:
 - No.63 Fitzpatrick Avenue East (on Bantry Bay Road)
- Painted Stamping – (brick pattern) for street entry outside the following properties:
 - No.4 Maxwell Parade
 - No.46 Maxwell Parade
 - No.3 Fitzpatrick Avenue East
- Raised threshold outside the following properties:
 - No.9 Maxwell Parade
 - No.45 Maxwell Parade
- Medians at the intersection
 - On Fitzpatrick Avenue East at the intersection with Karingal Crescent
 - On Fitzpatrick Avenue East at the intersection with Panorama Crescent
 - On Bantry Bay Road at the intersection with Garner Avenue
 - On Rangers Retreat Road at the intersection with Kanya Street
 - On Yarraman Avenue at the intersection with Gilbert Place
- Pedestrian Refuge and Double Barrier Lines outside the following properties:
 - No.22 Rangers Retreat Road
- Kerb Extension, connecting footpaths and kerb ramps:
 - On Bantry Bay Road at the intersection with Yarraman Avenue
- One lane Slow Point outside the following properties:
 - No. 25 Maxwell Parade
 - No. 8 Garner Avenue

The proposal removes 8 legal parking spaces, with 2 spaces near No. 25 Maxwell Parade, 1 space near No.27 Fitzpatrick Avenue East and 2 spaces in Garner Avenue near No. 8 Garner Avenue and 3 spaces near 22 Rangers Retreat Road

PEDESTRIAN AND CYCLING IMPACT STATEMENT

- This precinct forms part of the existing Road Cycling Network with a combination of on-road and shared paths including: Bantry Bay Road, Hilmer Street, Fitzpatrick Avenue East, Kanya Street, Parni Place, Maxwell Parade, Rangers Retreat Road and Currie Road.
- Our adopted Bike Plan identifies future cycling connections in the precinct including District routes in small sections of Bantry Bay Road and Rangers Retreat Road connecting the

Wakehurst Parkway through to the Sydney Water Pipeline route. Local routes in the precinct include an existing connection at Akora Road, Fitzpatrick Avenue and proposed connections along Karingal Crescent; Hilmer Street, Bantry Bay Road, Rangers Retreat Road, Maxwell Parade and Currie Road.

- This proposal will assist to reduce traffic speeds and improve road safety for the proposed Pipeline Active Travel corridor and active travel routes connecting the proposed Frenchs Forest Town Centre, Frenchs Forest Business Park and the new Forest High School.
- The proposal will improve access for people cycling and contributes to the implementation of future planned facilities, including the provision of a cycle lane on two pedestrian crossings.
- A safer environment will be provided for pedestrians walking along paths and crossing the road, as the additional traffic calming devices will reduce traffic speeds in the area.
- The raised pedestrian crossings, pram ramps and extensions to the existing footpaths on Currie Road at the school, Bantry Bay Road and on Fitzpatrick Avenue East will improve pedestrian facilities and access to walking paths.

CONSULTATION

Consultation letters have been distributed to 943 properties within the immediate vicinity of the location, providing notification of the proposed changes. The responses and Council comments are noted in Attachment 2 – Summary Report of Community Engagement.

Of the 943 letters distributed, 82% did not respond, 6% supported the proposal, some of which made further suggestions, and 12% of residents did not support part or all of the proposal.

Those who responded with support for the proposal, welcomed Councils' plan to introduce traffic calming in the area for the benefits it provides to improve safety for pedestrians and motorists, and its potential to reduce traffic congestion in the local streets.

Those who responded with non-support, did not support part or all of the proposal. A range of design changes have been made directly in response to issues raised including:

- A request to reduce the number of traffic calming devices proposed on Maxwell Parade (5 down to 3).
- Modifications to the design of a proposed chicane at the intersection of Panorama Parade and Fitzpatrick Avenue to improve access turning right onto Fitzpatrick Avenue.
- A proposed speed hump has been removed at Fitzpatrick Avenue East at the intersection of Karingal Crescent and replaced with medians and double barrier lines.
- Adjustments to minimise parking loss including replacing three proposed chicanes with raised thresholds and a slow point.
- A proposed speed bump has been modified from a Watts profile to a raised threshold profile, to reduce noise and impact on cars.
- Removed one proposed pedestrian crossing at Yarraman Avenue and Bantry Bay Road in response to requests to reduce the number of pedestrian crossings on Bantry Bay Road. We have replaced this with kerb extensions, improvements to the footpaths and pram ramps.
- Replaced two speed humps on Garner Avenue with a slow point.

It is noted that 32% of the respondents requested a No Left Turn restriction be imposed from Warringah Road into Hilmer Street and into Bantry Bay Road during the am peak period, for those travelling in a westerly direction. This would require enforcement; however, it is difficult to enforce and would place undue pressure on local Police resources. This measure would impact existing and planned businesses in the Bantry Bay shops as part of the Frenchs Forest Town Centre Structure Plan (zoning is already in place).

Following the design changes, a notification letter was posted to the residents affected by the design changes advising them of the amendments to the design. An amended concept plan and a summary of changes was put on public notification for the month of February and could be viewed on Councils' 'Your Say' page.

An email was also sent to residents who submitted an online comment to the initial consultation and to interested persons who chose the option to subscribe to the project on Councils website.

Residents and those interested in the project were invited to call the relevant Traffic Engineer to discuss any questions or concerns they had about the amended designs.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of:

- A. Raised pedestrian crossing with associated kerb blisters and pram ramp realignment at existing children's crossing on Currie Road (outside Our Lady of Good Counsel Catholic Primary School).
 - B. Raised pedestrian/cycle crossing outside the following properties:
 - a. No.27 Fitzpatrick Avenue East
 - b. No.76 Bantry Bay Road
 - C. Raised pedestrian crossing outside the following properties:
 - a. No.63 Fitzpatrick Avenue East (on Bantry Bay Road)
 - D. Painted Stamping – (brick pattern) for street entry outside the following properties:
 - a. No.4 Maxwell Parade
 - b. No.46 Maxwell Parade
 - c. No.3 Fitzpatrick Avenue East
 - E. Raised threshold outside the following properties:
 - a. No.9 Maxwell Parade
 - b. No.45 Maxwell Parade
 - F. Medians at the intersection
 - a. On Fitzpatrick Avenue East at the intersection with Karingal Crescent
 - b. On Fitzpatrick Avenue East at the intersection with Panorama Crescent
 - c. On Bantry Bay Road at the intersection with Garner Avenue
 - d. On Rangers Retreat Road at the intersection with Kanya Street
 - e. On Yarraman Avenue at the intersection with Gilbert Place
 - G. Pedestrian Refuge and Double Barrier Lines outside the following properties:
 - a. No.22 Rangers Retreat Road
 - H. Kerb Extension, connecting footpaths and kerb ramps:
 - a. On Bantry Bay Road at the intersection with Yarraman Avenue
 - I. One lane Slow Point outside the following properties:
 - a. No. 25 Maxwell Parade
 - b. No. 8 Garner Avenue
 - J. Request approval from TfNSW to install a 40km/h speed limit in the precinct once the infrastructure has been installed.
-



FRENCHS FOREST – TRAFFIC CALMING



LOCALITY PLAN
NOT TO SCALE

DRAWING INDEX

DRAWING NO.	DESCRIPTION
1000	LOCALITY AND INDEX SHEET
1001	GENERAL SHEET ARRANGEMENT
2001	PROPOSED CIVIL WORKS 1
2002	PROPOSED CIVIL WORKS 2
2003	PROPOSED CIVIL WORKS 3
2004	PROPOSED CIVIL WORKS 4
2005	PROPOSED CIVIL WORKS 5
2006	PROPOSED CIVIL WORKS 6
2007	PROPOSED CIVIL WORKS 7
2008	PROPOSED CIVIL WORKS 8
2009	PROPOSED CIVIL WORKS 9
2010	PROPOSED CIVIL WORKS 10
2011	PROPOSED CIVIL WORKS 11

	LEVEL DATUM: AHD	PLOT DATE: 29/01/2024	FOLDER: s:\transport\NETWORK\Network Manager\Frenchs Forest - Rd Calming\index\index000.dwg
	CO-ORD SYSTEM: MGA	PRELIMINARY	DESIGN APPROVED
	SURVEYED: N.A.	DRAWN BY: NICHOLAS MURACE	DESIGNED BY: NICHOLAS MURACE
	WORK-AS-EXECUTED	DATED: 13/10/2023	DATED: 13/10/2023
	BY: N.A.	INITIATED BY: PHIL DEVON	APPROVED BY: PHIL DEVON
	DATE: **/**/****	(MANAGER TRANSPORT)	(MANAGER TRANSPORT)
1	13/10/23	DETAILED DESIGNS	
	DATE	AMENDMENTS	INITIALS

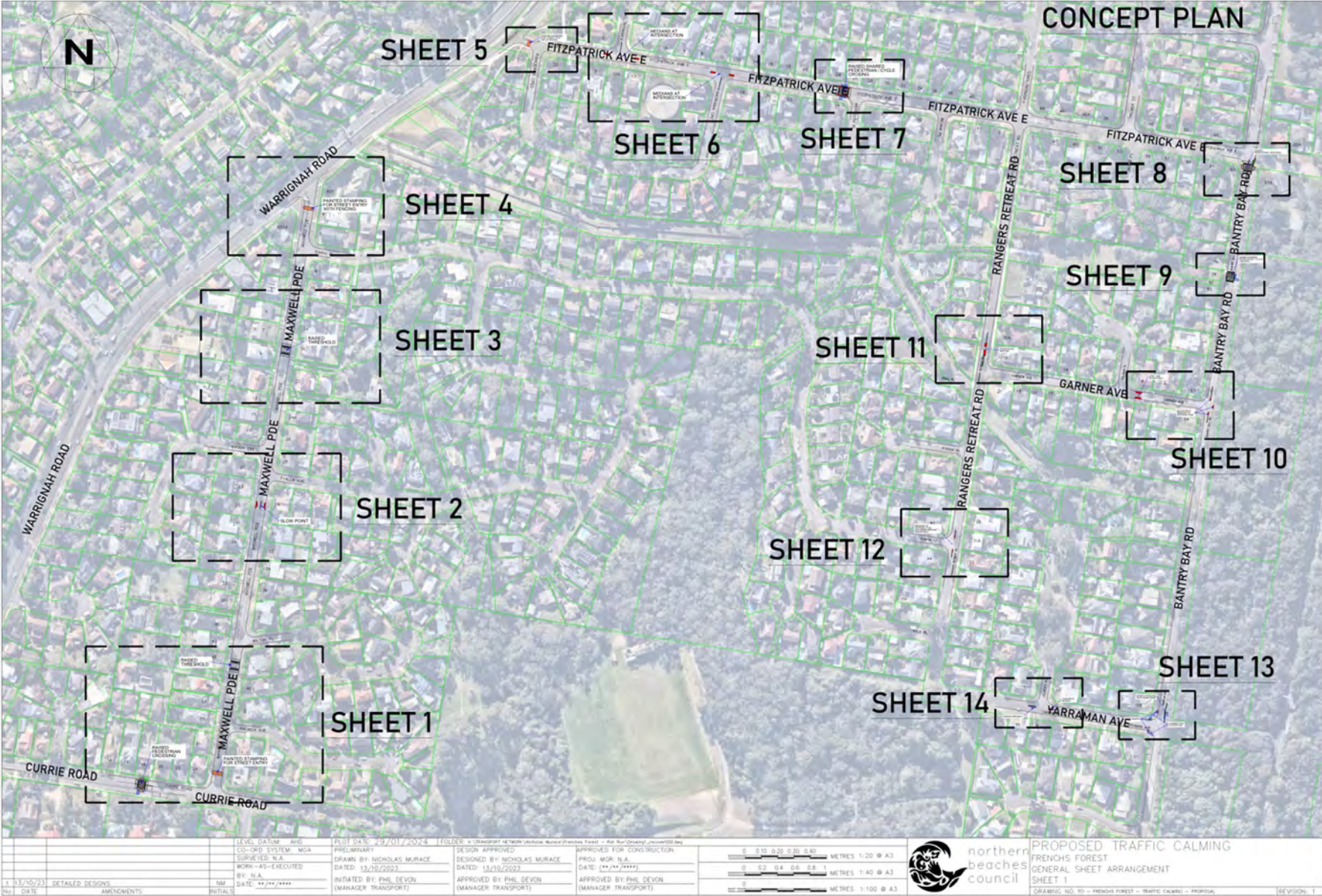
0 0.10 0.20 0.30 0.40	METRES 1:20 @ A3
0 0.2 0.4 0.6 0.8 1	METRES 1:40 @ A3
0	METRES 1:100 @ A3



PROPOSED TRAFFIC CALMING
FRENCHS FOREST
LOCATION COVER PAGE
INDEX SHEET

DRAWING NO. 10 - FRENCHS FOREST - TRAFFIC CALMING - PROPOSAL

ISSUES: 0



LEVEL DATUM: AHD		PLAT DATE: 19/07/2024	FOLDER: \\sbs\projects\42\Traffic\Northern Beaches Council\Frenchs Forest - Traffic Calming\concept001.dwg		 0 0.20 0.40 0.60 METRES 1:20 @ A3 0 0.2 0.4 0.6 0.8 1 METRES 1:40 @ A3 0 METRES 1:100 @ A3	 northern beaches council	PROPOSED TRAFFIC CALMING FRENCHS FOREST GENERAL SHEET ARRANGEMENT SHEET 1 <small>(DRAWING NO. FD - FRENCHS FOREST - TRAFFIC CALMING - PROPOSAL)</small>
CSO-CDD SYSTEM: MGA	PRELIMINARY	DESIGN APPROVED	APPROVED FOR CONSTRUCTION				
SURVEYED: N/A	DRAWN BY: NICHOLAS MURACE	DATED: 13/10/2023	DATE: ***/***/****				
BY: N/A	INITIATED BY: PHIL DEVON	APPROVED BY: PHIL DEVON	APPROVED BY: PHIL DEVON				
SM DATE: ***/***/****	(MANAGER TRANSPORT)	(MANAGER TRANSPORT)	(MANAGER TRANSPORT)				
INITIALS							
1 13/10/23	INITIALS						
	DATE						
	AMENDMENTS						




LEVEL DATUM: AHD		PLOT DATE: 29/01/2024		FOLDER: \\s:\projects\421616\Frenchs Forest\Proposed\Frenchs Forest - Air Run\Drawings\Drawings\001.dwg	
LCS-ORD SYSTEM: MGA		PRELIMINARY		DESIGN APPROVED	
DRAWN BY: NICHOLAS MURACE		DESIGNED BY: NICHOLAS MURACE		APPROVED FOR CONSTRUCTION	
DATE: 13/10/2023		DATE: 13/10/2023		DATE: (**/**/****)	
WORK: AS-EXECUTED		INITIATED BY: PHIL DEVON		APPROVED BY: PHIL DEVON	
BY: N.A.		DATE: **/**/****		DATE: (**/**/****)	
1 13/10/23		INITIALS		INITIALS	
DATE		AMENDMENTS		AMENDMENTS	

0 0.20 0.40 0.60 0.80 METRES 1:20 @ A3

0 0.2 0.4 0.6 0.8 1 METRES 1:40 @ A3

0 METRES 1:100 @ A3



**northern
beaches
council**

**PROPOSED TRAFFIC CALMING
FRENCHS FOREST
PROPOSED CIVIL WORKS
SHEET 1**

DRAWING NO. 10 - FRENCHS FOREST - TRAFFIC CALMING - PROPOSAL

REVISION: 1



LEVEL DATUM: AHD		PLOT DATE: 29/01/2024		FOLDER: \\msb\proj\4212024\Frenchs Forest - Traffic Calming\Drawings\000.dwg	
COORD SYSTEM: MGA		PRELIMINARY		DESIGN APPROVED: APPROVED FOR CONSTRUCTION	
SURVEYED: N/A		DRAWN BY: NICHOLAS MURACE		PROJ MGR: N/A	
WORK: AS-EKUCUED		DATED: 13/10/2023		DATE: (**/**/****)	
BY: N/A		INITIATED BY: PHIL DEVON		APPROVED BY: PHIL DEVON	
DATE: **/**/****		(MANAGER TRANSPORT)		(MANAGER TRANSPORT)	
INITIALS					

1	13/10/23	DETAILED DESIGNS	
No	DATE	AMENDMENTS	

0	0.20	0.40	0.60	0.80	1.00	METRES 1:20 @ A3
0	0.2	0.4	0.6	0.8	1	METRES 1:40 @ A3
0						METRES 1:100 @ A3

 northern beaches council	PROPOSED TRAFFIC CALMING
	FRENCHS FOREST
	PROPOSED CIVIL WORKS
	SHEET 2
	DRAWING NO. 10 - FRENCHS FOREST - TRAFFIC CALMING - PROPOSAL
	REVISION: 1



LEVEL DATUM: AHD		PLOT DATE: 29/01/2024		FOLDER: \\bbs\proj\42765\Northern Beaches Council\Frenchs Forest - Rd Rm\Drawing\2202024	
COORD SYSTEM: MGA		PRELIMINARY		DESIGN APPROVED: APPROVED FOR CONSTRUCTION	
DRAWN BY: NICHOLAS MURACE		DESIGNED BY: NICHOLAS MURACE		PROJ MGR: N.A.	
DRAWN DATE: 13/10/2023		DATED: 13/10/2023		DATE: (**/**/****)	
BY: N.A.		INITIATED BY: PHIL DEVON		APPROVED BY: PHIL DEVON	
DATE: (**/**/****)		(MANAGER TRANSPORT)		(MANAGER TRANSPORT)	
INITIALS					

0 0.2 0.4 0.6 0.8 1 METRES 1:20 @ A3

0 0.2 0.4 0.6 0.8 1 METRES 1:40 @ A3

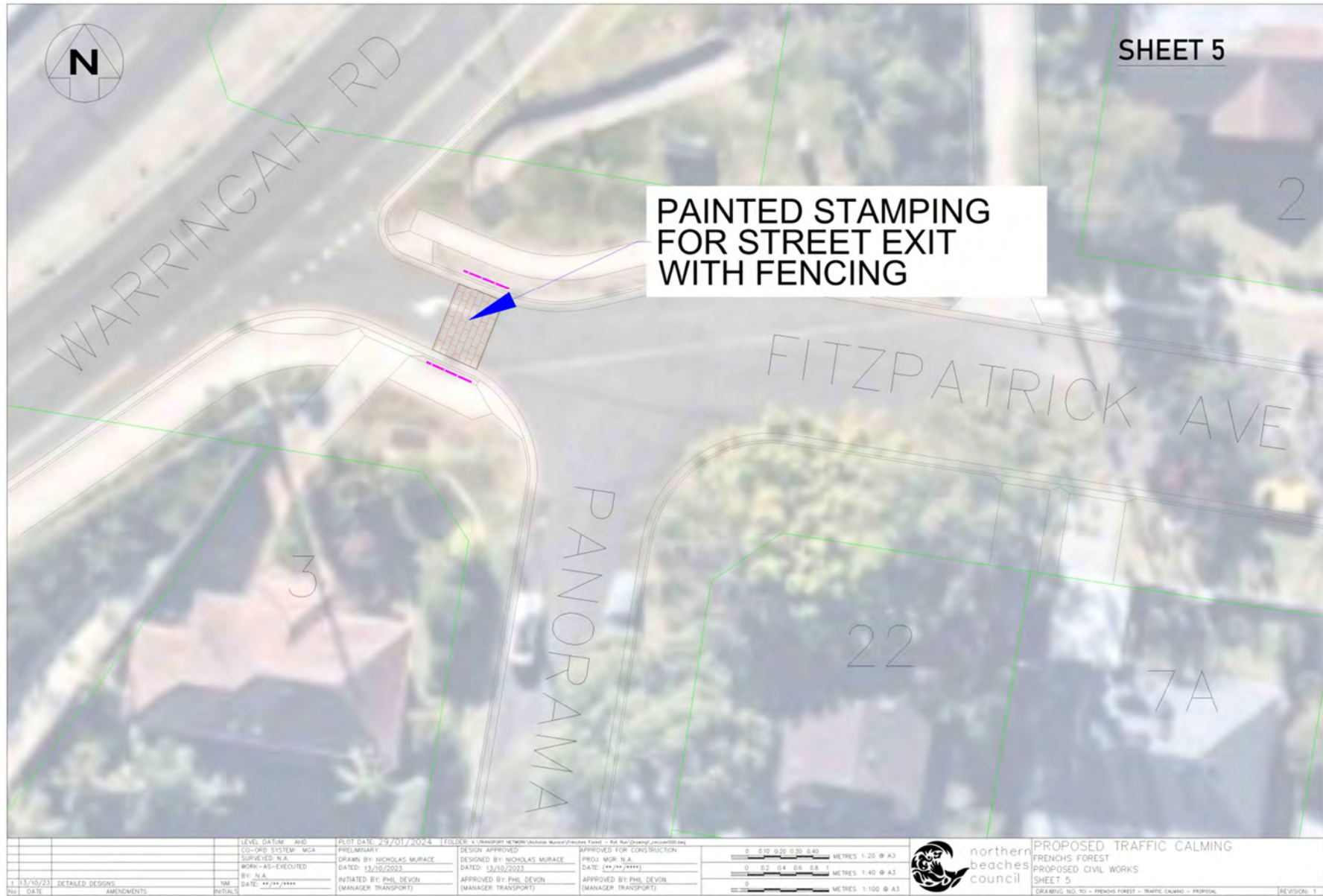
0 METRES 1:100 @ A3

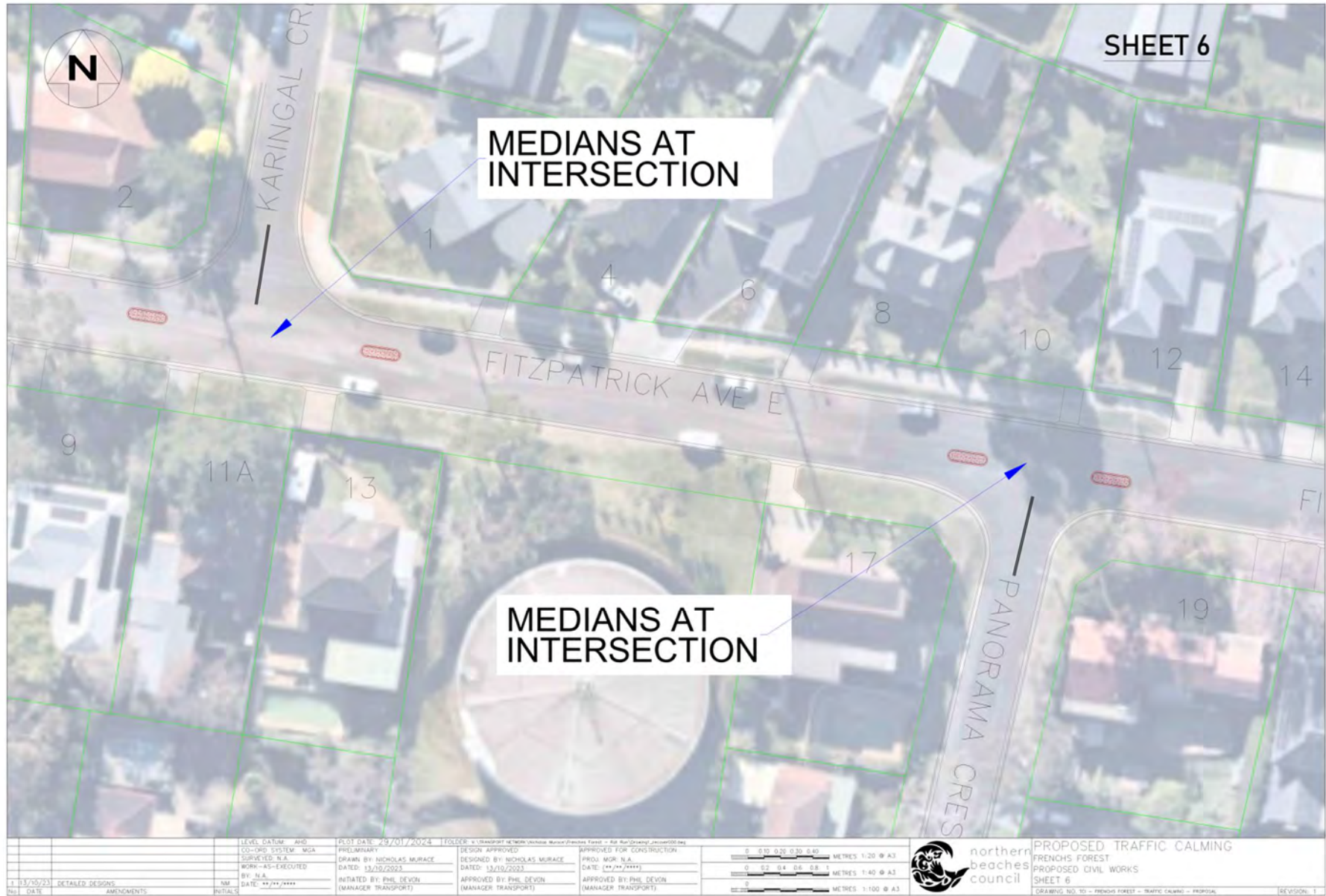


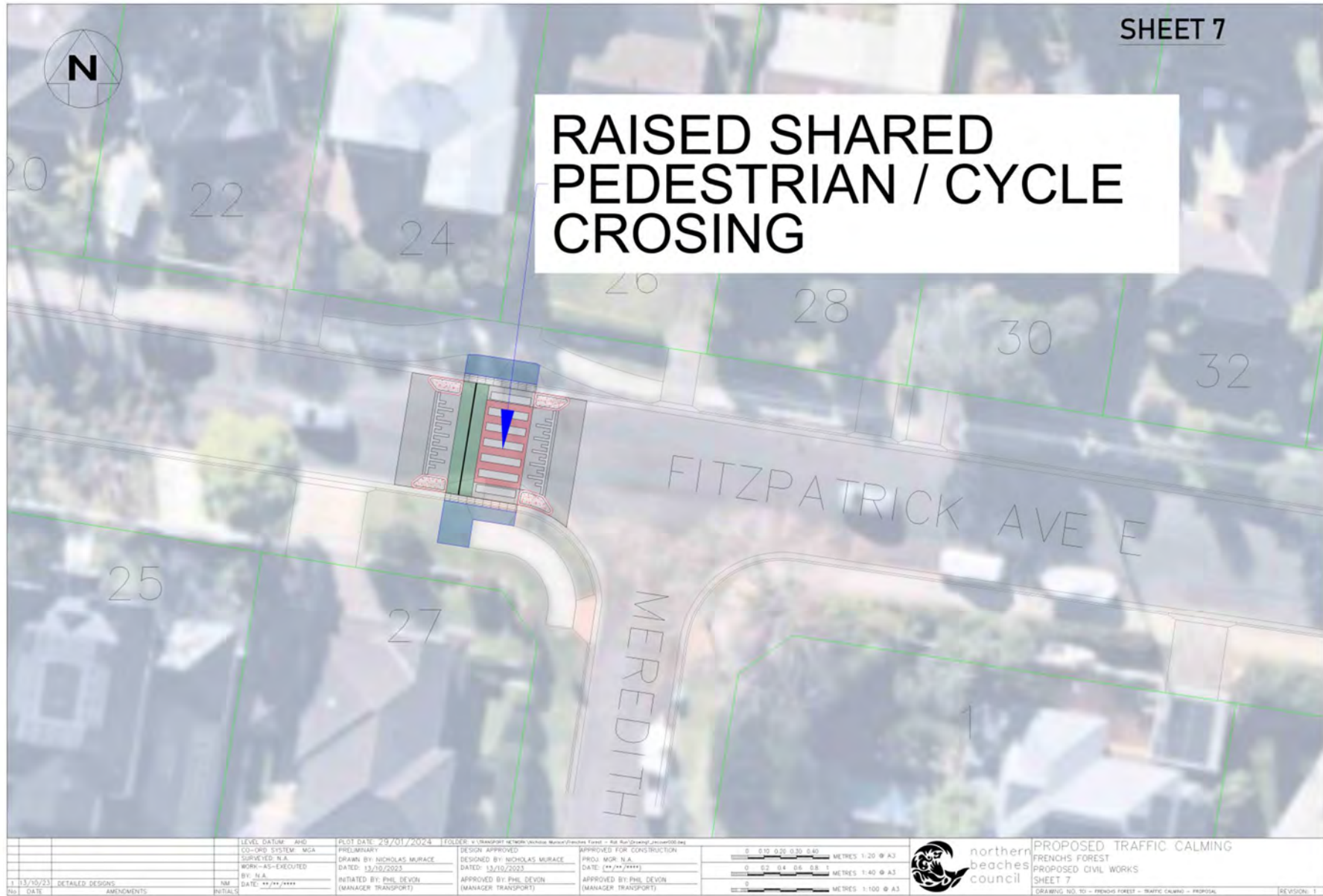
northern
beaches
council

PROPOSED TRAFFIC CALMING
FRENCHS FOREST
PROPOSED CIVIL WORKS
SHEET 3
DRAWING NO. 10 - FRENCHS FOREST - TRAFFIC CALMING - PROPOSAL









SHEET 7

RAISED SHARED PEDESTRIAN / CYCLE CROSSING

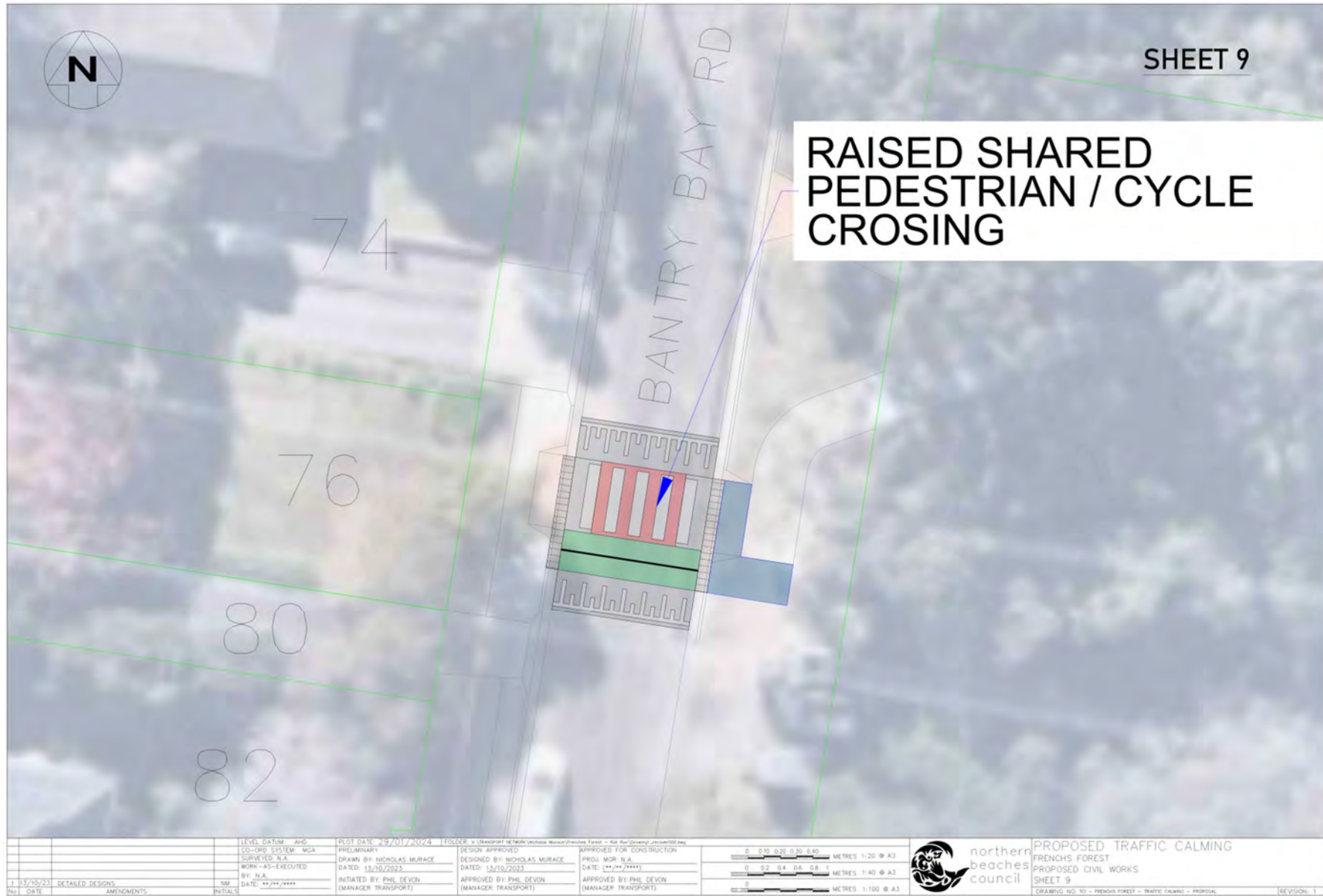
LEVEL DATUM: AHD		PLOT DATE: 29/01/2024		FOLDER: \\Management\427676\Northern Beaches Council\Frenchs Forest - Air Run\Drawings\2024\001.dwg	
CD=ORD SYSTEM: MGA		PRELIMINARY		DESIGN APPROVED: APPROVED FOR CONSTRUCTION	
SURVEYED: N/A		DRAWN BY: NICHOLAS MURACE		PROJ MGR: N/A	
WORK: AS-EXECUTED		DATED: 13/10/2023		DATE: (**/**/****)	
BY: N/A		DESIGNED BY: NICHOLAS MURACE		APPROVED BY: PHIL DEVON	
INITIATED BY: PHIL DEVON		APPROVED BY: PHIL DEVON		(MANAGER TRANSPORT)	
DATE: **/**/****		(MANAGER TRANSPORT)		(MANAGER TRANSPORT)	
INITIALS					

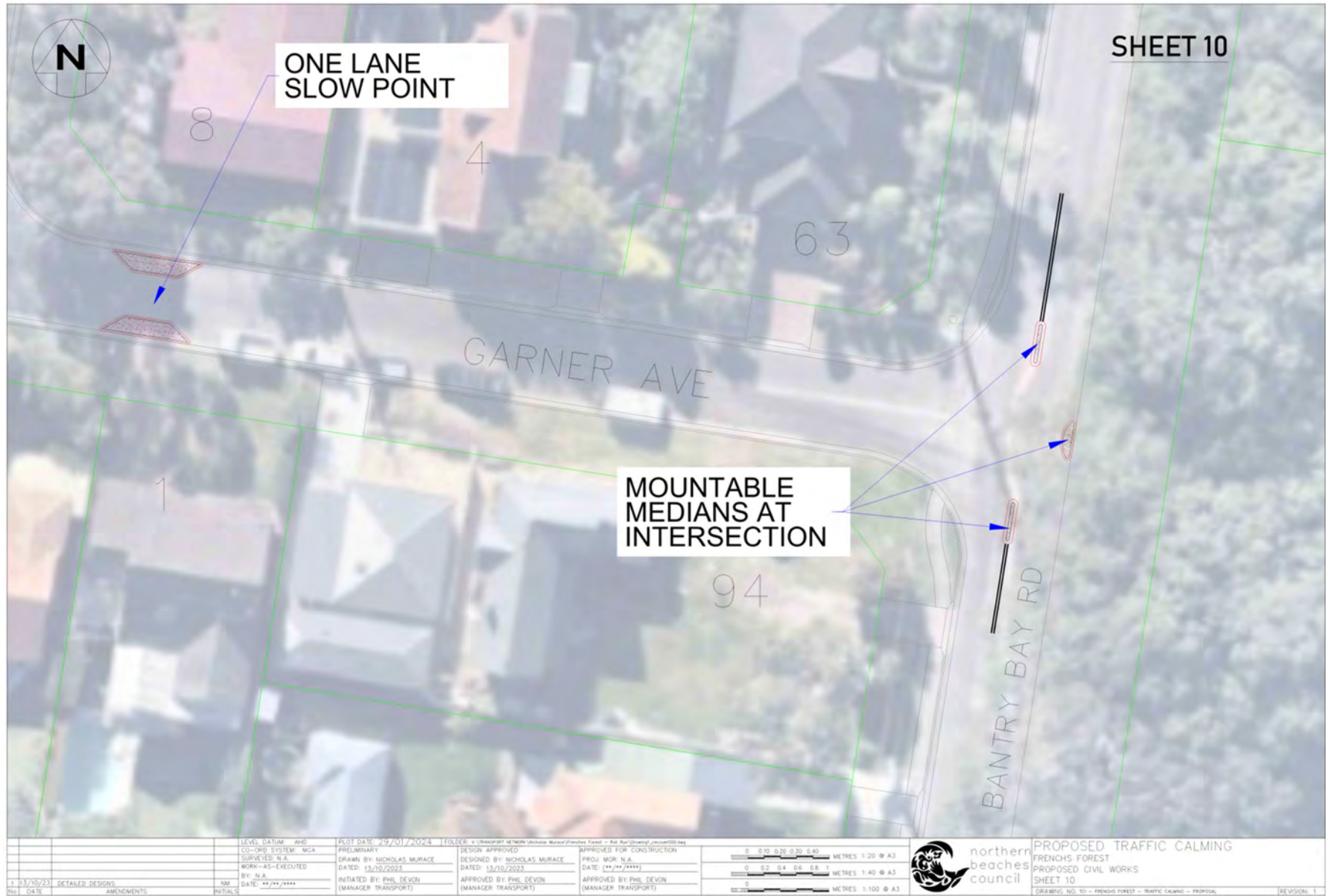
1	13/10/23	DETAILED DESIGNS	
No	DATE	AMENDMENTS	

0	0.20	0.40	0.60	0.80	1.00	METRES 1:20 @ A3
0	0.2	0.4	0.6	0.8	1	METRES 1:40 @ A3
0						METRES 1:100 @ A3

 northern beaches council	PROPOSED TRAFFIC CALMING
	FRENCHS FOREST
	PROPOSED CIVIL WORKS
	SHEET 7
	DRAWING NO. 10 - FRENCHS FOREST - TRAFFIC CALMING - PROPOSAL
	REVISION: 1

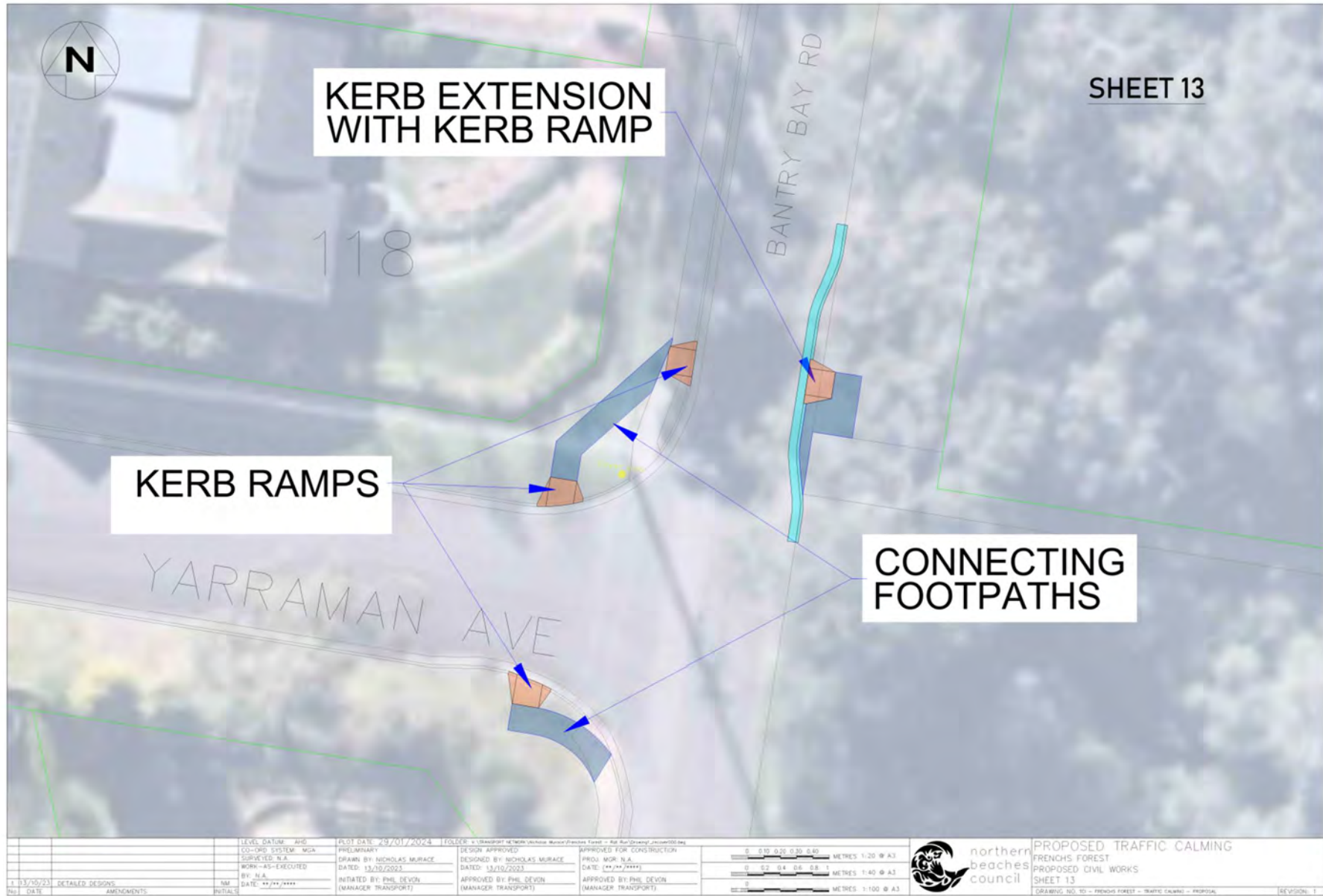


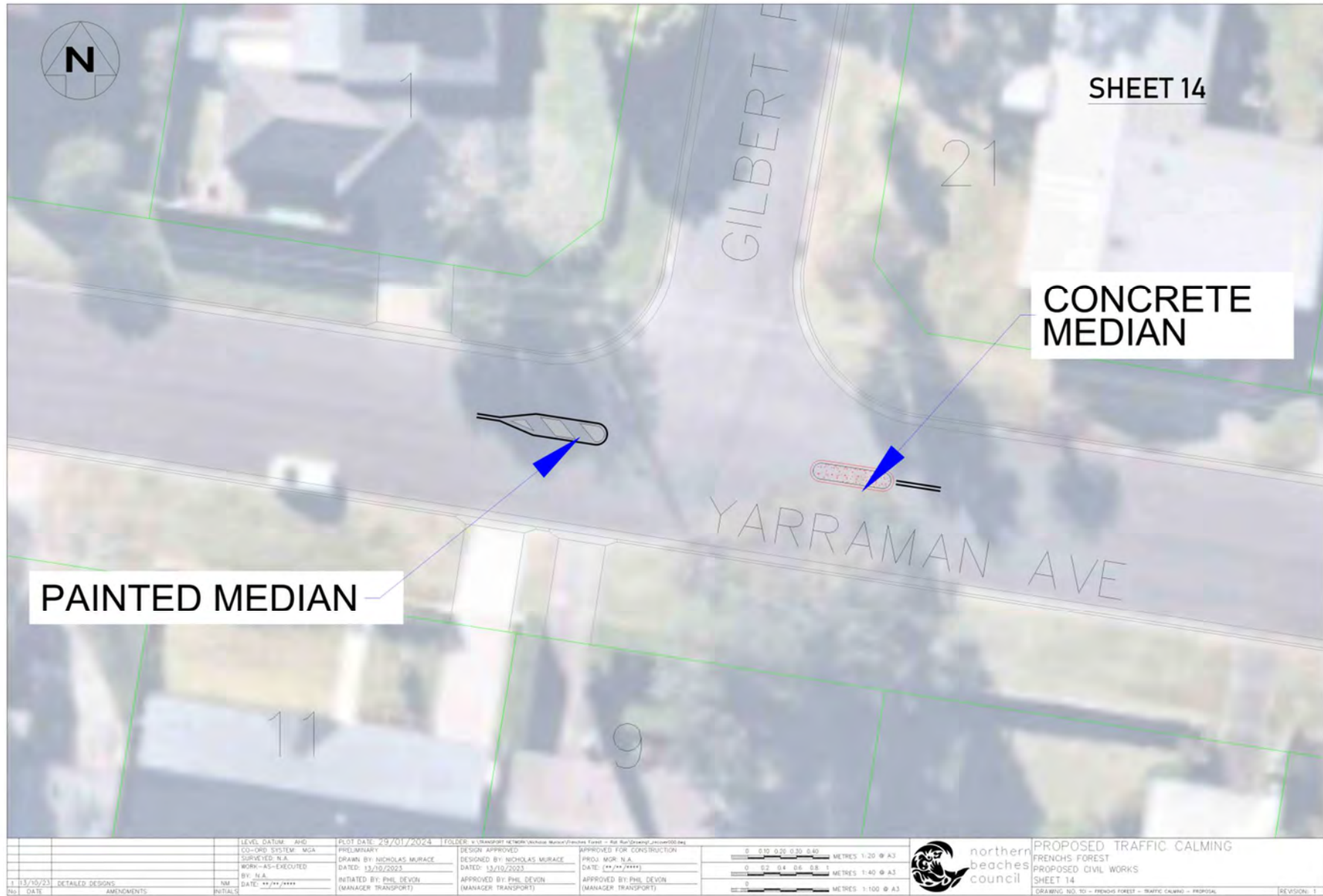




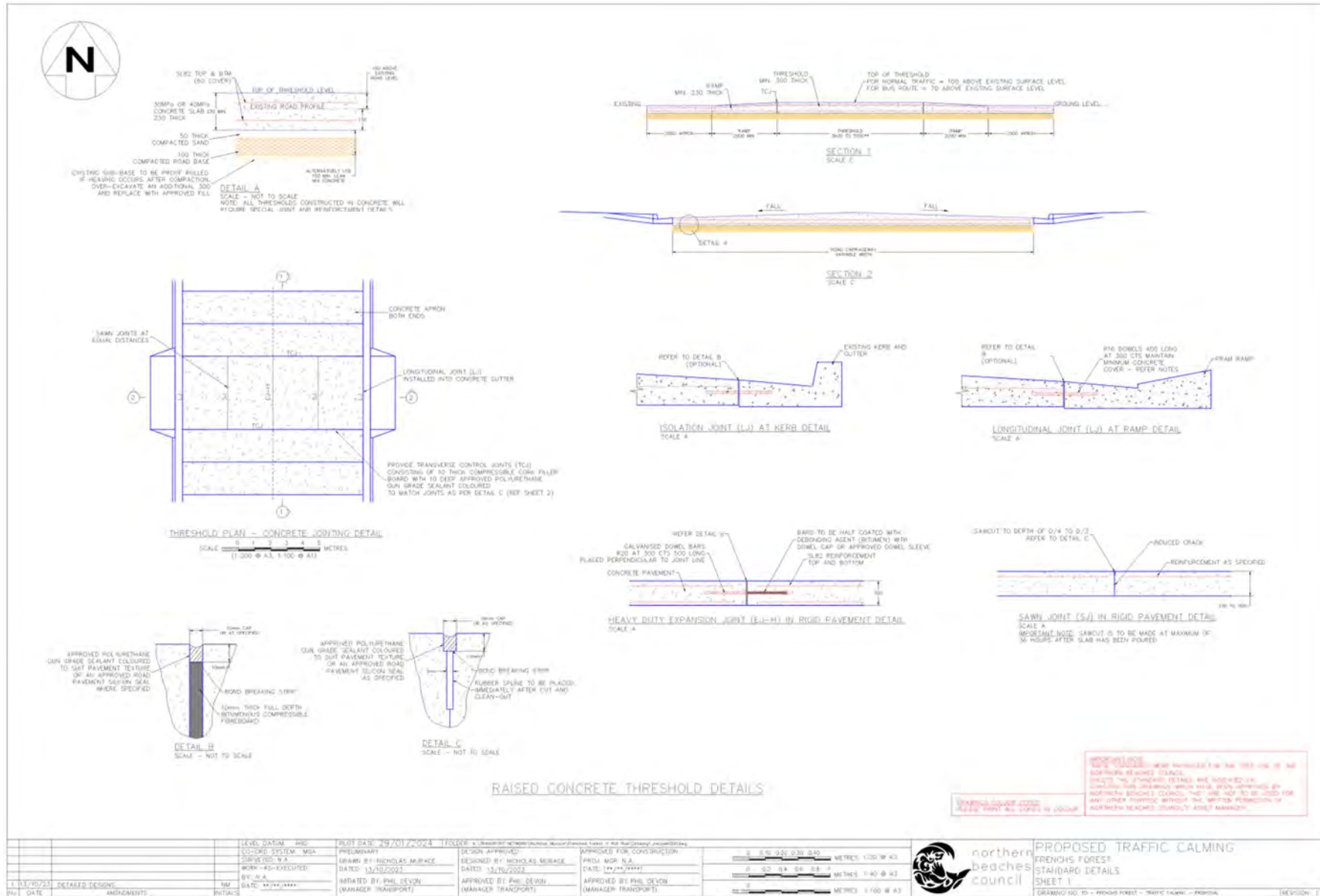








LEVEL DATUM: AHD		PLOT DATE: 29/01/2024		FOLDER: \\server\projects\Frenchs Forest - Proj\Drawings\100000000		 		 PROPOSED TRAFFIC CALMING FRENCHS FOREST PROPOSED CIVIL WORKS SHEET 14 <small>DRAWING NO. 10 - FRENCHS FOREST - TRAFFIC CALMING - PROPOSAL</small>
COORD. SYSTEM: MGA		PRELIMINARY		DESIGN APPROVED		APPROVED FOR CONSTRUCTION		
SURVEYED: N/A		DRAWN BY: NICHOLAS MURACE		DESIGNED BY: NICHOLAS MURACE		PROJ. MGR: N/A		
WORK: AS-EXECUTED		DATED: 13/10/2023		DATED: 13/10/2023		DATE: (**/**/****)		
BY: N/A		INITIATED BY: PHIL DEVON		APPROVED BY: PHIL DEVON		APPROVED BY: PHIL DEVON		
DATE: (**/**/****)		(MANAGER TRANSPORT)		(MANAGER TRANSPORT)		(MANAGER TRANSPORT)		
INITIALS								





Summary Report of Community Engagement

Project name	Traffic Calming – Frenchs Forest Local Area Traffic Management
Public notification period	13 October– 12 November 2023
Background	<p>Council has received ongoing concerns from Frenchs Forest residents regarding excessive speeds unsuitable for local roads, high traffic flows and “rat-running” through residential streets in the Frenchs Forest area due to congestion on Warringah Road.</p> <p>We have also been advised that the vehicle speed coming off Warringah Road into local roads in the Frenchs Forest area is of concern. Council has conducted traffic volume and speed surveys and have confirmed that these issues are evident. Council therefore proposes to introduce traffic calming measures to reduce overall speeds within the area to improve safety for local residents and school children and deter rat running.</p>
Total number of submissions	166
Summary of findings	<p>During the public notification period we distributed letters to 943 local residents advising the proposed works.</p> <p>We received 166 responses, with a third of these responses supporting the proposal, some also making further suggestions. However, two thirds of the responses did not support part or all of the proposal.</p> <p>Those who responded with support for the proposal, welcomed Councils’ plan to introduce traffic calming in the area, for the benefits it provides to improve safety for pedestrians and motorists, and its potential to reduce traffic congestion in the local streets.</p> <p>There were several requests that a No Left Turn restriction be imposed from Warringah Road into Hilmer Street and into Bantry Bay Road during the AM peak period for those travelling in a westerly direction.</p> <p>We also heard feedback on the number of traffic calming devices and pedestrian crossings proposed in the plan and</p>

	<p>suggestions for how this could be improved. A range of adjustments to the proposed plan have been made in response to this feedback.</p>
<p>Engagement approach</p>	<p>The engagement was planned, implemented and reported in accordance with Council's Community Engagement Strategy (2022).</p> <p>A project page* was established on our have Your Say platform with information provided in an accessible and easy to read format. The page was promoted through resident letters and on Council's Website via 'Your Say' Page</p> <p>Feedback was captured through an online submission form on ONEblink. Respondents were asked a sentiment question to indicate their support or non-support of the proposal. An open-field comments box provided community members a space to share their comments. Email and written submissions were also invited. Contact details were provided should people have questions.</p>

<https://yoursay.northernbeaches.nsw.gov.au/traffic-calming-frenchs-forest>

How we notified	
Properties notified by letter	943
Authorities notified by email	N/A
Visits to Your Say page	1,300

Findings		
Theme	What we heard	Council Response
Concerns for pedestrian safety	A number of residents noted that they have been concerned for the safety of pedestrians due to the increase in traffic on local roads and speeding motorists and welcome the proposed traffic calming in the area.	Council aims to improve safety in our local areas for pedestrians and motorists by working with Transport for NSW (TfNSW) to physically reduce the speed limits of local roads and redirect traffic to state and regional roads like Warringah.
Warringah Road - No Left Turn or No Left Turn 7:00am – 9:00am Mon–Fri “Local Traffic Only”	A number of residents have requested that Council impose a No left turn restriction from Warringah Road to Hilmer Street and Bantry Bay Road. Others have requested that an imposed No left turn restriction also be accompanied by an exception for “local traffic only”	No Left Turn - local traffic only would impact the school community of Our Lady of Good Counsel. This measure would impact existing and planned businesses in the Bantry Bay shops as part of the Frenchs Forest Town Centre Structure Plan (zoning is already in place). This measure requires enforcement, is difficult to control and would put undue pressure on the local police force resourcing. No Left Turn - local traffic only from Warringah Road requires approval from TfNSW

Warringah Road Improvements	Some residents have requested Council improve congestion on Warringah Road.	<p>Warringah Road is owned and managed by Transport for NSW (TfNSW) and is designed to carry larger volumes of traffic.</p> <p>Vehicles passing through the area should be using this road, rather than the local side streets.</p> <p>Council will continue to liaise with TfNSW and advocate for the improvement of traffic flow along Warringah Road on behalf of residents.</p>
Number of Traffic Calming Devices	Some residents have requested a reduction in the number of traffic calming devices on Maxwell Parade to reduce the inconvenience to local residents.	<p>We have investigated residents' concerns to determine if changes can be made without compromising safety.</p> <p>Council has made alterations to its design which includes a reduction in the number of traffic calming devices proposed on Maxwell Parade.</p>
Access Restricted	Some residents of Panorama Parade requested the removal of the proposed chicane at the intersection with Fitzpatrick Avenue East, stating that it restricts them from turning right onto Fitzpatrick Avenue East.	We have investigated and modified the design to the address the residents' concerns.
Loss of Parking	The proposal will remove valuable street parking	<p>Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicles should utilise garages and existing driveways and/or prioritise off-street parking according to their needs.</p> <p>Where possible we have adjusted the proposal to minimise parking loss. Three</p>

		chicanes have been replaced with raised thresholds.
Speed Humps	<p>Some residents were in support of the proposed speed humps (watts Profile type).</p> <p>Other residents noting speed humps, indicated concern for parking loss, the potential danger they could impose, their impact on noise and potential damage to vehicles.</p>	<p>The recommended travel speed over a speed hump is 25 km/hr. When travelling at the recommended speed or lower, no damage should be incurred to a vehicle.</p> <p>Appropriate warning signs will be installed at the approach to each speed hump to ensure a vehicle has enough time to slow down before travelling over the speed hump.</p> <p>Parking will not be lost due to the introduction of a speed hump. There is no law in NSW to forbid a motorist from parking kerbside over a speed hump unless signed otherwise.</p> <p>Based upon traffic data and site investigations, Councils preferred plan was exhibited to the community based upon best practise. In response to community feedback however, Council has revised the plans. Revisions include a change to the type of speed hump as well as a reduction in the number of Traffic calming treatments proposed. Subsequently an adjustment to their proposed location was required to ensure their effectiveness to calm traffic.</p>
Pedestrian Crossings	Some residents have requested that Council reduce the number of pedestrian crossings proposed on Bantry Bay Road.	We have reviewed the design and for the time being have removed the pedestrian crossing on Bantry Bay Road near the intersection with Yarraman Avenue from this proposal. Council will continue

		to monitor this location for pedestrian safety.
Increase in Police patrols	Some residents requested an increase in the frequency of police patrols.	Council will raise the concern with the local police and request an increase in the frequency of police patrols noting the high level of demand on local police resourcing.

During the consultation period, Council received questions either through direct contact or online.

Question raised in feedback	Council's answer
Who do you plan on policing parking around this area during church service times, as you can only park within certain distances from crossings.	Council will install warning signs and lines to supplement new traffic calming devices. Council's rangers and police will be able to enforce should motorists breach the parking rules.
What were the results of the traffic volume and speed surveys?	A range of traffic surveys have been undertaken at various locations around the precinct and over many years. Results indicate that there are issues with speeding and excessive traffic volumes particularly at specific times of the day.

Verbatim Responses

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

No.	Submission
1.	This doesn't go far enough. I've raised multiple concerns with council. There needs to be a speed bump or similar between corner of Warringah and Bantry Bay Road and Fitzpatrick Ave. Cars are flying past my house before turning right into Fitzpatrick Ave.

2.	Fabulous ideas, all of them. I would also like to see speed humps installed in Bantry Bay Road and the road upgrades continued all the way down to Ararat Reserve and the euro clubs, as cars speed down the road to attend sporting events and the clubs. The road has not been widened and resurfaced like the sections before Garner, so you get forced off the road by drivers travelling at high speed, it's becoming very unsafe. Thanks.
3.	These changes will have an unnecessary impact on the local residents. I see it as a burden on us and not addressing the cars doing 'rat runs', council will need to come up with another solution. I suggest making Bantry Bay road a no left turn except for local residents during peak hour times. The pedestrian crossings will be dangerous and add to traffic congestion during church service times. Who do you plan on policing parking around this area during church service times as you can only park within certain distances from crossings. This poses a public liability issue of people getting hit by cars. I travel this road daily and have not noticed cars speeding down Bantry Bay road. This road is also too narrow for chicanes and would be dangerous. I would only support chicanes if this entire section down to the sports oval was no street parking.
4.	The number of management devices proposed would make already busy and narrow streets almost impossible to navigate. The chicanes are dangerous considering the widths of the proposed streets and the number of pedestrian crossings on bantry bay road are entirely unnecessary and will present difficulties for parking, particularly around the church which is very busy. Consideration should instead be given to time limited (with exception for residents) no left turn signals off warringah road which should be enforced by police.
5.	Respondent did not make a comment.
6.	I suggest a better alternative to deter the main issue of rat-running along Fitzpatrick Avenue East would be to limit left turns into Bantry Bay Road and Hilmer Street from Warringah Road in the morning rush-hour, in a similar manner to the current local traffic only restriction turning into Kanya Street from Rangers Retreat Road. In addition I am concerned the proposed pedestrian refuge proposed outside 22 Rangers Retreat Road will impede access to driveways and limit off street parking places for 17, 19, 20 & 22 Rangers Retreat Road.
7.	Thank you for your proposal. However, what we really need is to stop traffic cutting through Fitzpatrick East all together at rush hour times, rather than further slowing it down with speed humps etc. It would be best to make the area residential traffic only, like in other local areas. Thanks for your consideration.
8.	Respondent did not make a comment.

9.	As a local resident I fully support this proposal. Rat running has gotten worse in the area. There needs to be more footpaths in the area, so schoolchildren aren't forced to walk on the road.
10.	I strongly support this proposal. I live on Nulgarra St and walk along Maxwell Pde and Currie Rd at least ten times per week, as do our school aged children. Many other pedestrians do the same, including preschool and school aged children attending OLGC school and its associated early learning centre. The proposed measures will increase pedestrian safety, particularly given the blind crest on Maxwell Pde. Thank you!
11.	I support the proposal, but i would love to add a speedbump on hilmer street. There are huge amount of cars speeding up to get to the traffic lights. We have several families in the street with many small children , and the speeding itself and the noise is massive concern too.
12.	This is the LEAST of the issues in the Frenchs Forest / Belrose area. Council MUST address the issues on Forestway near the crossing towards Wakehurst Public School at Weardan Road. Children have been run over and hurt, multiple car accidents happen weekly. Speed limits need to be lowered to 60km an hour. Barriers on the footpath need to be erected. This is a MASSIVE safety concern.
13.	I have lived here for 30 years and never noticed any excessive speeding down Maxwell Pde. The road is not a thoroughfare to anywhere and it is only used by local residents and school parents. Traffic is sufficiently controlled by the peak hour no entry sign at Kanya St. I am not aware of any accidents, let alone fatalities on Maxwell Pde. that might warrant or justify this expense by Council. A simple drive down the street shows it is not a road you could conceivably speed down as there are more parked cars on it than previously making it less likely that anyone could speed anyway. I would suggest if Council has excess funds they want to spend they consider reducing the number of speed bumps along Parni Place, another street where it is neither safe nor possible to speed due to the increase in resident cars parked on the street. The only suggestion I have for improving safely would be to create a left turning lane for the Warringa Rd exit to Maxwell Pde. to give vehicles more room to safely slow down when turning into Maxwell. This probably wasn't needed before the tunnel was built as the left lane wasn't as busy.
14.	Respondent did not make a comment.
15.	Respondent did not make a comment.

16.	<p>In my observations of moving to bantry bay 18 months ago, and living in Frenchs forest my whole life, bantry bay road is the worst road in Frenchs forest by far.</p> <p>The recent road widening was perfect and they did a great job, but they need to continue the widening all the way to Grattan crescent to allow the traffic to flow properly.</p> <p>There is no room for 2 cars to pass in the opposite direction while another is parked on the road, causing people to speed up and beat the opposing car as neither car wants stop and give way.</p> <p>Speed bumps and chicane does not solve the traffic flow problem.</p>
17.	<p>My husband and I bought our house in Penrose Place ten years ago. In the last five years since the Northern Beaches Hospital was built, we and other Penrose Place residence have noticed a large increase in traffic flow coming to and from Bantry Bay rd. The biggest concern of all here is that Bantry Bay rd needs to be made wider another lane to allow bicycles, parked cars, moving traffic coming to and from Bantry Bay rd. I as well as many of my neighbours travel up and down this road every day, we struggle to fit down Bantry Bay road because of parked cars on one side, I've seen so many near accidents with bicycle riders a lot of school kids ride down Bantry Bay rd, nearly being hit and also parked cars being swiped with side mirrors being knocked clean off because traffic who are wanting to get out to Warringah rd don't always want to give way and wait behind the parked cars because there is "NOT" enough room along Bantry Bay rd to "SAFELY" allow bike riders, three cars all at once, including already parked cars to travel in both directions. The neighbours and I feel as though Bantry Bay rd is like a "ONE-WAY" street. We feel there is so much unused bush land on one side, my neighbours and I would like to put forward this request to have Bantry Bay rd widened.</p>
18.	<p>Traffic calming will not resolve the issue of rat running through these local streets to avoid congestion on Warringah Road. Traffic calming is not required along Garner Avenue, which is already a narrow street with cars parked. Further, the proposal will impact cars turning out of Kolonga Place, in particular our house which is [REDACTED]. Garner Ave is not yet a rat run, but will be if measures are taken to block off Fitzpatrick Ave East only. If wanting to completely resolve the rat race issue, the left turn from Warringah Road to Bantry Bay Road must be stopped and made for locals only. Any other measures will just spill the rat race from Fitzpatrick Ave East to other surrounding streets.</p> <p>Further, it is completely unsafe for pedestrians walking along Rangers Retreat Road towards Karingal Crescent if they want to access Warringah Road as there is no footpath. A footpath needs to be established as soon as possible, as well as a safe means for pedestrians to cross the intersection of rangers retreat and Fitzpatrick Ave East - this is incredibly dangerous, particularly when i walk my 3 young kids to school.</p>

	The proposal seems expensive and excessive, I don't think 3 crossings along bantry bay road are required, perhaps one at the entry from the aquatics centre and one at Yarraman ave
19.	Respondent did not make a comment.
20.	This proposal unfortunately does nothing to address the main concern of residents around the Bantry Bay area. The main concern being the rat run currently being used by motorists from 7am-8.30am on weekdays, by turning left from Warringah Rd onto Bantry Bay rd then turning right onto Fitzpatrick Ave to then turn left back onto Warringah rd. Tuesday and Wednesday mornings the worst days with motorists banked the complete way along Fitzpatrick Ave residents can not even exit their Drive ways on some days.
21.	The proposal will reduce street parking on Maxwell Parade, forcing residents to park in adjacent streets. Effectively turning those adjacent streets into single lane roads. For residents who have no choice but to use Maxwell Parade, the number of speed humps encountered may damage their vehicle.
22.	Respondent did not make a comment.
23.	The problem is NOT the speeding- it is that traffic that use this as a rat run to avoid Warringah Rd in the mornings. I cannot even get out of my street some mornings as the traffic is banked back up to Rangers Retreat.. just install a No left turn at Bantry Bay & Hilmer in the mornings & have the police monitor it for the first month- solution solved!! Simple. We don't need traffic calming devices just stop the thru traffic in the mornings like Grace Ave & Parni????
24.	1. Outside 38 Maxwell Parade, there is a dangerous crest in the road which drivers cannot see over. Despite double white lines, cars cross over to the other side and I have had several near misses. I suggest a physical barrier to separate the lanes and prohibit parking on the crest to widen the space for passing cars. 2. Cars still speed down Bantry Bay Road. I suggest an additional speed hump at the corner of Bantry Bay Road and Utyana Place.
25.	The proposed changes to manage traffic flow on Maxwell Parade will do little to actually manage the issues that currently affect the stretch of road and the residents, and will most likely cause more issues including causing premature and accelerated damage and wear and tear to vehicles and the road surface and increased noise. Further, by adding traffic calming devices it will reduce on-street parking and cause vehicles to be parked closer together, exacerbating current problems with visibility and adequate space to allow oncoming traffic to pass. By adding multiple speed humps and chicanes to the road, this will dramatically increase wear and tear to residents vehicles and increase

the risk of damage to them, especially from the kerbs associated with the chicanes. The repeated extension and compression of vehicle shock absorbers over the speed humps will contribute greatly to a reduction in the life of these components, and it must be noted that replacement of shock absorbers and springs are not cheap and can be quite labor intensive. The speed humps will also increase the risk of bodywork damage to residents who have vehicles with lower ride heights, particularly front bumpers and splash panels mounted under the engine. Further the chicanes will increase the risk of wheel and tyre damage from the kerbs, especially for residents who have vehicles with alloy wheel rims and lower profile tyres. Many people are still carrying damage from potholes from the last 2-3 years or have only recently had pothole damage repaired. Most vehicles that would fall into this category regarding wheels would also likely have fairly expensive tyres and as such the chicanes should be considered to be posing an unacceptable level of risk to personal property.

By introducing speed humps to Maxwell Parade, the overall level of noise will be increased due to vehicles having to slow down, traverse the speed humps and then speed back up. This can be seen clearly on McCarrs Creek Road in Church Point where a significant number of speed humps were installed in 2020. Having driven the section of road in question multiple times prior to and after the installation of the speed humps, the noise level of the road has been greatly increased, primarily from the extension and compression of vehicle's suspension and engine and exhaust noise when accelerating away. In the case of Maxwell Parade, this will cause a great amount of noise and disruption to residents directly on the road but also residents in adjoining streets during the quieter hours of the night. There will also be greater brake noise, especially from trucks and larger vehicles. Whilst this will contribute to the increased noise pollution, the increased use of brakes will increase particulate pollution along the street as well as damage to the road surface due to trucks and heavier vehicles.

These proposed measures will not address the issues currently affecting Maxwell Parade, and will likely exacerbate them. Currently there are a large number of vehicles parked on the street, some clumped closely together and some spaced further apart. Currently they pose both a visibility and maneuvering hazard, particularly on the rise before Milton Place. By adding the speed humps and chicanes this will cause the problem to be exacerbated. There will be less space for vehicles to park which will cause them to become concentrated, posing a hazard regarding oncoming traffic. Further, they will not deal with the issue of speeding vehicles. People will still drive fast between the speed humps and chicanes, as they do on other streets in the area with similar devices such as Cook Street.

Overall, I object to the proposal as it will do little to reduce the issue regarding Maxwell Parade. It will increase the risk of premature wear and damage to resident's vehicles, increase the amount of noise and

	<p>exacerbate the current parking and visibility issues on the road. The only solution as I see it to address the problem of speeding on Maxwell Parade would be for the Police to have an active presence, much like Starkey Street in Killarney Heights. This would be a much more effective deterrent to speeding and dangerous driving rather than traffic calming devices that pose an unacceptable risk of damaging vehicles and increased noise pollution.</p>
26.	<p>What a complete waste of money! Use the money to fix potholes on your existing roads, reduce our rates.</p>
27.	<p>The actions being taken are good, however I feel there should be consideration to some further developments.</p> <p>1) consider placing a further traffic calming (line marked chicane) on Bantry Bay Rd at a point between Gratan Crescent and Yarraman Avenue to further reduce excessive speed travelling north south on Bantry Bay Rd.</p> <p>2) better policing of the stop signs on the function of Fitzpatrick and Rangers Retreat. There have been a number of near misses with cars travelling east west on Fitzpatrick not stopping, and cars on Rangers Reach needing to take evasive action.</p> <p>3) better policing of cars parked on yellow lines on corner of Primrose Ave and Hilmer St.</p> <p>4) better policing of vehicles parked on yellow lines at corner of Yarraman Ave and Rangers Retreat</p>
28.	<p>As a local resident I support the proposal in general but don't believe it addresses the root cause of the issue, namely the huge increase in traffic using the Bantry Bay Road and Hilmer Street turn-offs from Warringah Road to access Fitzpatrick Road.</p> <p>Since the "upgrade" to Warringah Road, Fitzpatrick has become a hugely popular rat-run to try to avoid the congestion at Forest Way. Of course this has led to massive congestion on Fitzpatrick which is often backed up all the way to Rangers Retreat Road.</p> <p>If both Bantry Bay Road and Hilmer Street became a No Left Turn from Warringah Road during the morning peak hour this would eliminate a huge amount of traffic and a lot of the problems associated with speeding cars.</p> <p>This approach is already used at the northern end of Parni Place where a No Entry exists in the morning and has largely eliminated Parni as a rat-run.</p> <p>Of course the No Left Turn would not be applied to local residents of the Bantry Bay pocket including surrounding streets such as Yarraman Road and the many cul-de-sacs off Bantry Bay Rd.</p> <p>I would very strongly recommend looking into this addition to the current traffic calming proposal and I believe the majority of local</p>

	residents would very much support this idea. Thank you for your time.
29.	By enforcing the "No entry between..." at Bantry Bay Rd and Hilmer St and a "No left turn at Maxwell Pde between ... and ..." would save hundreds if not thousands of dollars by not having to install TRAFFIC CALMING devices that are proven to not calm.
30.	Support. Especially the Maxwell Pde, Currie Rd and Fitzpatrick Rd East.
31.	Respondent did not make a comment.
32.	I recently forwarded a request for pretty much exactly what is being proposed above. Ref No. RF2023/██████ My only concern now relates to Yarraman Ave which should, I believe, have a chicane or speed bump placed around half way between Bantry Bay Rd & Rangers Retreat Rd. as speeding vehicles, motor bikes etc make it into a race track far to often !!!!! & there are lots of children about.
33.	Money would be better spent sorting out why there is so much congestion on warringah road. There are a few pressure points where considerable investment has only just been completed, but forest way is still a mess from 7:30-9am and warringah road through forestville is slow at similar times. There needs to be smarter light sequencing.
34.	Respondent did not make a comment.
35.	I support this proposal with major amendments. - Ped crossings should be continuous grade from kerb to kerb. This will promote pedestrian use as well as create slow point for cars. - Chicanes at intersections should be removed and other treatments designed. I.e. kerb extensions, continuous footpaths. You can provide a much safer crossing point for people, this doesn't improve pedestrian movements. Studies show, creating an environment that enhances Active transport is key to reduction of congestion, climate change, public health. These treatments are just designed for cars. Which will have minimal impact. - Pedestrian refuges aren't needed. Just construct kerb buildouts, two fold, improve pedestrian access, slow down traffic at mid blocks and turning. - Painted asphalt will have little to no affect on traffic calming, never worked and wont here. Put in crossing points for pedestrians with kerb buildouts etc. - Why not turn speed humps into crossing points?
36.	Respondent did not make a comment.
37.	Respondent did not make a comment.

38.	I do not support changes on Fitzpatrick Ave East. Better do not allow left turn for traffic into Bantry bay road and Hilmer road from Warringah road during pick hours Monday to Friday.
39.	<p>I'm trying to understand why council is looking at putting these traffic calming devices into place to stop rat runners that affect us a few hours a day in the morning during the week?</p> <p>Then we as residents all have to put up with these devices 24/7.</p> <p>Especially the homes where the calming devices are out the front of their houses.</p> <p>I lived in a house with a speed hump out front for years and idiots speeding then hitting the brakes or loose items in utes banging around are annoying at 3in the morning. But I'm sure you don't care or think about that!</p> <p>Proper policing with heavy fines and points lost will deter the rat runners better than calming devices. And our roads will remain useable at all hours.</p> <p>My suggestion is time of day license plate reading cameras placed on the Warringah Rd entry to Bantry Bay Rd and Hilmer St as these are the only two streets that cars and trucks can enter if they're trying to beat the traffic on Warringah Rd in the morning.</p> <p>And the same time of day License plate reading cameras on the exit roads of Fitzpatrick Ave East, Maxwell, and Currie Rds, with local residents exempted.</p> <p>Any vehicles entering and exiting under a certain time of a morning can be sent a fine for using these streets during morning peak hours.</p> <p>And once this is set up the no turn into Kanya St from Rangers Retreat Rd during the hours of 7am - 8:45am can be removed which will open up our small subdivision to locals who may have kids to take to the local school or residents who may be returning from other areas East of Kanya in the morning. I still have so much trouble thinking why locals are lumped in with every other driver in Australia at not being able to turn into a street in their own subdivision of Frenchs Forest especially people who live on the street, and Parni Pl. This has to be the most idiotic law ever enforced by a democratic state government ever!</p>
40.	As a local resident in the area for over 30 years I think these plans are not necessary and are restrictive to local residents using the area. There has been recent traffic calming measures installed when the

	new Warringah Rd changes were made. These are more than sufficient. PLEASE no more!
41.	<p>Already the traffic is banked up Fitzpatrick Ave in the morning and I can barely get out of my driveway The new road system on Warringah Rd has done nothing but cause a bottleneck</p> <p>There is no need to slow or calm traffic on Fitzpatrick Ave East it's already a stopped or gridlocked road. There has been no consideration to the residents in Fitzpatrick Ave whatsoever</p> <p>Maybe the answer is making Fitzpatrick Ave East a dead end at Warringah Rd</p>
42.	<p>I greatly appreciate these initiative and support them however none of these actions will help to reduce the excessive rat running that occurs along Fitzpatrick Ave. If possible it may be helpful to install morning peak no left turn signs at Bantry Bay Rd and Hilmer Ave (with local traffic exemption) this will dissuade rat runners and can be followed up with enforcement.</p> <p>Also, the intersection of Fitzpatrick and Rangers Retreat road is a very dangerous crossing as drivers tend to treat it as a high speed give way rather than the stop sign, I have had many near misses here. To motivate, this intersection would certainly benefit from a raised pedestrian crossing: this would provide safe crossing and also force traffic to slow. Thank you</p>
43.	Respondent did not make a comment.
44.	These traffic calming devices will only cause inconvenience for residents can you please come up with solutions to stop the excess traffic entering our streets instead e.g. make Bantry bay rd and Hilmer street local traffic only in the morning using signs
45.	<p>I have lived in the Bantry Bay Area for 18 years and am very surprised that it has taken so long for the council to put measures in place to deter people from entering the area to avoid traffic on Warringah Road. All of this excess traffic puts residents of the area in danger and delays us from exiting our properties. We have to queue in traffic to leave our area. I believe the entrances to Hilmer Street and Bantry Bay Roads should be local traffic only during the morning peak hour. You have done this in other streets when needed why not here? All of these speed bumps and traffic calming devices are just going to inconvenience local residents even more. We will have to navigate them all day everyday it seems a crazy solution. Please deter the excess traffic from entering our area instead of implementing measures that will inconvenience and impact the locals even more.</p>

46.	<p>Hello, I support this current proposal. However believe that these additional traffic management devices will not reduce the level of cars cutting through, they will only reduce the current speed of the traffic. Please note the only way to reduce the amount of traffic, which is the main resident concern due to the volume of cars with the added safety risk due to the number of local school children in the area is to.</p> <p>1. create a "NO ENTRY" (Authorised Access Permitted) between 7:00-8:45am Weekdays from</p> <p>a. Hilmer Road b. Bantry Bay Road entering from Warringah Road to Fitzpatrick Avenue.</p> <p>This would be a similar no-through traffic between morning rat-race times over in Grace Avenue, Frenchs Forest, West. I have attached a photo of the current time restrictions of which I believe should be added to the NO ENTRY of Fitzpartick Avenue from Hilmer Road and Bantry bay road on the entry from Warringah road.</p>
47.	<p>I just think its a little excessive especially the treatment for Maxwell pde. I understand & agree with needing to slow the traffic to all the nominated roads, but just seems a bit overdone. And i sympathise with residents living near these 'humps'.... as a ute driver often carrying with tools & materials in the back... it can be pretty noisy going over these things no matter what speed your doing.</p>
48.	<p>As I am a resident of Panorama Crescent there should be no situation where the traffic calming devices stop residents in Panorama from turning right into Fitzpatrick ave</p>
49.	<p>This will make the issue worse. The traffic calming devices will not stop drivers from using the street, it will make the noise and traffic worse. The better option is to make a no left turn into Hilmer st or Bantry Bay road during the morning rush time. Plus it will save the government a lot of money in installing this invested traffic calming devices.</p>
50.	<p>I support the proposal; however, I just want to raise a concern regarding the placement of the speed hump Speed Hump on Maxwell Parade, immediately north of its intersection with Rhonda Avenue (outside No. 53 Maxwell Parade) and whether impact to the street stormwater drainage has been assessed with the proposed development. I live below this area on Milton and have been previously impacted by overland water flow emanating from the driveway in front of No. 40 Maxwell, adjacent to where the new speed hump is to be sited. There are two stormwater drainage pits in on that section of road, and the catchment area for the two stormwater drainage pits extends from the intersection of Maxwell and Currie to the high point of the road outside No.36 Maxwell. These drains only have small pipes which I estimate would be 100 - 125 mm diameter</p>

	and discharge into stormwater pits at the top of Rhonda Ave and Milton Place respectively. During high rain fall the water shoots across the road at the discharge point as they have insufficient capacity. My concern with the speed hump is that it may obstruct the natural water flow on the road and create a dam effect causing the water to spill over the driveway more frequently outside of No.40 Maxwell impacting residents below, myself included.
51.	<p>My husband and I have been living on Fitzpatrick Avenue East for over 21 years. We are not prepared to put up with the noise associated with vehicles speeding up and braking constantly as they move into and out of the proposed chicanes. The parking on our part of Fitzpatrick Avenue East (why has been it called Fitzpatrick Road East on the Council letter - very concerning) will also be affected and a lot of families have children of driving age - where will they park? Not to mention residents who own trailers and boats who park on the road.</p> <p>Please just install signs on Warringah Road at the Bantry Bay and Hilmer Street entrances that advises motorists they can't turn left at certain times of the day - namely in the morning during the week. That will solve the problem considerably.</p>
52.	I object to Sheet 5
53.	I live in a panorama crescent and object to Sheet 5 proposal as I am already locked in to my street between the hours of 7am and 9am due to rat running caused by hospital backlog and cant leave my street due to cars blocking my exit and now you want to put a chicane to stop me from turning right out of my street. I love paying rates to be in Jail! Use your common sence and do whats right not what doesn't work like the underpass debacle. make the area residence only and police the area for 6 months handing out fines or even place a Phone detection camera to hand out fines to out of area registered vehicles entering from Warringah into Bantry bay road between 7-9am. unmanned option. NO NO NO NO to SHEET 5
54.	Respondent did not make a comment.
55.	<p>I make these comments as a resident of 19 years at █ Fitzpatrick Avenue East. I make them in respect of my street, I cannot provide specific comments on other streets proposed in the plan.</p> <p>1. "Traffic calming" is not the issue - using our street as a rat-run is. That it would become a rat run was part of my submission when the Northern Beaches Hospital traffic management plan was first proposed. I was assured the new underpass on Warringah Road would be so successful I should not be concerned. I'm still shaking my head at that convenient view of the "experts".</p> <p>2. "Traffic calming" via a speed hump outside our house was last proposed in 2018. I make the same submission again - we endure</p>

	<p>more noise since the removal of the trees/ parkland to widen Warringah Rd. I do not accept further increased noise with cars de-accelerating/ accelerating over a speed hump; utes with tools etc. clattering over it. Our main bedroom faces the road and this noise would simply be unacceptable.</p> <p>3. Our cars park off-street, but the state government's love of granny flats means we are now surrounded by them. Of course they have no parking, so visitors to our house usually have to park well away from our house. This proposal would serve to further reduce street parking. As for finding a space to even place rubbish bins some days - ha!</p> <p>4. It defies belief Council elects to get this far into a "plan" before consulting residents. How much time and cost has gone into it at this point? It has so many flaws. Ever tried driving east up Fitzpatrick Avenue East from # early morning when the sun is rising? The last thing you need to navigate is a chicane.</p> <p>5. Why has the simple solution of a "local traffic only" rule (blocking peak-hour left hand turns off Warringah Rd into Bantry Bay Rd & Hilmer St) not been considered?</p>
56.	<p>I do not support the installation of speed humps. With most drivers using SUV's it doesn't slow the majority of vehicles down, just causes damage to normal cars.</p>
57.	<p>The main thing that needs to be done is a no left turn into bantry bay road at Warringah road. To stop the rat run.</p>
58.	<p>I am writing to raise my concerns regarding the proposed positioning of traffic calming devices adjacent to my property at Maxwell Parade.</p> <p>I raised this concern initially in an email to council on 6 Jun 2021, to [redacted] and [redacted]. You will find this email and its PDF attachment in your council records. I did not receive a response to my email at the time.</p> <p>Having lived at this property for the last 20 years I have an in-depth knowledge of traffic and pedestrian issues along this street.</p> <p>The extracts from a council report back in 2021 and now again put forward by council as per the mail dated 13 October 2023, indicate a calming device directly outside my house. Please refer to the attached file 'MaxwellPde_TrafficCalmingExtract_2019.jpg' as I sent in 2019.</p> <p>Also attached is a part survey of my property that shows the location of a sewage manhole and the stormwater kerb drain which would have access impeded by the proposed traffic calming device location.</p> <p>We are also concerned that there is a rise in the road to the south of</p>

	<p>our property. This rise makes traffic calming device concealed from a northbound driver's view until the approaching car is virtually at the device. No amount of signage to warn of an upcoming concealed traffic calming device will alert some drivers. Moving the device north by 15 metres should resolve this issue and give the driver a better chance to prepare to negotiate it.</p> <p>As noted above, aside from this blind spot issue we also believe the device should move north as access to the existing sewage manhole from a sewage inspection and maintenance truck would no longer be possible with a chicane placed in the proposed location. The new blister kerbing would be in the way of this access. This is all indicated on the plan extract I attach, called 'MaxwellPde_TrafficCalmingExtract_2023_ProposedRelocation.jpg'</p> <p>Aside from this there is a stormwater grate that frequently fills with leaves and needs the council street sweeper to clear it. This is also indicated on the above-mentioned plans. With the calming devices located as per the council report the street sweeper will not be able to get to the grate and the grate will become subject to leaf buildup and blockage resulting in flooding of Maxwell Parade.</p> <p>Apart from all of the above items that need to be considered by Council we believe to place the traffic calming devices outside our property would de-value it due to the inability to park cars directly outside our own house. The de-valuing of property is something we would like Council to respond to and to advise on, if there are any compensations offered by the Council due to the loss of amenity in this regard.</p> <p>Can you please review my concerns and respond back to me as I think I have made a very clear case for relocating the calming device north as shown on my attachment.</p>
59.	Strongly support this proposal, to ensure safety of the extensive pedestrian traffic that uses this road
60.	<p>I agree that traffic should be improved but 3 speed humps plus 2 at-grade thresholds and 2 chicanes on Maxwell parade will make this street a nightmare, plus take out parking space for the parents that drop and pick up kids from school every day. I will struggle to park my car. Also my husband has MS and uses a wheelchair, so we get carers to come and help and also take him to his physio. They need to park in my driveway so that he can go in and out of the cars safely, which means i need to move my car out of the driveway. It will become super hard and dangerous. Instead of so many changes just put a speed camera on Maxwell Parade and reduce the speed to 40km/h, and do a proper pedestrian crossing for the school. The info provided is incorrect; the intersection of Currie and Maxwell Parade is not number 4, it would probably my house [REDACTED] Please re-consider; we</p>

	<p>recently built a ramp for my husband so that we can stay in this house where we've lived 20 years, if the street becomes inaccessible we'll have to move elsewhere. Thanks PS I can provide photos of the ramp if needed</p>
<p>61.</p>	<p>In response to Northern Beaches Council proposal your reference : 2023/551253, regarding the installation of Traffic Calming devices in the Frenchs Forest local area, I confirm I am objecting to the proposal in its entirety and specifically to any traffic calming device installation, outside or adjacent to my property, being ■ Fitzpatrick Ave East Frenchs Forest, or my neighbours. In addition, I am not supportive of any further traffic calming device installation in Fitzpatrick Ave East.</p> <p>I have lived on Fitzpatrick Avenue East on and off for 54 Years, initially as a child and for the past 17 years, as a parent of two young children. Therefore, I have in-depth knowledge of the street, regarding traffic flow and driver behaviour. I also appreciate the importance of safety for all residents, visitors and specifically children. On this note I see no need for the installation of traffic calming devices in Fitzpatrick Ave East to improve safety, as there is not a safety issue or excessive speeding concerns. There is however currently an issue with rat running via Fitzpatrick Ave East two to three days a week during the morning peak that needs to be addressed. This is a result of the failure of the Warringah Road upgrade works associated with the construction of the Northern Beaches Hospital. The rectification of this failure and the modification of the choke point is what needs to be addressed by the NSW State Government, in collaboration with Northern Beaches Council. Not a band aid solution, as proposed, that ultimately penalises residents and property owners.</p> <p>Further feedback:</p> <p>1. My two main bedrooms and main living area fronts onto Fitzpatrick Avenue East. I am not accepting to have to live with the noise associated with vehicles accelerating and braking, as they move into and out of the proposed Chicanes, particularly at night and early morning. Currently as vehicles pass by the noise is consistent and we would like to be able to open our bedroom and living room windows. I am also not accepting of the noise associated with vehicles frequently striking the proposed chicane structures.</p> <p>2. The installation of the chicane will remove a significant number of parking spaces outside my neighbour's and my property that are adjacent to the proposed Chicane. In the absence of adequate design drawings that show no detail, I estimate the loss of street parking to be up to 15 spots that are currently safe parking spots . I also enjoy a boating lifestyle and often own a boat. I store these inside my property, however I utilise the street parking outside of the property prior to taking the boat out for preparation and upon return for preparation pre storage. This advantage will also be revoked unjustifiably.</p>

	<p>3. The proposed installation point of the speed hump via councils communication is that it will be outside of 2 Fitzpatrick Road (should be Avenue) East. This is incorrect as it is shown on the drawings, as the proposed location outside of 2 Karingal Crescent and 9 Fitzpatrick Avenue East. This has not been a supposed point of high speeds, as it is on the west side of the crest of the hill. Vehicles typically would not speed excessively at this point. They typically deaccelerate well before this point at around 23 to 21 Fitzpatrick Avenue East. This crest of the hill is also subject to the setting westerly sun in the afternoons. The installation of the proposed hump will only create a further hazard, as would the proposed chicane. I would suggest the highest speed point is typically between Ranger's retreat Road and 25 Fitzpatrick Avenue East. I reiterate residents of Fitzpatrick Avenue East adjacent to the proposed devices, do not feel there is a safety issue or have concerns regarding excessive speeding.</p> <p>4. The council has completed the construction of a shared path between Karingal Crescent West and Hilmer Street that has provided a high level of safety for all residents and visitors. This removed the need for parents with strollers, the elderly, other residents and visitors, to no longer have to walk on the road, as had been happening prior to its construction.</p> <p>5. The money would be better spent on other projects. The priority should be to reseal Fitzpatrick Avenue East, as it is well overdue and in a deplorable state. This was exacerbated due to the trucks associated with Warringah Road upgrade associated with the hospital construction. Following this, expenditure should be focused on other areas more beneficial to the overall community, such as footpaths, playgrounds and community facilities maintenance.</p> <p>6. The council communication advises council has received ongoing concerns from Frenchs Forest residents about excessive speeds, however your communication has no detail collected from any "Traffic Volume and Speed Surveys". A previous "Traffic Volume and Speed Survey" was undertaken on Fitzpatrick Avenue East between Panorama Crescent and Meredith Place In November 2018, The results indicated that the 85th percentile speed is 60km/h for westbound traffic and 56km/h for eastbound traffic, which is considerably higher than the speed limit of 50km/h. I beg to differ that the speed recorded should be considered considerably high. I would also suggest the survey lacked the basic fundamentals of a standard "Traffic Volume and Speed Survey".</p> <p>7. It is also a concern that the proliferation of dual occupancy with lack of off-street parking continues. There are now dual occupancies located at [REDACTED] Fitzpatrick Avenue East with inadequate off-street parking for the residents. This ultimately pushes their cars and trailers onto the street. The council proposal for</p>
--	--

	<p>installation of traffic calming devices, only further exacerbates the lack of parking associated with these properties that simply pushes their vehicles outside someone else's properties with a knock-on effect. There are also many other dual occupancy's within the streets of the locations proposed for the installation of traffic calming devices. Again, the proposal only further exacerbates a contentious issue and is illogical.</p> <p>8. Many of the residents adjacent to my property have young children (including mine) that will soon be driving and the need for off street parking will be a requirement to facilitate a safe space for their vehicles. This should be adjacent to the properties that they reside. Again, the proposal only further exacerbates a contentious issue and is illogical.</p> <p>9. The proposed traffic devices along with the signage are a blight on the landscape, deteriorate overtime and receive little or no funding for ongoing maintenance.</p> <p>10. Most residents adamantly detest the proposed traffic calming device installation. Specifically those directly impacted by their discriminatory installation.</p> <p>The proposal for the installation of traffic calming devices is flawed, illogical and bureaucracy stupidity that ultimately penalises local residents and property owners. Again, what needs to be addressed is the failure of the Warringah Road upgrade works associated with the construction of the Northern Beaches Hospital. The rectification of this failure and the modification of the choke point is what needs to be addressed by the NSW State Government, in collaboration with Northern Beaches Council. Not a band aid solution.</p> <p>In anticipation the proposal will be shelved and the waste of rate payers money will cease.</p>
62.	<p>In response to Northern Beaches Council proposal your reference : 2023/551253, regarding the installation of Traffic Calming devices in the Frenchs Forest local area, I confirm I am objecting to the proposal in its entirety and specifically to any traffic calming device installation, outside or adjacent to my property, being ■ Fitzpatrick Ave East Frenchs Forest, or my neighbours. In addition, I am not supportive of any further traffic calming device installation in Fitzpatrick Ave East.</p> <p>I have lived on Fitzpatrick Avenue East on and off for 54 Years, initially as a child and for the past 17 years, as a parent of two young children. Therefore, I have in-depth knowledge of the street, regarding traffic flow and driver behaviour. I also appreciate the importance of safety for all residents, visitors and specifically children. On this note I see no need for the installation of traffic calming devices in Fitzpatrick Ave East to improve safety, as there is not a safety issue or excessive</p>

speeding concerns. There is however currently an issue with rat running via Fitzpatrick Ave East two to three days a week during the morning peak that needs to be addressed. This is a result of the failure of the Warringah Road upgrade works associated with the construction of the Northern Beaches Hospital. The rectification of this failure and the modification of the choke point is what needs to be addressed by the NSW State Government, in collaboration with Northern Beaches Council. Not a band aid solution, as proposed, that ultimately penalises residents and property owners.

Further feedback:

1. My two main bedrooms and main living area fronts onto Fitzpatrick Avenue East. I am not accepting to have to live with the noise associated with vehicles accelerating and braking, as they move into and out of the proposed Chicanes, particularly at night and early morning. Currently as vehicles pass by the noise is consistent and we would like to be able to open our bedroom and living room windows. I am also not accepting of the noise associated with vehicles frequently striking the proposed chicane structures.

2. The installation of the chicane will remove a significant number of parking spaces outside my neighbour's and my property that are adjacent to the proposed Chicane. In the absence of adequate design drawings that show no detail, I estimate the loss of street parking to be up to 15 spots that are currently safe parking spots . I also enjoy a boating lifestyle and often own a boat. I store these inside my property, however I utilise the street parking outside of the property prior to taking the boat out for preparation and upon return for preparation pre storage. This advantage will also be revoked unjustifiably.

3. The proposed installation point of the speed hump via councils communication is that it will be outside of 2 Fitzpatrick Road (should be Avenue) East. This is incorrect as it is shown on the drawings, as the proposed location outside of 2 Karingal Crescent and 9 Fitzpatrick Avenue East. This has not been a supposed point of high speeds, as it is on the west side of the crest of the hill. Vehicles typically would not speed excessively at this point. They typically deaccelerate well before this point at around 23 to 21 Fitzpatrick Avenue East. This crest of the hill is also subject to the setting westerly sun in the afternoons. The installation of the proposed hump will only create a further hazard, as would the proposed chicane. I would suggest the highest speed point is typically between Ranger's retreat Road and 25 Fitzpatrick Avenue East. I reiterate residents of Fitzpatrick Avenue East adjacent to the proposed devices, do not feel there is a safety issue or have concerns regarding excessive speeding.

4. The council has completed the construction of a shared path between Karingal Crescent West and Hilmer Street that has provided a high level of safety for all residents and visitors. This removed the

	<p>need for parents with strollers, the elderly, other residents and visitors, to no longer have to walk on the road, as had been happening prior to its construction.</p> <p>5. The money would be better spent on other projects. The priority should be to reseal Fitzpatrick Avenue East, as it is well overdue and in a deplorable state. This was exacerbated due to the trucks associated with Warringah Road upgrade associated with the hospital construction. Following this, expenditure should be focused on other areas more beneficial to the overall community, such as footpaths, playgrounds and community facilities maintenance.</p> <p>6. The council communication advises council has received ongoing concerns from Frenchs Forest residents about excessive speeds, however your communication has no detail collected from any "Traffic Volume and Speed Surveys". A previous "Traffic Volume and Speed Survey" was undertaken on Fitzpatrick Avenue East between Panorama Crescent and Meredith Place In November 2018, The results indicated that the 85th percentile speed is 60km/h for westbound traffic and 56km/h for eastbound traffic, which is considerably higher than the speed limit of 50km/h. I beg to differ that the speed recorded should be considered considerably high. I would also suggest the survey lacked the basic fundamentals of a standard "Traffic Volume and Speed Survey".</p> <p>7. It is also a concern that the proliferation of dual occupancy with lack of off-street parking continues. There are now dual occupancies located at 4, 7 and 11 (4A, 7A, 11A) Fitzpatrick Avenue East with inadequate off-street parking for the residents. This ultimately pushes their cars and trailers onto the street. The council proposal for installation of traffic calming devices, only further exacerbates the lack of parking associated with these properties that simply pushes their vehicles outside someone else's properties with a knock-on effect. There are also many other dual occupancy's within the streets of the locations proposed for the installation of traffic calming devices. Again, the proposal only further exacerbates a contentious issue and is illogical.</p> <p>8. Many of the residents adjacent to my property have young children (including mine) that will soon be driving and the need for off street parking will be a requirement to facilitate a safe space for their vehicles. This should be adjacent to the properties that they reside. Again, the proposal only further exacerbates a contentious issue and is illogical.</p> <p>9. The proposed traffic devices along with the signage are a blight on the landscape, deteriorate overtime and receive little or no funding for ongoing maintenance.</p> <p>10. Most residents adamantly detest the proposed traffic calming</p>
--	---

	<p>device installation. Specifically those directly impacted by their discriminatory installation.</p> <p>The proposal for the installation of traffic calming devices is flawed, illogical and bureaucracy stupidity that ultimately penalises local residents and property owners. Again, what needs to be addressed is the failure of the Warringah Road upgrade works associated with the construction of the Northern Beaches Hospital. The rectification of this failure and the modification of the choke point is what needs to be addressed by the NSW State Government, in collaboration with Northern Beaches Council. Not a band aid solution.</p> <p>In anticipation the proposal will be shelved and the waste of rate payers money will cease.</p>
63.	<p>I agree with all of the above. As a resident of Tyalla Avenue this area is frequented by speeding drivers, particularly during school hours. These measures will aid in slowing the traffic flow, however I worry that drivers may increase speeds on neighbouring roads. For example Tyalla Avenue is a low use street however suffers from speeding drivers due to the hilly nature.</p>
64.	<p>These look like good sensible proposals. Good to have the extra pedestrian crossings and traffic calming features, especially for the pipeline active transport corridor.</p>
65.	<p>The main issue is Rat-running off Warringah Road. To deal with that, there needs to be signage and traffic slowing on Bantry Bay Road and Hilmer Street BETWEEN WARRINGAH ROAD AND FITZPATRICK AVE EAST. Neither of those appear in the current plan. Rather, all the traffic calming is 'downstream' from that. Not only will that not solve the problem, it will impede traffic flow out of the area. This is not a good idea on the few roads that lead out of the area, especially if there is any emergency evacuation</p>
66.	<p>The main issue is Rat-running off Warringah Road. To deal with that, there needs to be signage and traffic slowing on Bantry Bay Road North of Fitzpatrick Ave East and in Hilmer Street. Neither of those appear in the current plan. Rather, all the traffic calming is 'downstream' from that. Not only will that not solve the problem, it will impede traffic flow out of the area. This is not a good idea on the few roads that lead out of the area, especially if there is any emergency evacuation</p>
67.	<p>These measures will help tremendously, however, Bantry Bay Rd. And Rangers Retreat Rd. really need to be considered for expansion. The houses serviced by these roads have all built up or rebuilt to be bigger and now have multiple adults with cars living in each home. These "parking lots" on each side of the road create choke points that</p>

	are hazardous to navigate with pedestrians, dogs, and oncoming traffic all in the same lane!
68.	The 'maps' for each location are IMPOSSIBLE to read as the pale blue street names is IMPOSSIBLE to see without screenshotting the image and enlarging. Really poor images for residents to even see where these are proposed without a lot of scrutiny of the images. This took way too long to go through and I'm tech savvy.
69.	PLEASE DO NOT use the rubber bolt down speed humps. I have a perminate lower back issue and there is not way to go over these humps with both wheels concurrently which jolts the vehicle sideways and that is not a healthy movement for my back, same would be true for others with back issues. I support traffic calming in the burbs but this bolt down hump is very aggresive. Much easier on vehicle passengers is the concrete ones as the slope of the raise is much more gentle and it runs across the entire roadway. BEST of all in traffic calming are the oneway chicanes. I lived outside of a newly installed speed hump years ago and was awoken nearly everynight with either a truck or loud car thumping over the hump. We also had cracks develop in our house within months of the hump instalation with no other causes happening at the time so I empathise with the people who have to live nearby a road hump of any kind, there goes their peaceful suburban lifestyle. THANKYOU
70.	I support these proposed changes strongly, and I would like to report another intersection of great concern. There's a blind spot at the intersection of Currie road and Coolabah Crescent. Currie road is a steep downhill road and there are no give way signs or speed humps to slow down cars speeding up from the bottom of the road. Many teenagers and spectators drive their cars after the football games at Forestville park, and i fear that it's only a matter of time before a serious accident occurs at the intersection mentioned above. I've been living in my residence now for 30 years, and every time I turn into Coolabah Crescent, I pray that there are no cars speeding up the hill. All my neighbours in the cul de sac agree that a fatal accident could averted with either a speed hump or a giveaway/stop sign there. We all have children in our households who cross this intersection every single day. I've had a few near misses myself despite being aware of this blind spot. The risk is even higher with drivers turning into Coolabah Crescent from Currie road who aren't aware of the blind spot. I would appreciate a response to my request and if required I can submit further documentation from other residents in Coolabah Crescent. Many thanks,
71.	I have lived at █ Fitzpatrick Ave East for 28 years there is no speeding in the area, there is no need for traffic calming devices to be installed. The problem is people outside of this area using Fitzpatrick Ave East as a rat run between 7.30am-8.30am due to the fact that the Warringah Road up grade is a total waste of time and money .

	<p>People outside of this area are turning left from Warringah Road into Bantry Bay Road and Hilmer Street causing traffic problems in Fitzpatrick Ave East .</p> <p>The installation of no left turn signs between 7.30am and 9.00am on the corners of Bantry Bay Road and Hilmer Street would resolve this problem very cheaply and efficiently.</p> <p>I do not want to lose my parking space outside my residence as we are a family of five and my parents are elderly and need to park out front.</p>
72.	<p>The traffic calming devices on sheet 5 that are going to be implemented on Fitzpatrick Ave East are completely useless, as there is no speeding problem. The problem is increased traffic on week days from 6:00am to 9:30am, this issue can be rectified through the implementation of no entry signs from those times on both the entrance of Hilmer Street and Bantry Bay road from Warringah Road.</p>
73.	<p>The traffic calming will not help the traffic build up in the mornings between 7.20am and 8.30am because the cars from out of this area will still come down these roads whether these devices are there or not. Once peak hour is over in the morning there is very little traffic within the bantry bay area and is mostly residents or people visiting residents or deliveries to the residents.</p> <p>The pedestrian crossings down Bantry Bay rd are not required as there are very little cars going down there and you have usually wait only about 10seconds before crossing the road safely. These pedestrian crossing will cause more accidents to happen as the bike riders will come straight out in front of traffic without warning, as they do not get off their bikes and walk across.</p> <p>The chicane in Rangers Retreat isn't required as traffic is very little and once again you only have to wait about 10 seconds and most times you can cross straight away. This road is only 3 lanes wide with cars from residents parked on both sides making it slow for cars going along as you have to constantly give way to other cars and the parked cars.</p> <p>The only thing you have to do is put the chicane back that was already in place at the intersection of Bantry Bay rd and Garner St, which you have just taken away (for goodness knows what reason) when the road was recently sealed in the past 6 weeks.</p> <p>My solution to the traffic problem is to stop the cars from entering the Bantry Bay area in the morning on weekdays and you do this by making both HILMER AND BANTRY BAY RD NO LEFT TURN FROM 7AM TO 9AM WEEKDAYS. Residents can still access the area by either Maxwell Pde or go around the block passed the hospital, down Forestway turn left onto Warringah Rd and left at the lights at Hilmer St. And before you say it, yes, I would need to do this twice a week as I drop my boys at school early and return about 7.30am.</p> <p>With this chicane you are planning for Fitzpatrick Ave East you are preventing those residents from turning right out of Panaorama Ave onto Fitzpatrick Ave East as they can't go over solid white lines.</p>

74.	We live nearby to and use Maxwell ave regularly. The proposal seems extreme overkill as the only issue is moderate speeding as you come down the hill of Warringah rd. 2 speed humps and a 40 zone would solve this without making the street a traffic hazard.
75.	It would also help if no entry at Kanya Street was enforced. Never seen any enforcement in last 6 years. When we lived it [REDACTED] it was patrolled by police almost weekly.
76.	Respondent did not make a comment.
77.	<p>I support this but further believe there should be more done outside of the school and church on Currie Road. We experience a high volume of pedestrian traffic during peak times for school pick up and drop off, and during church service times. It is absolutely dangerous for people here when drivers come flying in off Warringah road from the traffic lights over a blind crest possibly into oncoming traffic.</p> <p>I also think parking restrictions should further be enforced or further devices placed to stop people parking in no parking areas on Greenfield place during service and school pick up times see image 1</p> <p>Another area of concern is for residents turning from Greenfield place into Currie Road, we cannot see the cars coming in off Warringah Road and when they do they are travelling too fast and will cause a major accident. See image 2 the area photographed should be marked as No stopping at all times</p> <p>I am happy to discuss with the planner on-site at any time in order to further discuss this</p>
78.	If council want to spend money on improving the area, then creating a safe crossing and subsequent walkway for commuters and children to catch the bus on the Wakehurst parkway to seaforth would be top priority.
79.	I would also suggest making Kanya St a cul de sac again to stop the short cut through. There are lots of kids playing in Kanya st and cars fly up Parni. Traffic congestion is also an issue.
80.	<p>I support something being done to address these problems in our area but I DO NOT support the proposed two-way chicane or speed hump on Fitzpatrick Ave East as an effective way to eliminate the "rat-running" problems at peak traffic times experienced by residents. This has been an ongoing problem for too long, and the increasing traffic accessing Fitzpatrick Ave from Warringah Road is now so excessive that traffic now enters through Karingal Crescent (at the intersection of Rangers Retreat Rd and Fitzpatrick Ave East) to "jump the queue" on Fitzpatrick Ave East and builds up outside of our residence.</p> <p>Traffic from Warringah Road needs to be STOPPED from entering</p>

	Bantry Bay Road and Hilmer Street during peak hours Mon-Fri, eliminating excess traffic from entering Fitzpatrick Ave East and Karingal Crescent at these times. If traffic isn't stopped from entering, the "rat-running" will remain an ongoing problem. A proposed NO ENTRY / NO ACCESS to Warringah Road via Fitzpatrick Ave sign between 7:30am - 9:00am Mon-Fri would be a better option, similar to the one at the entrance of Grace Ave Frenchs Forest.
81.	Spend the money on restoring parking outside of the skyline shops and replace the herd of traffic lights with a round about,
82.	I live at the top of Fitzpatrick Avenue East and the rat-running has increased hugely to a point where exiting my property from 6:30am to 9:00am is difficult at time and frustrating. The solution would be sign posting at the corner of Warringah Road and Bantry Bay Road and Warringah Road and Hilmer Street, similar to the ones at the corner of Kanya Street and Rangers Retreat Road, with no left turn option into Bantry Bay Road and Hilmer Street and no right turn from both streets into Fitzpatrick Avenue East between the hours of 6:30am and 9am, weekdays. I remember receiving from Northern Beaches Council, possibly 2 years ago, a letter to that effect. Traffic calming devices would only create noise and inconvenience for the inhabitants 24/7 when the problem is mostly happening early morning weekdays. What has the sign at the corner of Warringah Road and Bantry Bay Road to do with our local traffic: NO THROUGH TRAFFIC TO CURRIE ROAD, 7-9am, Mon-Fri
83.	Rat-running also needs to be looked at on Grace Avenue, Deakin Street and Bentley Avenue Forestville. This is the main rat-run from Warringah Rd and Forestway. They are very narrow streets and used as an alternative to Warringah Road. There needs to be better access to Forestway for residents of Davidson, Belrose and Frenchs Forest so they do not need to rat-run down through Forestville to enter Warringah Rd at Brown Street Forestville (and vice-versa in the other direction).
84.	I am writing to vehemently oppose the proposed two-way-line-marked chicane, especially considering its placement just outside my residence on Fitzpatrick Avenue East. The implementation of this chicane directly affects our street parking, and I would like to emphasize the following reasons to support my stance: 1. **Parking Disruption:** The chicane would lead to the removal of street parking spaces, causing inconvenience to residents who rely on these spaces for their vehicles. 2. **Limited Impact Hours:** The observed issue of "rat-running" through residential streets primarily occurs between 8-9 am on school days. Implementing a substantial traffic management solution like a

	<p>chicane may be excessive for a limited time frame.</p> <p>3. **Alternative Solutions:** There are less intrusive alternatives, such as increased enforcement during peak hours or the installation of school zone signage, which could effectively address the specific concern without impacting our daily lives.</p> <p>I urge the council to reconsider the placement of the proposed chicane and explore more targeted and resident-friendly solutions to address the traffic issues in our area. Engaging with the community for input and feedback would contribute to a more well-rounded decision-making process.</p> <p>Thank you for considering my concerns, and I hope we can find a solution that balances the need for traffic management with the convenience of residents.</p>
85.	<p>The no through traffic sign at Parni Avenue should be moved to Bantry Bay entry off Warringah Road. Traffic should be blocked from entering Bantry Bay/Fitzpatrick Avenue on weekday mornings. People are using Fitzpatrick Avenue to avoid Warringah Road since Warringah Road redesign. This means local residents now have to wait in a long queue to exit Fitzpatrick Avenue to join Warringah Road, and also stops the traffic moving smoothly along Warringah road near forestway as more cars merging onto Warringah Road from Fitzpatrick Avenue. Fitzpatrick Avenue is being used as a detour since the underpass on Warringah Road between Wakehurst Park & Forestway was built.</p>
86.	<p>Hi, I have concern about the current proposal for MAXWELL PARADE because as it currently stands it will essentially remove my ability as a disabled individual to access my local community, let alone leave my home for basic necessities such as shopping and medical appointments. Specifically I have an issue with the 3 "speed humps", which if they are anything like the "speed humps" that have been implemented on other backstreets in the local area over the last several years, which I have every reason to believe they are, are absolutely excruciating for me to drive over (or be a passenger in a vehicle driving over them) as they massively exacerbate my chronic nerve pain. Due to the location of my home I already can not access public transport easily due to the distance and terrain I would need to walk.</p> <p>I would therefore like to propose that the 3 "speed humps" are either a) removed from the proposal, b) replaced with an alternate form of speed control such as additional chicanes, speed cameras, increased police presence, ect, or c) a combination of the above. Given that there are currently 7 proposed speed reduction items on this one short street, I'd imagine that removing the middle "speed hump" and replacing the outer two with an alternate speed control item such as a camera would be most effective whilst still allowing me access to the</p>

	<p>local community as a disabled individual.</p> <p>If this current proposal goes through I will have no way to safely and painlessly leave my home to access the community as a disabled individual. The specific line items I have issues with are outlined below:</p> <p>1) "Speed Hump on Maxwell Parade, immediately south of its intersection with Parni Place (outside No. 8 Maxwell Parade)" 2) "Speed Hump on Maxwell Parade, between the intersections with Mavor Crescent and Tyalla Avenue (outside No. 28 Maxwell Parade)." 3) "Speed Hump on Maxwell Parade, immediately north of its intersection with Rhonda Avenue (outside No. 53 Maxwell Parade)."</p>
87.	<p>I live in Fitzpatrick Ave, I do not support traffic calming devices or anything that will reduce parking in my street. These devices , will not slow down all road users, nor will the reduce traffic volume. The braking and acceleration of cars will create extra noise. My main concern is increased traffic volume in the mornings from traffic "rat running " via Bantry Bay Rd and Fitzpatrick Ave. some mornings it's so bad it's difficult to merge with the constant stream of traffic.</p> <p>Council needs to come up with a solution to reduce "rat running" Perhaps "no left turn " onto Bantry bay Rd in the morning peak would work. (Eg Parni place and Grace Ave are no entry in the mornings).</p> <p>This would be a much more effective and cheaper solution.</p>
88.	<p>I live in Fitzpatrick Ave, I do not support traffic calming devices or anything that will reduce parking in my street. These devices , will not slow down all road users, nor will the reduce traffic volume. The braking and acceleration of cars will create extra noise. My main concern is increased traffic volume in the mornings from traffic "rat running " via Bantry Bay Rd and Fitzpatrick Ave. some mornings it's so bad it's difficult to merge with the constant stream of traffic.</p> <p>Council needs to come up with a solution to reduce "rat running" Perhaps "no left turn " onto Bantry bay Rd in the morning peak would work. (Eg Parni place and Grace Ave are no entry in the mornings).</p> <p>This would be a much more effective and cheaper solution.</p>

89.	Respondent did not make a comment.
90.	The proposed installation of traffic calming installations is overkill and excessive in terms of cost. The local residents will have to navigate the proposed installations on a daily basis and this is unacceptable. The use of appropriate signage @ Warringah Rd and Bantry Bay Rd plus Hilmer Rd plus Camera Technology in terms of point to point style cameras coupled with a timed access period where the rat run drivers will be fined for accessing the local streets during peak hour periods. RMS has this technology already. This would also provide a revenue stream that would recoup the installation costs in a relatively short time.
91.	A no entry sign at the beginning of parni place like the one at the other end at kanya from 7 to 830 am would stop the rat runners heading east in the morning.
92.	<p>Excessive and unnecessary traffic calming implementations</p> <ul style="list-style-type: none"> - increases brake noise and squeaking - increases engine noise when accelerating out of humps - increases tyre and suspension noise over speed humps - banking of traffic as slows flow of cars through Maxwell considerably - currently cars flow and glide with minimal acceleration and brake. It's much quieter and improves car flow. <p>Request for consideration be given regarding excessive and heavy traffic calming suggestions. Reduce speed humps and remove chicane on Maxwell.</p>
93.	<p>I don't believe the measures address the primary issue of commuters on weekday mornings turning left into Bantry Bay road from Warringah Road as a rat run. The measures seem over the top and costly and don't address the issue. A no left turn from 7am to 9am on week days from Warringah Road into Bantry Bay Road and similar at Hilmer are required.</p> <p>Making the entire area a 40km local traffic zone is a good idea.</p> <p>Further to this we strongly do not support speed humps in Garner Ave directly in front of 1 Garner. Parking on the street is currently very limited and this would further congest the street making it harder for drivers, the young bike riders and dog walkers etc.</p>
94.	<p>The project title is misleading, the traffic calming project only relates to the 'Bantry Bay area' of Frenchs Forest yet the excessive amount of proposed measures appears to be using the whole budget for Frenchs Forest!</p> <p>The consultation information does not provide full information which gave rise to the proposal such as how many 'ongoing concerns' were from residents in this area. And what were the results of the traffic volume and speed surveys? I have lived in Parni Place for many</p>

	<p>years and I do not recall there being any pedestrian accidents or at speed car accidents. However, I am aware of the garbage trucks and school buses dinging parked cars.</p> <p>I frequently use the streets planned for the proposed measures. I believe the amount of suggested 'calming devices' is actually going to actually cause problems and in particular due to the loss of roadside car parking and fewer places for oncoming traffic to pass each other. Three speed humps and 2 chicanes in Maxwell parade is excessive. Pedestrian crossings and refuges are not warranted in Bantry Bay Road and Rangers Retreat for the number of pedestrians and cars that use these roads.</p> <p>Garner Ave does not need a speed hump. With the usual parked cars and the fact that this is not a long road there is little opportunity to get to any speed.</p> <p>Responding to community consultations takes time and effort. I have run out of effort! I do not support this proposal.</p>
95.	<p>I do not support this proposal.</p> <p>This amount of traffic calming is not warranted in this small pocket of Frenchs Forest.</p> <p>Rat run and high speeds are not evident as a problem.</p> <p>Having living in the Bantry Bay area for many years I am not aware of any Pedestrian injuries or MVAs that would support all these measures.</p> <p>There is some congestion around OLG school at pick up and drop off times.</p> <p>Resident parking will be significantly impinged with all these measures and cause even greater problems for cars passing each other.</p> <p>The foot traffic in Bantry Bay Road nor the amount of cars using this road does not warrant the proposed pedestrian crossings.</p> <p>Please review your proposal.</p>
96.	<p>These devices are not required. Please address the root cause of the problem (that is, Warringah road is insufficient for peak load) rather than inconvenience locals.</p>
97.	<p>For people and traffic safety reasons, the intersection of Maxwell Parade and Currie Road ought to have a Give Way or Stop sign installed as vehicles exiting Maxwell Parade do not, on occasions, give way to vehicles traveling eastbound along Currie Road (i.e. away from the school area). This has led to multiple 'near misses' which go unreported.</p> <p>Equally, vehicles heading westbound along Currie Road (as they reach the crest of the hill and the intersection of Coolabah Crescent) also incur near misses with vehicles turning right off Currie Road into Coolabah Crescent, due to the crest of the hill forming a blind spot. I</p>

	don't have a proposed solution other than perhaps the installation of signage warning drivers heading in both directions of this long-standing blind spot.
98.	Restricted entry times (as with Parni Place) for Fitzpatrick Road East is the only new traffic change which should be implemented. Chicanes are NOT a good idea and the many proposed zebra crossings across Bantry Bay Road is ludicrous! Money should be better spent on improving the surface of Fitzpatrick Road East and other roads in bad condition.
99.	There is also a need to do something to make the intersection of Milton Place and Maxwell Pde safer. There is hill crest immediately north of Milton Place which makes it a blind corner
100.	There is a lot to digest here. Whilst I support the concept of traffic calming in the area some of the measures appear overkill, like 3 pedestrian crossings on Bantry Bay Road and the addition of speed bumps. I also think that speed isn't the main issue at play here, it is the fact that cars are coming off Warringah Road at Bantry Bay Road and Hilmer and trying to find a way to get closer to Forestville using any roads they can, which rarely save any time. The reality is the underpass is not fit for purpose and more traffic than ever is travelling through our local streets. I feel the best option is to have "local traffic only" signs erected at Bantry Bay Road and Hilmer Street to try and deter some of the cars turning down these streets.
101.	Respondent did not make a comment.
102.	Respondent did not make a comment.
103.	Hi I entirely disagree with the plan and can see no sense in any of it. Please just stop traffic entering Bantry Bay Road and Hilmer Street from Warringah Road in peak times (if not residents of the area). Also please complete the works set out to make the walkway along the water-pipe from Rangers Retreat Road so residents can walk to the bus stop on Warringah Road, so fewer residents are driving. This was proposed months ago, started and then stopped.
104.	I do not support the installation of a speed hump outside [REDACTED] Maxwell Parade. The bedrooms in that property face Maxwell Parade and a speed hump will result in continuous thumping as cars drive over the hump. Rarely do cars observe the advisory speed signs on humps and all night long there will be "thump" "Thump" "thump". This not fair to those living in the property. If something must be put there then a chicane would be far less noisy and still have the effect of slowing the

	<p>traffic. Please review your plan and consider if you would like a speed hump outside your place.</p>
105.	<p>There is absolutely no need for any alterations to Garner Avenue, Rangers Retreat Road or Bantry Bay Road - these are all unnecessary and a waste of public works' monies.</p> <p>Maxwell Parade upgrades appear to be complete over-kill. Why don't you just make it a cul-de-sac at the intersection with Currie Road - that will stop the traffic that residents are complaining about !</p> <p>The issue with Fitzpatrick Road East isn't necessarily about speeding - it's about volume. These suggested changes won't do anything about the volume of traffic that are cutting through from Warringah Road at Bantry Bay Road, and travelling down Fitzpatrick Road East to re-enter Warringah Road.</p> <p>I do not support any of the control measures put forward.</p> <p>Essentially this whole issue has been triggered by residents in Fitzpatrick Road East wanting to reduce the amount of traffic using their street. You don't need "traffic calming", you need "resident calming".</p>
106.	<p>I support most of these suggestions, but I think there is one thing missing: the intersection of Fitzpatrick Road East and Rangers Retreat road, where most cars do not stop for the stop sign There are so many vehicles totally ignoring the Stop sign and just running out in the intersection. Probably a speed bump at the intersection would be needed to prevent that.</p>
107.	<p>I think you are treating the symptoms, not the cause in the Bantry Bay area. I join a queue to get out of my street each morning on the way to work, as many non residents use the area as a short cut. Please block this non local traffic and get passing traffic to use the main road</p>
108.	<p>Respondent did not make a comment.</p>
109.	<p>Many of these upgrades are not required. Traffic smoothing on Garner Ave is not required, it's already a very narrow street with buses that travel along it, to add a chicane will make it almost impossible to get past when you add cars parked on the side of the road. The chicane's and Bantry Bay Rd and Pedestrian Crossings are also unnecessary, this road is easy to cross, I do it every day, it's not high traffic and it's not a speed zone. You should however, restrict people coming down Hilmer off Warringah Rd at certain times like peak hour to avoid the main road lights, we sit in a line up on Fitzpatrick Ave East each day</p>

	trying to enter Warringah Rd and it's backed back for miles. The rest of these suggestions are a waste of money, I do not agree
110.	Traffic speed is not the issue. The key issue is non-local traffic bypassing Warringah Rd. Placing a speed hump near the corner of Karringal Cres and Fitzpatrick Ave East will just cause more noise as drivers brake and accelerate close to my property. Traffic travelling along Fitzpatrick Ave E over the crest between Panorama Cres and Karringal Cres usually drive slow due to parked cars and lower visibility due to the crest. A speed hump will not achieve much, but will cause additional noise. My preference would be to restrict west bound non-local traffic from entering Bantry Bay Rd and Hilmer Rd from Warringah Rd between peak hours weekday mornings.
111.	Does not stop rat running. Cars now instead turn down Karringal Crescent and Akora St to avoid jam in Fitzpatrick Road East.
112.	<p>I most strongly do not support the idea of a speed hump at the end of my driveway at ■ Garner Ave. Our residence is at the lowest part of the street and during heavy rain events the street drain only just handles the water, any damming effect from a speed hump would cause flooding to our garage and I would be seeking compensation from council for any damages.</p> <p>I have not experienced speeding in the area, just congestion. Maybe signs, such as the one attached (at the corner of Parni and Rangers Retreat), at the end of Fitzpatrick where it joins Warringah Rd would prevent this congestion.</p> <p>As a result of road resurfacing the traffic hazard at the end of Garner on Bantry Bay Rd was removed. This was most welcome as it caused driver confusion as to right of way and problems for buses and trucks to negotiate, unfortunately I see it is proposed that it returns.</p> <p>Another problem with making it difficult for motorists with these hazards is the increased road noise and pollution associated with constant changes of speed and direction.</p> <p>These road changes can only decrease street parking which will make it more dangerous for traffic and pedestrians on the narrow streets in our area.</p> <p>I couldn't find any estimation of the cost to ratepayers of the proposed changes but believe it would be substantial and better utilized elsewhere.</p> <p>I hope council listen to the majority rather than a loud minority.</p> <p>Thank you for the opportunity to present my views.</p>
113.	The traffic calming speed hump on sheet 9 appears to be placed directly in front of our driveway at ■ Garner Avenue. We already experience difficulties entering/leaving our driveway due to the high gutter over the easement drain immediately to the right of our driveway and due to the large boat that is permanently parked directly across from our driveway. We request that this speed hump, if it must be added be moved a distance west to reduce the added difficulty it will

	<p>cause for us in no [REDACTED]. We have not experience a problem with speeding cars in our street so do not see the humps as anything more than added cost and inconvenience. The only issue we have is with the non local traffic driving down Bantry Bay road and through Garner Avenue to illegally drive via Parni Place to Warringah Road during peek hours. Similarly the non local traffic from the top of Bantry bay road turning right on Fitzpatrick Ave to re enter Warringah Road that queues back up and along Banty Bay road - We do not agree that reducing the speed of these vehicles is going to solve our problem of queued non local traffic in these streets. A sign needs to be placed at the top of Bantry Bay road advising of local traffic only within peek hour periods. The speed is not the main issue here in this area, it is the volume of non local traffic clogging the streets. Thank you for taking my comments into consideration. Your sincerely</p>
114.	<p>A complete waste of ratepayers money. Maxwell Parade and Rangers Retreat Road will be like a BMX tracks with this many traffic hinderances. Stop the sale of Lizard Rock and the accompanied extra traffic on Warringah Road would be a more useful project.</p>
115.	<p>Respondent did not make a comment.</p>
116.	<p>Do not support speed humps. That's just ridiculous in this day and age.</p>
117.	<p>I reside at [REDACTED] Fitzpatrick Avenue East, Frenchs Forest and the amount of hoons in this area have definitely increased both with speed and other dangerous driving habits. The amount of traffic I experienced along my street Fitzpatrick Avenue East) coming from either Bantry Bay Road or Hilmer Street to Warringah Road has definitely increased in the morning rat run and also at high speed, I had thought the underpass on Warringah Road and the blocking of Hilmer Street or Bantry Bay Road would deter motorists but it definitely has not and in fact I think it has increased. Anything Council can do to deter motorists from using our street as a rat run and anything to reduce speed (it is not a speedway) around our once lovely area hopefully before a fatality occurs would be gratefully be appreciated by all responsible residents, perhaps Police presence in the morning issuing fines would be a deterrent? Something does need to be done.</p> <p>Further to my email of 23/10/2023 I was awoken quite early this morning 24/10/2023 by the noise of traffic along Fitzpatrick Ave East from the early hours until about 8.45am, cars were speeding and also were queued up past my house at No. [REDACTED] this actually happens regularly these days which indicates that people are using Fitzpatrick Ave East as a rat run to Warringah Road, I don't understand this as it would save such little time. As far as I am aware the speed limit is 50km but the cars were exceeding this limit. Could I suggest more 50km signs and also speed cameras which would catch the number of</p>

	<p>motorists using our street as a speedway and rat run and would also bring in revenue - I can guarantee this!!! I really hope Council will do something about this problem before there is a fatality on our street. Also as I reside [REDACTED] cars often use Meredith Place to do a u-turn without checking for traffic, how a serious accident hasn't happened yet I do not know because of the speed cars travel down Fitzpatrick Ave East not expecting a car to be doing a u-turn on Meredith Place. Please Council help the responsible residents who live here to have this traffic speed and volume addressed in our street?</p>
118.	Respondent did not make a comment.
119.	<p>There is more of a safety hazard at the crest of Maxwell Parade and Milton Place where residents can't see on coming traffic as they are existing their driveway due to parked cars at the crest of that hill. It would be much safer to have that part of the street marked as no parking rather than putting more traffic hazards in the street and forcing more cars to park up near that area.</p>
120.	<p>I agree 1 speed hump and 1 chicane is needed only on Maxwell Pde. Everything else is complete over kill. How about having a no parking area at the crest of the hill near 39 Maxwell Pde so several houses trying to exit and enter their driveways can have visibility. Currently there has been multiple near miss car accidents with residents trying to get in and out of their driveways at the crest of the hill with no visibility due to cars parked so close to their driveways obstructing any vision particularly around school drop off/pick up times when school traffic is extremely high. This should be a priority!</p>
121.	<p>As resident in Maxwell Parade for the past 43 years, I have not seen any authority checking speeds of cars and trucks even during the NBH construction when large trucks thundered down Maxwell Parade. I did make a comment about this over when the issue of turning north into Warringah Rd came up. I received no reply from the council. Maxwell Parade is often frequented by noisy "hoon" car and motorbike drivers.</p>
122.	<p>I do not support a chicane at Fitzpatrick Ave east across panorama crescent that stops residents Turning right from panorama crescent to Fitzp ave east at the top end of Panorama crescent. To stop rat running make sure Warringah rd traffic cannot come into the area ie no left turn at bantry bay rd and hilmer rd between 7am and 9am weekdays.</p>
123.	Respondent did not make a comment.
124.	<p>These measures do not deter the rat-running, only inconvenience local drivers who are their genuinely on an on-going basis. This does not fix the root cause of the issue, rather an expensive annoying band-aid. Please come up with a solution that stops the rat-running which is the main issue e.g. traffic on Warringah Rd.</p>

125.	<p>I do not believe the two-way line-marked chicanes are required on</p> <ul style="list-style-type: none"> * Fitzpatrick Rd East outside No 8-14 * Maxwell Parade, outside No 16 and No 30-32. <p>They will impede buses, garbage trucks, delivery vehicles and other large vehicles. They will also not slow down other smaller vehicles, as they will only be line-marked.</p> <p>Regarding the raised pedestrian crossing in Currie Rd, outside Our Lady of Good Counsel Catholic Primary School, I believe the proposed location is not suitable for the crossing. I believe the raised crossing needs to be moved further west towards Warringah Rd, so it is CENTRALLY located between the driveway of house No 18 and the telegraph pole outside No 16. This would provide safer vehicle egress from both No 16 & 18 Currie Rd addresses. This would also mean only slightly less parking space on the school side of the road.</p> <p>I agree with all the other proposed traffic calming measures proposed.</p>
126.	<p>hello,</p> <p>I am all for slowing down traffic and making the top of Maxwell a safe place to cross but I think these measures will be more disturbing to current residents than to the rat runners you are claiming to be trying to slow down. Speed bumps outside houses are noisy and you are proposing 3 down a relatively short street. I also understand that the chicanes will be two way but driving down the street, I don't see how you are going to "fit" these without removing the parked cars or double lines. This means residents lose access to a lot of street parking.</p> <p>I think it should be also considered why the traffic is speeding down Maxwell. Yes, it is a little bit to do with rat runners but the entry on to Maxwell from both directions of Warringah Rd is problematic. The east-bound right hand turners need to cross 3 lanes, usually at speed as gaps are unpredictable. Traffic coming westbound out of the underpass or in the middle lane has only a small section of unbroken line to change to the kerbside lane and turn in to Maxwell Pde. It is not always possible (especially for people unfamiliar with the roads) to make sure they are in the left lane from the merge at Forestway.</p> <p>As for people feeling unsafe to cross and the intersection of Maxwell and Warringah Rd, the current proposal does little to make this safer. With a bus stop so close to this intersection, I'm sure it is very busy for pedestrians and due to the exit speed needed to exit Warringah Rd (mentioned above) as a car this is something that should be addressed by more than slowing down the speed once cars are in the road.</p> <p>It would also be great if, before spending the money, aesthetics and</p>

	<p>maintenance in planning are considered. Our suburbs are rapidly changing but there is no need to make them more industrial and concrete</p> <p>Thank you for looking in to our area but please spend some more time considering the solution instead of defaulting to "quick fixes" without looking at the full impact on residents</p>
127.	<p>I do not support this proposal, specifically the proposed chicane and speed humps for Fitzpatrick Avenue East. As a resident of Panorama Crescent, i do not believe that there is an issue with speeding along Fitzpatrick Ave. There is however an issue with high traffic volumes associated with people using the street as a rat run to avoid congestion at the Forestway-Warringah Road intersection and where the tunnel meets Warringah Road. Money would be better spent upgrading that intersection so that traffic does not come to a standstill as it comes out of the tunnel, and taking action to prevent the rat run. Fitzpatrick Ave West, Hilmer Street, and Bantry Bay Road should be open to local traffic only during peak periods to prevent the rat run with regular enforcement in place similar to what occurs on Grace Avenue at Frenchs Forest to prevent the rat run on that side of Warringah Road.</p> <p>Additionally, Fitzpatrick Ave West has quite a hill with the crest subject to a blinding light as the sun sets - adding in the speedhump on the other side of this crest is futile as drivers have already slows to navigate the lack of sight, and the addition of chicanes will only cause accidents as drivers navigate those plus the setting sun. Chicanes at the exit of Panorama Crescent will also make exiting the street difficult, even more so as cars fill Panorama Cres as you have taken away their parking on Fitzpatrick Ave.</p> <p>Further, parking in the side streets surrounding the hospital, including Karingal Crescent, Hilmer Street, Fitzpatrick Ave, and Rangers Retreat Road is already at a premium due to people parking there to visit the hospital, instead of using the hospitals parking facilities. Adding in speed bumps and chicanes will cause further parking issues, with residents forced to park elsewhere and creating a knock-on effect.</p>
128.	Respondent did not make a comment.
129.	I am concerned the changes will significantly increase traffic noise on Fitzpatrick Ave East
130.	Respondent did not make a comment.
131.	This proposal does not address the current issue and is a waste of the budget. The main problem is people cutting through from the main road to hilmer street and Bantry Bay road all the way to Currie street to avoid the traffic on the main road. Put two no left turn signs from Monday to Friday on those two roads to stop people from cutting through as they are the ones that are increasing traffic flow in the neighbourhood. Maybe in the beginning police should sit on the corner

	<p>to enforce the presence of traffic. The current no entry sign at Kanya place is not working as people are cutting through every morning. This needs to be enforced</p>
132.	<p>I don't think it is necessary for 3 pedestrian crossings in banter bay rd. This is a very quiet st which I use often when I walk my dogs and a very few cars travel along this road past Fitzpatrick road east. Money can be spent on footpaths in the area.</p> <p>Traffic needs to be kept on Warringah rd during peak hour. I live on Parni Place and have cars enter our st after 7am from Kenya which leads into Parni. We have a no entry from 7am to 8.45am. This is not being obeyed. Contacted the police recently as this was getting out of control.</p> <p>To many speed humps on Maxwell parade will leave no parking for residents. Most households own 3 cars these days and can only park 2 cars in a garage and one always left out on the road.</p>
133.	Respondent did not make a comment.
134.	This proposal for Fitzpatrick Road East is totally unnecessary and overkill in my opinion and if anything would make the street worse off for all residents along that strip particularly reducing available parking spots. Very few people speed just the odd one that spoils it for everyone if this proposal goes ahead.
135.	Maxwell Parade does not require these changes, the busiest times for this road is school pickup, in which the road is congested and speeds are unable to be reached regardless. Imposing these changes would negatively impact current residents for little if no benefit.
136.	I am for. However , if speed humps slow down traffic to , say 30 km at points , another solution could be a general speed limit of 30 km for example. . Same result , but can be enforced if required. In the big picture , these traffic issues are really a failure of the underpass setup / traffic light timing . The traffic lights should be synchronized from Brookvale / Pittwater road to the highway in Chatswood. This is common practice in Europe since decades (matching traffic signal green lights at intersections to maximize passage of motorists along a road corridor.) Someone needs to talk to Transport for NSW and ask for a test run.
137.	Thank you for taking local residents feedback and their concerns for safety in this area. These changes will ensure both drivers and pedestrians, especially children walking to and from school and bus stops can do so safely. And we want to encourage the use of public transport or walking to a local destination. I would still recommend that in peak periods there is no left hand turn

	allowed into Bantry Bay Rd from Warringah Rd- Buses and local residents excepted. Thankyou
138.	Regards to the two way chicane and speed hump on Fitzpatrick ave East me and my neighbors are concerning it will take off spaces for parking spots on the street also there can be significant breaking noise from cars passing through especially at night. Base on this please have the proposed items on Fitzpatrick ave East reconsidered. I will much appreciate if the council can take my concerns into consideration.
139.	Respondent did not make a comment.
140.	Respondent did not make a comment.
141.	<p>The problem is only for 1.5 hours, 5 days a week The traffic calming devices have a negative effect on residents 24/7. We need the restriction of no right hand turn into Kanya policed and fines given.</p> <p>We also need footpaths installed along Kanya and Parni place to encourage kids and families to walk to school. It is dangerous at the moment as there are parts where children have to step out on the road to avoid hazards.</p> <p>Police the road rules and install footpaths which will help all our residents and keep us safe</p>
142.	Proposals definitely not supported . Many of these traffic calming measures are poorly thought through. Speed hump immediately west of its intersection with Karingal Crescent (outside No. 2 Fitzpatrick Road East) will cause accidents. Many motorists will continue to speed- this will NOT help. Please do not introduce this measure as there is no state-wide or national evidence to support this.
143.	<p>Hi, We are residents of Panorama Crescents, just off Fitzpatrick. We feel the proposal does not adequately respond to the real issue with traffic in the area which is clearly rat racing. It prevents us access to the crescent to come home after school drop offs and pick ups, it creates unnecessary traffic into Fitzpatrick. The proposed solution does not address this and instead takes away from off street parking options for residents which will be more pain than gain. Please revise this proposal accordingly, rat racing was successfully managed on Grace Ave, similar options could be explored. Thank you</p>
144.	Respondent did not make a comment.

145.	<p>The works are too much and will take away so much on-street parking for residents. Cars are unable to speed in the streets as there are already too many obstacles. I would only put more visible stop signs, which will make cars actually pause, before turning into or out of a street. Whilst I agree the area is being used as a 'rat-run' and needs to be stopped, it would be far better to stop the entrance of these cars in the first instance. I particularly object to the chicane in Rangers Retreat Road at the intersection of Kanya. I have lived opposite this intersection for 30 years and the problem is people exiting Kanya don't stop and look properly. I chicane won't change that. What it will do is remove all on-street parking for a number (5) of homes and create a hazard when trying to enter or exit the affected driveways.</p>
146.	<p>A chicane is not the solution to the problem of vehicles coming out of Kanya Place onto Rangers Retreat Road. A far better solution would be a prominent stop sign. The issue is not speeding, it is that some people don't stop and look properly before turning out of Kanya Street. You cannot speed in Rangers Retreat Road at anytime, as there are so many parked cars it is basically one lane and everyone drives very slowly and moves in and around parked cars. Parking in Rangers Retreat Road is at a premium, especially in this section of the Street. A chicane would remove parking from the front of at the very least 5 homes. All of the homes on Rangers Retreat Road are families with multiple cars and number 31 in particular is a 10 bedroom home. If you make these changes we won't have any parking and with growing families like mine and my neighbours and additional cars in our families makes it impossible to have parking in our street.</p> <p>To put a chicane is ludicrous and will add to the difficulty of navigating the street, making it dangerous.</p> <p>If you are attempting to solve the problem of this area becoming a short cut you need to address it at the beginning, on Warringah Road. You will not stop the cars, only slow them down. Perhaps a better solution would be to address the traffic bottle neck on Warringah Road, and then people won't feel the need to find a short cut.</p>
147.	<p>I've lived in mavor cres for over 30 years and rarely seen any dangerous speeding along Maxwell Parade. The hill in the middle of Maxwell parade could do with no parking signage on the crest of the hill. I think the speed humps and chicane proposal for Maxwell is an over kill and a waste of rate payers money. Turning out of mavor or tyalla onto a speed hump will be dangerous</p>
148.	<p>My wife and I support this proposal but we strongly believe it doesn't go far enough. We live on Hilmer Street, along with several other families with children and dogs. Every day a large number of vehicles enter Hilmer Street from Fitzpatrick Road East and aggressively accelerate to make sure they hit a green traffic light at the Warringah Road junction. It's so unsafe.</p> <p>We also notice cars coming from Warringah Road and accelerating down Hilmer Street. During the day a lot of hospital staff park on</p>

	Hilmer Street, narrowing road access which when combined with speeding vehicles creates another safety issue.
149.	<p>I am extremely concerned about the plan to install a painted chicane on Fitzpatrick Ave East (at the intersection of Panorama Crescent). This would indicate that residents of Panorama Crescent will no longer be able to turn right out of Panorama Crescent.</p> <p>It seems unfair to be permanently penalising local residents because of the actions of NON LOCAL commuters who are trying to avoid traffic (during peak times) by creating a rat-run.</p> <p>The rat-run only happens 7.15am - 8.30am, generally Tuesday to Thursday. There are often times that I am unable to exit my own street as the traffic is banked up from the corner of Fitzpatrick Ave East/Warringah Road all the way back to Bantry Bay Road. Cars are blocking local residents from exiting Wilima Place, Meredith Place and Panorama Crescent. At times cars create an extra rat-run by trying to cut through Panorama Crescent, making it difficult to exit my own driveway.</p> <p>I feel a better solution would be to stop left hand turns from Warringah Road into Bantry Bay Road and Hilmer Street between 7.00am and 8.30am Monday - Friday. Another thing that would help locals is if a line is painted across Fitzpatrick Ave East at the intersection of Panorama Crescent with wording such as 'keep clear' or 'do not block intersection'.</p>
150.	<p>In agreement that we need a traffic calming solution, however we already have a raised speed hump 20 meters from the new proposed raised pedestrian crossing on Bantry bay road near Yarraman (right outside our property) and unfortunately it does not slow those drivers who are already inclined to speed.</p> <p>The raised humps are incredibly noisy, ineffective and unappealing. They also devalue the properties near them.</p> <p>There are many better solutions used in other areas and would like to have the opportunity to be involved in discussions to find the most effective solution that considers the above mentioned issues as well as slows the traffic. Our community Facebook group have been sharing photos of alternate traffic calming solutions.</p> <p>Please advise how the local residents can be involved.</p> <p>Thank you</p>
151.	<p>I don't know why we need traffic calming outside 8 and 14 Garner Ave. We don't have speeding in the street and it is not used as a rat run. All it will do is make it more difficult driving in the street. I have never seen so many calming measures in such a small area. All you need is for the police to enforce the no through road signs to Currie rd. 7 to 9 at Bantry Bay rd Hilmer St and Parni place. This happened</p>

	<p>years ago and soon stopped the rat runners.</p> <p>Also we haven't heard if or when the bike path along the powerlines between Bantry Bay Rd and Rangers Retreat Rd. will go ahead. I have heard one of the councillors has objected whereas any neighbours I have spoken with are in favour. Surly one councillor can't stop this. There are already cutouts constructed in Bantry Bay Rd and Rangers Retreat Rd plus paths started. It would be a gross waste of money if it doesn't go ahead.</p> <p>Could we have a footpath in Garner Ave to connect with Rangers Retreat and Bantry Bay Rds. I hope you take my concerns seriously.</p> <p>Regards</p>
152.	<p>Speed bumps and a chicane are not going to fix the issue of rat running down Fitzpatrick Avenue from Warringah Road. There must be another way. Please consider the residents that will need to drive over these every day to get to and from home.</p>
153.	<p>Respondent did not make a comment.</p>
154.	<p>To whom it may concern,</p> <p>We would like to express our concerns regarding the proposed traffic calming devices on Fitzpatrick Avenue East.</p> <p>While we understand the council's efforts to address traffic concerns, we believe that the proposed measures, specifically the installation of traffic calming devices, may create hazards and limit parking spots for residents. Our community values safety and accessibility, and we would like to propose an alternative solution.</p> <p>We suggest implementing restrictions for non-resident road use during peak times. Additionally, we believe that a strategically placed speed bump in front of 12 or 14 Fitzpatrick Avenue would effectively address the issue of non-residents using our street as a shortcut and speeding up the crest of the hill. We also suggest paint markings going up the crest of the hill as this is a blind crest and when cars are speeding it is very dangerous with all families with small children living at the top of the crest.</p> <p>The primary concern arises from non-residents bypassing traffic on Warringah Road, causing congestion and safety issues on Fitzpatrick Avenue East. We believe that a thoughtful combination of resident-only access during peak times, paint markings on the road and a well-placed speed bump would provide an effective solution without compromising the safety and convenience of our residents.</p> <p>We kindly request that the council considers our proposal as a balanced alternative to the initially proposed traffic calming measures.</p>

	<p>We are open to further discussion and collaboration to find a solution that aligns with the best interests of the community.</p> <p>Thank you for your attention to this matter, and we look forward to a positive resolution.</p>
155.	<p>We would like to express our concerns regarding the proposed traffic calming devices on Fitzpatrick Avenue East.</p> <p>While we understand the council's efforts to address traffic concerns, we believe that the proposed measures, specifically the installation of traffic calming devices, may create hazards and limit parking spots for residents. Our community values safety and accessibility, and we would like to propose an alternative solution.</p> <p>We suggest implementing restrictions for non-resident road use during peak times. Additionally, we believe that a strategically placed speed bump in front of 12 or 14 Fitzpatrick Avenue would effectively address the issue of non-residents using our street as a shortcut and speeding up the crest of the hill.</p> <p>The primary concern arises from non-residents bypassing traffic on Warringah Road, causing congestion and safety issues on Fitzpatrick Avenue East. We believe that a thoughtful combination of resident-only access during peak times and a well-placed speed bump would provide an effective solution without compromising the safety and convenience of our residents.</p> <p>We kindly request that the council considers our proposal as a balanced alternative to the initially proposed traffic calming measures. We are open to further discussion and collaboration to find a solution that aligns with the best interests of the community.</p> <p>Thank you for your attention to this matter, and we look forward to a positive outcome.</p>
156.	<ul style="list-style-type: none"> - We would like to make sure it is noted that the speed humps in Garner Ave are not placed any closer to our driveway as [REDACTED] has a large 4WD and large trailer and he needs to be able get in and out of our driveway at [REDACTED] Garner Ave. If the speed humps were any closer to the driveway it would make it too difficult to manoeuvre in and out of our driveway and prevent him from accessing our home and storing his vehicles. - The proposed chicanes at the corner of Bantry Bay Rd and Garner Ave will make it difficult to access our street with the large 4WD and large trailer stored at our property in Garner Ave which is needed to run [REDACTED] small plumbing business. Since the previous traffic island has been removed, access has been improved and we don't want any impediment to turning in or out of our street at that intersection to be added back in.

	<p>- We would like to have it noted that Garner Ave is a relatively narrow street and would not support more intrusive traffic controls or larger speed humps that narrow the road to be installed, for similar access reasons.</p>
157.	<p>This is much needed, especially on Maxwell Pde. People exit southbound off Warringah Road at speed, zoom along Maxwell. The intersection of Parni Place and Maxwell is quite dangerous due to speed of cars coming off Warringah Road, and the many parked cars which restrict your vision as you are trying to turn from Parni Place into Maxwell. I am not convinced about the location of the speed hump here (sheet 3)- seems extremely close to the intersection, maybe the speed hump needs to be a couple of metres further south so that people aren't negotiating the speed hump as well as the intersection. It would help safety at this intersection if cars did not park on Maxwell Pde quite so close to Parni Place. Cars usually park on Maxwell right outside 6 Maxwell and 8 Maxwell and it really restricts the view when stopped at the end of Parni trying to see if it is safe to proceed turning either left or right into Maxwell.</p> <p>My only other suggestion is the pedestrian refuge on Rangers Retreat Rd outside house no 22, (sheet 9) it might make more sense to have this located further south, outside no. 32, because many people walk along the pipeline as recreation, walking dogs etc and usually cross here anyway. I wouldn't go along to use the pedestrian refuge because then you need to cross a second road (Garner) to get back to the pipeline.</p> <p>Thank you for getting this work done. As a local resident family we have been saying how Maxwell Pde is used as a speedway and it is not safe.</p> <p>Yes the traffic congestion on Warringah Road has been terrible. So annoying after all the massive roadworks and disruption that it has not fixed that problem entirely. The problem seems to be the multiple lane merges heading southbound in the mornings, on Warringah Rd just near the north end of Maxwell Pde, that plus the couple of sets of lights at Forestville is enough to cause a traffic jam most mornings and many afternoons too.</p>
158.	Respondent did not make a comment.
159.	Respondent did not make a comment.
160.	<p>I am writing to formally express my objections to the Northern Beaches Council proposal referenced as 2023/551253, specifically in relation to the installation of traffic calming devices in Fitzpatrick Ave E.</p> <p>Limited Traffic on Fitzpatrick Ave E: Having lived in this community for over three years and consistently staying at home, I have observed that Fitzpatrick Ave E experiences minimal traffic, contributing to the tranquil nature of our local suburb, except during the hours of 7-9 am on weekdays. Installing traffic</p>

	<p>calming devices seems unnecessary given the current traffic conditions.</p> <p>Topography Minimizes Concerns: The uphill direction towards Warringah Road Forestville minimizes concerns related to speeding, as the natural incline acts as a self-regulating factor. While the downhill direction may present occasional concerns, the frequency is considerably lower. If necessary, a cost-efficient solution could involve implementing a stop sign before the downhill section to address excessive speed concerns adequately.</p> <p>Impact on Residents and Parking: Many residents, myself included, have multiple young drivers or soon-to-be drivers in our households. Off-street parking is crucial for the safety of our vehicles, and the proposed installation threatens to limit residents' access to these spaces, making parking even scarcer.</p> <p>Lack of Accident History: Throughout the years, Fitzpatrick Ave E has not witnessed significant accidents due to speeding. Considering the limited traffic and ongoing maintenance costs, allocating taxpayer money to this proposal may be deemed wasteful and lacking cost-effectiveness.</p> <p>Alternative Traffic Management Proposal: Instead of implementing traffic calming devices, I propose restricting left turns to Hilmer Street or Bantry Bay Road from Warringah Road between 7-9 am. This targeted approach can mitigate traffic concerns, benefiting both local residents and reducing congestion on Warringah Road.</p> <p>Transparency in Data and Definitions: While the proposal refers to traffic volume and speed surveys, the consultation documentation lacks transparency regarding the definition of "high" traffic volume and what constitutes evident issues. I request clarification on these terms to better understand the basis for the proposed intervention.</p> <p>In conclusion, I strongly object to the Northern Beaches Council's proposal for traffic calming devices in Fitzpatrick Ave E. The evidence presented suggests that alternative solutions, such as the suggested turn restrictions, could be more effective in addressing the concerns raised, while judiciously allocating resources for the benefit of the community.</p> <p>I appreciate your attention to this matter and anticipate a thorough review of the concerns raised. Thank you for your time and consideration.</p>
--	---

161.	<ul style="list-style-type: none"> • Request an Additional speed hump between Meridith and Wilma pl or at bike crossing • No Entry like at Grace Ave • No left turn AM peak Residents excepted - like McCarrs Creek Road. • Local traffic only advisory sign
162.	<ul style="list-style-type: none"> • Location of speed hump will take away parking. • Remove Chicane at Garner
163.	<p>Support but have further concerns that would like Council to address</p> <ul style="list-style-type: none"> • Kenya Place, cars parking too close to intersection • Speeding on Parni Place - > 80km/hr • Speeding on Maxwell • Rat run through Maxwell <p>Request additional No Parking signs, Additional speed humps on Parni around the bend</p>
164.	<p>Neither support or Object</p> <p>Alternative suggestion -</p> <ul style="list-style-type: none"> • No right turn 7am – 9am into Fitzpatrick from Hilma • No right turn 7am – 9am into Fitzpatrick from Bantry Bay Road • No right turn 7am – 9am into Garner from Bantry Bay Road
165.	<p>Support – but would refer Council remove one speed hump on Maxwell Parade at Mavor/ Tyalla or remove one chicane. Worried about Noise, and too many devices would be annoying</p>
166.	<p>Support but want assurance that turning right onto Fitzpatrick Ave East from Panarama will still be possible</p>

Document administration	
Version	1.0
Date	3 January 2023
Approval	Content provided and approved by Transport Network Team
Status	Final
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.

ITEM 4.3 FRENCHS FOREST WARD - ELECTRIC VEHICLE STREETSIDE CHARGING - ALLAMBIE ROAD, ALLAMBIE HEIGHTS

GEOCODES: -33.765514, 151.251247

REPORT

BACKGROUND

In line with our Transport Strategy - Move 2038, Northern Beaches Council supports the uptake of electric vehicles (EV) and is one of eight local Councils to work with ARENA and Intellihub (a vehicle charging network company) to install public EV charging stations in selected locations across the Northern Beaches for a 12-month trial. The project has been allocated funding for seven (7) of the 22kW EV chargers, with 5 locations approved, installed and operational (Yulong Avenue, Terrey Hills – approved at February LTC to be installed shortly).

LOCATION

Allambie Road, Allambie Heights is a regional road, with the proposed bay located between Grigor Place and Inglebar Avenue. The proposed EV charging bay is located within existing unrestricted on-street parallel parking area, within close proximity to Allambie Heights commercial centre, Allambie Heights Public School and Allambie Heights Oval.

ISSUES

- The alternative proposed draft EV charging bay location (where there is a suitable pole – has not yet been inspected or approved by Ausgrid, but does meet pole suitability guidelines) is located too far from facilities and is unlikely to be commercially viable or successful as it won't be convenient for users of the shops/oval/school (located approx. 250m east).
- This proposed site at 118 Allambie Road was an alternative option and if it is refused then we do not have sufficient time to gain appropriate approvals (Intellihub, Ausgrid, Community Engagement, Local Traffic Committee etc) for an alternative site in this round of funding, meaning we will lose the funding and the community will miss out on this seventh charging site, as Governor Phillip Park Palm Beach and Coronation Street, Mona Vale have network load issues, Boondah Road, Warriewood and Gilbert Avenue, Manly are located within high to medium flood zones and sensitive medical equipment concerns at Old Barrenjoey Road, Avalon Beach (lengthy investigation required).
- The level of risk from conflict between parked vehicles and users of the roundabout will not materially change under this proposal. Given the 3hr turnaround and slower charging technology this spot will be relatively low turnover.

Concerns for bus turning paths was raised at February's Local Traffic Committee, with 'Articulated Bus' swept path travelling east along Allambie Road (Sheet 1) and 'Heavy Rigid Vehicle (HRV)' swept paths turning east from Grigor Place and turning south from Allambie Road (Sheet 2) were completed and are located in Attachment 2.

Findings: There is no conflict with the 'Articulated Bus' swept path.

There is conflict on the extremely rare occurrence of two HR vehicles utilising the roundabout area at the same time, but this isn't due to the proposed EV charging bay, its due to the kerb build out at the driveway of 120 Allambie Road.

Therefore the position of the proposed EV charging bay at 118 Allambie Road, does not influence the road conditions, and is to be deemed in the most suitable location.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to convert the existing unrestricted parking bay to:

- ‘3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING’ at 118 Allambie Road, Allambie Heights

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

- Consultation letters have been distributed to 2,467 properties within the immediate vicinity of the locations providing notification of the proposed EV charging sites.
- The project was also available on Council’s website ‘Your Say’ for comment and was included in the fortnightly Community Engagement Newsletter, the weekly Council e-News and on Council’s Instagram Story.
- 12 temporary signs were displayed on-site at each proposed location with a QR code to direct users to the ‘Your Say’ webpage.
- The responses are noted in Attachment 3 – Community Engagement Report.

Breakdown of specific comments received for Allambie Road, Allambie Heights during consultation:

Finding	Comments
Object	The locating of 3hr timed EV charging stations directly outside residential properties is completely inappropriate and reduces amenity and parking locations for local residents in favour of EV car owners who may live anywhere and have no regard for local residents, I question who will police the 3hr limit. I live at Allambie Road and you have proposed a location directly in front of my house and my neighbour’s house at Allambie Road who is a widowed retiree, our family home is located on the roundabout (corner Grigor Place) and the location proposed is quite ridiculous particularly when considering other options close to Allambie shops. Allambie Heights shops is a small neighbourhood shopping centre where the vast majority of visitors remain for a very short time. The proposed location is on the wrong side of the road to then safely access the shops on foot and will encourage people to cross the road through traffic at this busy location rather than walking up to the lights at Allambie Public School. There has already been a boarding house approved directly opposite at Allambie Road which is currently being constructed and once complete will already place additional pressure on street parking for local residents. Based on the other proposed locations the most appropriate location in my opinion is at Allambie Oval which does not take away a street location immediately in front of us, the local residents, and is on the same

	<p>side as the shops and school eliminating potentially dangerous pedestrian activity once the EV is parked. Should the location at the oval not be appropriate for whatever reason, then a location should be negotiated with the owner of the Allambie Heights Shopping Centre who I understand also owns all of the parking at the shops and where a charging location would be much more appropriate. I am sure the owner would be open to negotiating a rental agreement for a single car space for EV charging.</p>
Object	<p>As a resident of Allambie Heights and someone who lives in close proximity to the proposed site I strongly object to the location of the charging station. Parking is very limited at the best of times and with the new boarding house being built opposite you are taking away a parking spot for residents . Not to mention you will be devaluing the owner who will have this station outside their home . Surely if you are looking at Allambie Heights why not put it in one of the parking spots in the Centre car park? Or is this off limits because it's owned privately? Or somewhere behind the shops where it will not impact the residents .</p>
Object	<p>I strongly object to the location at 118 Allambie Rd, it's a lazy and dangerous solution, totally inappropriate on a high volume traffic roundabout, and a 60km per hour road speed limit. It's on the wrong side of the road for accessing the new units or the shopping centre and only useful for EV's with rear charging, A much safer and useful option would be in the Allambie Oval car park, behind the shops or further along the southern side of Allambie Rd,</p>
Object	<p>Charging stations should not impinge upon residential parking in busy streets. That is why places like Governor Phillip park are ideal.</p> <p>We have Aquatic Drive, Glenrose shops, Curl Curl adjacent to the netball courts, Forestway shops, which could be better sites.</p> <p>There are 2 at Belrose Super Centre which interfere with no one.</p> <p>The suggestion for 118. Allambie Road is particularly perplexing. It is just off the roundabout, close to the shops and school where parking is at a premium. Further down Allambie Road outside the Community Hall would make more sense.</p> <p>Manly waterfront would be ideal. So many parking spaces where one or two would make little difference.</p> <p>Please take into account the negative impact some of these sites would have on residents. Semi industrial sites and shopping centres make more sense.</p>
Support	<p>The car parking at Allambie Oval would be an ideal location. Close to shopping and cafes. Also the 3 locations in Manly. It's crazy that there isn't any charging in Manly currently, in such a busy hub.</p>
Object	<p>There should be one in Allambie Heights But that is a dangerous location. Around the corner in Grigor place much safer.</p>
Support	<p>Thanks for asking for opinions!</p> <p>For an older EV that has a shorter range, powering up, halfway up the hill at ALLAMBIE, is very useful. Parking at Allambie is well-used but generally has a turnover that would allow usage (except perhaps at school drop off and pick up times).</p>
Support	<p>Allambie Heights was not considered with the Jolt proposal. Need some charging stations "inland" from the beach locations where all stations have been proposed.</p>
Object	<p>118 Allambie Road is the first parking spot, right after a very busy roundabout. Having it there will no doubt result in people parking up behind it waiting for the</p>

	<p>person using it to leave which will mean that they hold up the roundabout. Support one on Allambie Road, move it down the road a few hundred metres.</p>
Object	<p>Regarding the 118 Allambie Road location, I DO NOT SUPPORT THIS LOCATION. Charging a car requires considerable time and as such an EV charging station would be better placed beside recreation attractions. The type of shopping done at Allambie Heights Community shops is much more a pickup and run kind of shopping event. In any case, there are many more suitable positions in Allambie Heights, such as:</p> <ol style="list-style-type: none"> 1) along Allambie Road north of the shops where there is no competing residential parking; 2) closer to the community centre either last parking bay at the shops (near post box and phone box) or Infront of the community centre before bus stop and traffic lights; 3) at Allambie Heights Oval, Allambie Heights entrance, eg the only parking bay left of oval access. 4) Behind the oval beside the Tennis Centre and near Scout Hall. 5) At an entrance to Manly Dam Reserve so recreation and charging can occur concurrently. <p>Please consider that the location at 118 Allambie Road is opposite a boarding house which is expected to increase parking congestion and competition for space around this location. Removing valuable parking for residents is a substandard idea.</p>
Object	<p>To whom it may concern,</p> <p>It is my understanding the council is proposing a charging station on Allambie road near the roundabout & diagonally opposite Allambie Hgts shops and someone's home.</p> <p>How inappropriate this plan is for the following reasons:</p> <ul style="list-style-type: none"> -Having a charging station outside someone's house, meters away from their living spaces. What would be the long term health impacts associated with this to the family living this house? -I am also concerned that you are placing this on a section of the road where traffic is very busy, coming in and out of the roundabout. This area is only going to get busier with the new high school relocation. <p>Have you considered placing the charging station in the Allambie Hgts oval carpark area, or even directly outside this parking area on Allambie road. This would seem a more practical solution, the road is much wider in this area with better visibility for drivers. The parking is also on the same side of the shops so there is less chance of avoiding pedestrian accidents.</p>
Support	<p>Hello</p> <p>This is a fantastic initiative.</p> <p>I'd like to vote for the Allambie location and it would also be great to see the other 6 test locations spread across the Northern Beaches.</p> <p>There are definitely a lot of EVs in Allambie already who would benefit from this charging option plus you have the hospital and shops in close proximity and lots of people traveling through Allambie on Allambie Road. Many thanks</p>

Object	<p>To whom it may concern</p> <p>I strongly oppose the Allambie site to be considered for the charging station Such a bay should not be positioned outside any residential property The site will take up valuable car parking space There is already an issue with spaces and with the building of the approved affordable housing block across the road , there will be even less This is a busy road at best and this will add to its congestion ,an already bad situation It is near a roundabout and is a potential safety hazard Other sites that would be appropriate would definitely NOT be outside any residential property The proposed Allambie Heights site suggested is not the answer.</p>
--------	---

RECOMMENDATION

That the Traffic Committee supports the 12 month trial of:

1. Installation of '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' at No.118 Allambie Road, Allambie Heights.

REPORTING OFFICER	TRANSPORT PROJECT OFFICER
TRIM FILE REF	2024/088320
ATTACHMENTS	<ol style="list-style-type: none"> 1 Intellihub - EV Charging - Plan - Allambie Heights 2 Intellihub - EV Charging - HV Turning Paths - Allambie Road at Grigor Place 3 Community Engagement Report - Intellihub Electric Vehicle Streetside Charging Project



	PROPOSAL		
	Allambie Road, Allambie Heights Timed Parking Electric Vehicles		
	Drawn KT	Approved	




LEVEL DATUM: AHD		PLOT DATE: 09/02/2024		FOLDER: \\transport\projects\Allambie Heights - Grigor Pl @ Allambie Rd - Vehicle Tracking - For Kipj\Drawings	
CC-3RD SYSTEM: MSA		DESIGN APPROVED		APPROVED FOR CONSTRUCTION	
SURVEYED:		DRAWN BY: NICHOLAS MURRAY		PROJ. MGR: N.A.	
WORK-AS-EXECUTED		DATED: 08/02/2024		DATE: (yy/mm/yyyy)	
BY: N.A.		INITIATED BY: KAJAL TOOD		APPROVED BY:	
DATE: yy/mm/yyyy		TRAFFIC ENGINEER		PRINCIPAL ENGINEER	
1 08/02/24 INITIAL DRAWINGS				A 0 0.10 0.20 0.30 0.40 0.50 METRES 1:20 @ A3	
No. DATE AMENDMENTS INITIALS				B 0 0.2 0.4 0.6 0.8 1 METRES 1:40 @ A3	
				C 0 0.5 1.0 1.5 2.0 2.5 METRES 1:100 @ A3	



EV PARKING
ALLAMBIE RD @ GRIGOR PL, ALLAMBIE HEIGHTS
VEHICLE TRACKING
SHEET 1
DRAWING NO. TD - ALLAMBIE RD @ GRIGOR PL - VEHICLE TRACKING REVISION: 1



LEVEL DATUM: AHD		PLOT DATE: 09/02/2024		FOLDER: W:\transport\intelliHub\Allambie Heights - Grigor Pl @ Allambie Rd - Vehicle Tracking - For Kipki\Drawings.dwg				EV PARKING ALLAMBIE RD @ GRIGOR PL, ALLAMBIE HEIGHTS VEHICLE TRACKING SHEET 2	
CC-3RD SYSTEM: MGA		PRELIMINARY		DESIGN APPROVED		APPROVED FOR CONSTRUCTION		A 0 0.10 0.20 0.30 0.40 0.50 METRES 1:20 @ A3	
SURVEYED:		DESIGNED BY: NICHOLAS MURRAY		DRAWN BY: NICHOLAS MURRAY		PROJ. MGR: N.A.		B 0 0.2 0.4 0.6 0.8 1 METRES 1:40 @ A3	
WORK-AS-EXECUTED		DATED: 08/02/2024		DATED: 08/02/2024		DATE: (yy/mm/yyyy)		C 0 0.5 1.0 1.5 2.0 2.5 METRES 1:100 @ A3	
BY: N.A.		INITIATED BY: KAJAL TOOD		APPROVED BY: PHIL DEVON		APPROVED BY:			
DATE: yy/mm/yyyy		TRAFFIC ENGINEER		(MANAGER TRANSPORT)		PRINCIPAL ENGINEER			
1 08/02/24 INITIAL DRAWINGS		INITIALS						DRAWING NO. TD - ALLAMBIE RD @ GRIGOR PL - VEHICLE TRACKING	
AMENDMENTS								REVISION: 1	



Community and Stakeholder Engagement Report

Intellihub Electric Vehicle Streetside Charging Project

Consultation period: 5 September to 4 October 2023

Contents

1.	Summary.....	2
1.1.	Key outcomes	2
1.2.	How we engaged	3
1.3.	Who responded.....	4
2.	Background	5
3.	Engagement objectives.....	5
4.	Engagement approach.....	6
5.	Findings	6
	Appendix 1 Verbatim community and stakeholder responses	15

1. Summary

This report outlines the outcomes of community and stakeholder engagement as part of a proposal for more Electric Vehicle (EV) charging station locations across the Northern Beaches. Northern Beaches is one of eight local Councils taking part in the Intellihub EV Streetside Charging Project.



The proposal identified twelve locations (listed below), with current funding available from ARENA to install seven locations:

- Governor Phillip Park, Palm Beach (outside Dunes Palm Beach)
- 59 Old Barrenjoey Road, Avalon Beach
- Dearin Reserve - opposite 13 Kalinya Street, Newport
- 19 Yulong Avenue, Terrey Hills
- 15 Coronation Street, Mona Vale
- Boondah Road, Warriewood – Boondah Reserve Field 5
- Blackbutts Road (opposite Malbara Crescent), Frenchs Forest
- 9 Anzac Avenue, Collaroy
- 118 Allambie Road, Allambie Heights
- 25-27 Ashburner Street, Manly
- 11 Gilbert Street, Manly
- 4 West Promenade, Manly.

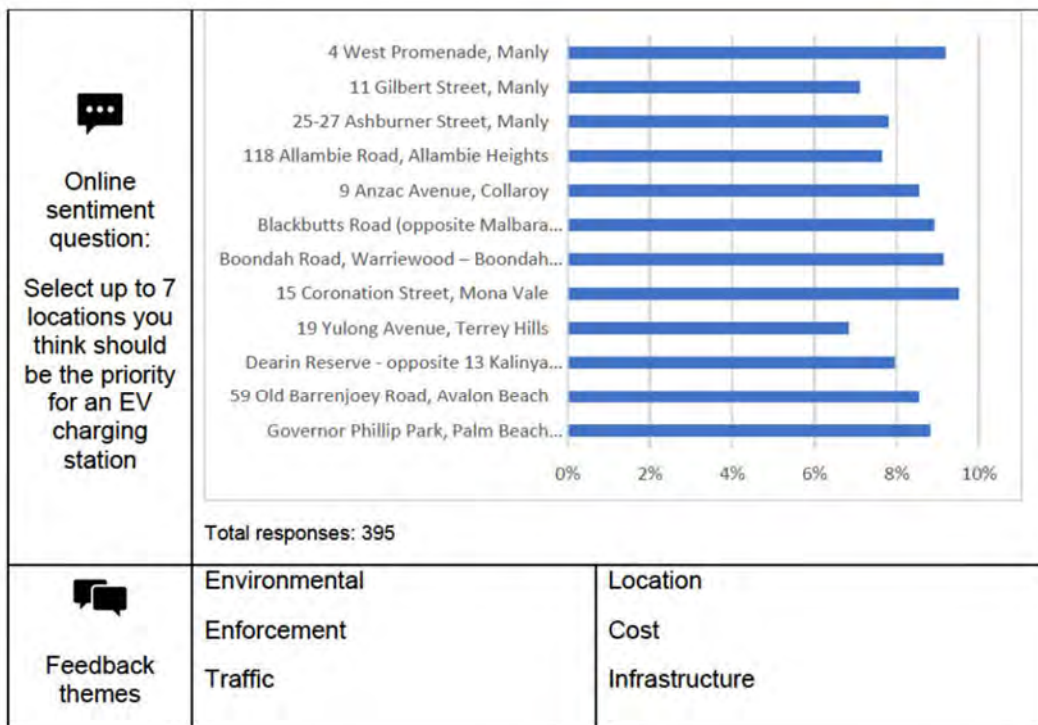
The feedback collected during consultation indicated a high level of support for the proposed EV charging locations (12-month trial), as it would encourage the uptake of EVs and contribute to the reduction of carbon emissions.

Respondents who were not supportive of the proposal felt that some locations selected were not suitable for EV charging due to close proximity to residences and potential traffic volume and vehicle queuing concerns.

1.1. Key outcomes


 Total unique responses	429*	
 How responses were received	Comment form Written responses (email/letter)	Completions: 395 Number received: 36

* Some respondents completed the online form and submitted a written response

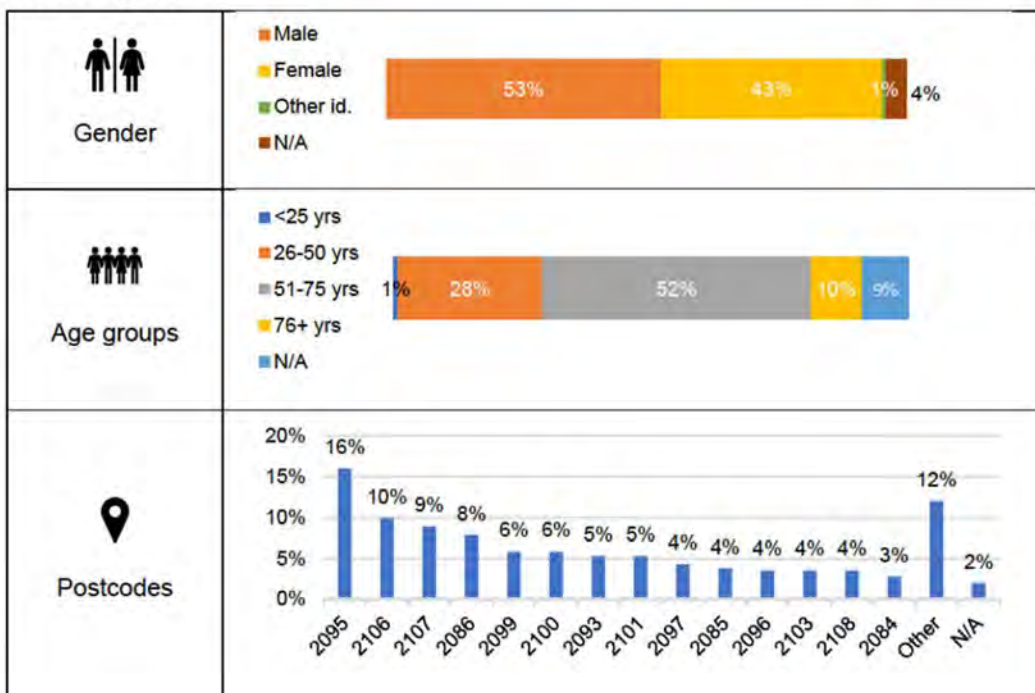


1.2. How we engaged

 <p>Have Your Say: visitation stats</p>	Visitors: 1,543	Visits: 2,035	Average time onsite: 1 min 50 secs
 <p>Social media</p>	Post: 1 – Instagram news story		Reach: 987 Clicks: 9
 <p>Print media and collateral</p>	Letterbox drop: 2097, 2100, 2087, 2093, 2095, 2102 & 2107		Distribution: 2,467 Number of signs: 12
 <p>Electronic direct mail (EDM)</p>	Community Engagement (fortnightly) newsletter: 2 editions		22,500 subscribers
	Council (weekly) e-News: 1 edition		61,500 subscribers

 <p>Key stakeholder engagement</p>	<p>Stakeholder direct emails sent: 7</p>	<ul style="list-style-type: none"> • Palm Beach and Whale Beach Association • Avalon Preservation Association • Clareville and Bilgola Plateau Residents Association • Newport Residents Association • Warriewood Residents Association • Terrey Hills Progress Association • Manly Community Forum
---	--	--

1.3. Who responded¹



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

2. Background

This report outlines the community and stakeholder engagement conducted for the proposal to install Electric Vehicle (EV) charging bays in locations across the Northern Beaches LGA.

In line with our Transport Strategy - Move 2038, Council supports the uptake of electric vehicles (EV) and is one of eight local Councils to work with ARENA and Intellihub (a vehicle charging network company) to install public EV charging stations in selected locations across the Northern Beaches. There is currently funding available for seven (7) of the 22kW EV chargers. As more funding becomes available, we will look to roll out more charging stations to the remaining sites.

EV charging station locations in Palm Beach, Avalon Beach, Newport, Terrey Hills, Mona Vale, Warriewood, Collaroy, Frenchs Forest, Allambie Heights and Manly were identified as suitable locations as they meet the requirements in the adopted EV Charging Infrastructure Plan. These locations are also in close proximity to existing suitable street side power poles which will supply electricity to the EV charging stations.

To enable the existing parking spaces to be converted into EV charging bays, we need to change the existing parking restrictions to '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' or '2P 8AM – 10PM EVERYDAY EV ONLY WHILE CHARGING' in the Manly locations, to keep consistency with the existing Manly parking scheme areas.

Community consultation was conducted to gauge the level of support for these proposed changes at each of the following locations:

- Governor Phillip Park, Palm Beach (outside Dunes Palm Beach)
- 59 Old Barrenjoey Road, Avalon Beach
- Dearn Reserve - opposite 13 Kalinya Street, Newport
- 19 Yulong Avenue, Terrey Hills
- 15 Coronation Street, Mona Vale
- Boondah Road, Warriewood – Boondah Reserve Field 5
- Blackbutts Road (opposite Malbara Crescent), Frenchs Forest
- 9 Anzac Avenue, Collaroy
- 118 Allambie Road, Allambie Heights
- 25-27 Ashburner Street, Manly
- 11 Gilbert Street, Manly
- 4 West Promenade, Manly.

3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities
- provide accessible information so community and stakeholders can participate in a meaningful way.
- identify community and stakeholder concerns, local knowledge and values
- communicate to community and stakeholders how their input was incorporated into the planning and decision making process.

4. Engagement approach

Community and stakeholder engagement for the Intellihub Electric Vehicle Streetside Charging Project was conducted between Tuesday 5 September 2023 and Wednesday 4 October 2023, and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Strategy \(2022\)](#).

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 the option to select up to seven (out of a possible 12) locations that should be a priority for an EV charging station.

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

Email and written comments were also invited.

5. Findings

During consultation we received 429 unique submissions, including 395 online submissions.

Not all respondents provided a comment, or selected priority locations. The number of submissions supporting the priority locations, identified through the online engagement webpage is displayed on the graph below:



A qualitative review of the submissions received via email (total 36) indicated mixed sentiments towards the proposal:



- 11 indicated support for the project and specific locations (including Ashburner Street, Blackbutts Road, Yulong Avenue, Governor Phillip Park, Boondah Road, Kalang Road and Allambie Road)
- 22 indicated objection for the project and specific locations (including Gilbert Street, Ashburner Street, West Promenade, Coronation Street, Anzac Avenue, Yulong Avenue, Kalang Road and Allambie Road)
- Sentiment for three could not be definitively determined.

Table 1: Issues, change requests and other considerations

Theme	Issues, change requests and other considerations raised	Council's response
Enforcement	The proposed bays need to be effectively enforced (notably for non-EV and those who park over the time limit).	Signage provided will be standard Transport for NSW signage and is enforceable under NSW Road Rules 2014. Non-charging electric vehicles and non-electric vehicles parked within the sign-posted times, or EVs overstaying the sign-posted time limit are subject to enforcement while parked in these dedicated spaces.
	Parking Ticket required – Governor Phillip Park, Palm Beach	If you do not hold a valid Northern Beaches Beach Parking Permit, you will be required to purchase a parking pay and display ticket through the nearby onsite machine, or through the Park'nPay app should you wish to park in Governor Phillip Park, Palm Beach.
Cost	Concerns that assisting EVs only benefits a minority of drivers	EV motorists who use the chargers will pay for the service. Prices will vary as optimal pricing is established as part of this ARENA-funded trial, however they will be set at prices comparable to other EV charging services. The charging service will be managed via Exploren, an EVSE customer experience app which outlines billing, time limits, and other tools for interfacing with the electricity grid.
Locations	Locations proposed are outside some residential properties and should be located in parks, car parks and non-residential areas.	The Intellihub EV charging proposal requires a specific type of power pole that chargers can be installed on. Due to these guidelines, suitable locations across the whole LGA are limited.

Theme	Issues, change requests and other considerations raised	Council's response
Infrastructure	Feedback reflected that 22kw chargers are too slow.	<p>There are multiple 'Fast' EV chargers already installed across the LGA.</p> <p>It is important that Council have a variety of EV charging infrastructure so users have options that best suit their needs.</p>
Environmental	Flooding and vandalism concerns	<p>The design of the EV charger solution encompasses a number of safety features to minimise exposure to flood hazard, present at each site:</p> <ul style="list-style-type: none"> • The electrical power is drawn down from the power pole as opposed to from the ground. • The site has been lifted off the ground by 490mm (cannot be higher due to Ausgrid restrictions) • The latest safety technology available to the industry has been deployed to ensure the highest safety precautions have been taken. This surpasses all existing electrical safety equipment deployed. <p>In the event of flooding and a potential leakage of current to ground over 30 mA, or an internal short circuit, the protective device will immediately cut the supply to the charger. The charger also has built in DC leakage current protection, to disconnect the charger power supply in the event of any DC leakage to ground detected above 6 mA.</p> <p>This is in accordance with Australian standards AS3000 P 4.1</p> <p>Safety has been the highest consideration in the design and installation of the chargers including electrical safety precautions:</p> <ul style="list-style-type: none"> • The location of the charger is positioned away from oncoming traffic and/or on the kerbside to prevent the interaction of vehicles and the charger. • The EV charger is housed in steel mechanical protection to ensure the EV charger is safe from possible impact and vandalism. We have

Theme	Issues, change requests and other considerations raised	Council's response
		<p>taken a higher safety precaution in relation to the mechanical protection of these chargers than any other pole-mounted or other chargers deployed in the public landscape today.</p> <ul style="list-style-type: none"> Robust vinyl wrapping designed for UV and harsh environmental conditions has been applied for asset longevity and protection against vandalism.
	Safety of EV charger	<p>Schnieder Electric's (provider of the EV charger) AC Pro series has all the necessary approvals to be connected to the supply network and used in Australia. This includes RCM (C Tick) certification and ACMA certification.</p> <p>Schneider Electric advises "The Pro AC does not charge the car, the "charger" is in the vehicle. The AC EV charger consists of a circuit board, a contactor and small power supply. It is basically a switch (contactor) and control boards. It does NOT rectify AC to DC, does not contain high frequency switching electronics and does NOT have any radio communication components (Except for 4G modem option)."</p>
Traffic	High parking demand in some locations	<p>Council manages on-street parking for the whole community to ensure there are a number of suitable options for all users.</p> <p>While the proposal does mean a slight reduction in the availability of non-EV charging parking spaces, these locations have been proposed due to the high number of EV owners across the LGA, expected EV ownership growth and demand for local street side charging.</p>
	Potential vehicle queuing when waiting for charger	<p>There are a number of online services freely available that will provide the charging status of EV charging stations, whether it is currently being used or available to use, which will assist users planning their trip:</p>

Theme	Issues, change requests and other considerations raised	Council's response
		<ul style="list-style-type: none"> • Exploren mobile app: the mobile EV charger charging app required to use the chargers • Navigation platforms: Google Maps, Apple Maps, TomTom etc • EV Charging Station Map: Plugshare.

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

Table 2: Questions raised and Council's answers

Question raised in feedback	Council's answer
<p>What is the EMR and power of the charge released from the Charging Stations and to what distance.</p> <p>Has there been research into the effect the radiation has on the immune system and health of humans and other living things, and what precautions are you doing to protect those living in close vicinity to it?</p>	<p>Schnieder Electric's AC Pro series has all the necessary approvals to be connected to the supply network and used in Australia. This includes RCM (C Tick) certification and importantly ACMA .</p> <p>Schneider Electric (the provider of the proposed EV chargers) provided the following response:</p> <p>"The Pro AC does not charge the car, the "charger" is in the vehicle. The AC EV charger consists of a circuit board, a contactor and small power supply. It is basically a switch (contactor) and control boards. It does NOT rectify AC to DC, does not contain high frequency switching electronics and does NOT have any radio communication components (Except for 4G modem option)."</p> <p>To provide further comfort, I have provided below information relating to a study into the safety of high-powered fast electric vehicle chargers with pacemakers and defibrillators. This study places a high powered 350kw DC charger directly over pacemakers to test for interference.</p> <p>- "This study was designed as a worst-case scenario to maximize the chance of electromagnetic interference. Despite this, we found no clinically relevant electromagnetic interference and no device malfunction during the use of high-power chargers, suggesting that no restrictions should be placed on their use for patients with cardiac devices," said study author Dr. Carsten Lennerz, of the German Heart Centre Munich."</p> <p>The study concludes in worst case scenario that no interference has been found and no restrictions advised, in addition these EV chargers are significantly less risky as they are slow and low power (22kWh AC - which will come through as either 7kW or 11kw based on the vehicle, in line</p>

Question raised in feedback	Council's answer
	<p>with 7kw EV chargers designed for home installation)) and the study was conducted on fast and high power chargers (350 kWh DC) as well as the study placing the chargers directly over the pacemaker.</p> <p>Australian Radiation and Protection and Nuclear Safety Agency's (ARPANSA) public information on the issue says "The scientific evidence does not establish that exposure to the electric and magnetic fields found around the home, the office or near powerlines causes health effects."</p> <p>The magnetic field levels of electrical appliances and equipment on the electricity network can vary depending on its specific electrical rating and the actual current/electrical load, the wiring/cable configuration and distance from the source. The attached table (attached) shows typical electric and magnetic fields measurements from a number of common sources in homes, offices and the community. These fields are measured in a unit called 'milliGauss' (mG). The attached table (provided in email to customer) provides a guide on the relative levels of EMFs we all generally experience in our day-to-day activities.</p> <p>If required, I can also provide a number of articles on study should you wish to view.</p>
<p>Is there conflict between the Seniors Housing development, DA2021/1841 and the Coronation St proposed location?</p>	<p>The proposed traffic facilities upgrade works relating to DA2021/1841 do not conflict with this EV charging station proposal</p>
<p>Why were the Ashburner Street and West Promenade, Manly locations selected?</p>	<p>The locations in Ashburner Street and West Promenade, Manly were deemed suitable to proceed with community engagement due to it being one of the closest appropriate street side power poles, to the numerous requested sites in the Manly area received.</p> <p>The link to the previous community consultation for EV charging locations can be found – https://yoursay.northernbeaches.nsw.gov.au/charge-ahead-electric-vehicle-charging-locations .</p> <p>The project page also includes a copy of the community engagement report. Please note, on the other previous JOLT EV charging proposals, we also received multiple requests for additional EV charging infrastructure in the Manly area.</p> <p>For the current Intellihub EV charging proposal there are very strict power pole requirements that chargers can be installed on (e.g timber power poles, no or specific type of existing infrastructure on power poles, located next to</p>

Question raised in feedback	Council's answer
	<p>vehicle parking etc.). Due to these strict guidelines, suitable locations across the whole LGA are limited.</p> <p>This project aims to make EV charging stations more accessible for those who live in apartments, townhouses or units with no on-site EV charging facilities. These locations are only a proposal at this stage, any decision will take into consideration all responses received from the community.</p> <p>The South Steyne JOLT EV charging proposal is on the agenda for October's Local Traffic Committee Meeting. With an outcome to follow, following the meeting.</p>
<p>Does Council have a policy towards Climate Change and Renewable Energy? If yes, what is that policy?</p>	<p>The Northern Beaches Council MOVE Transport Strategy sets a target of a 30 percent reduction in vehicle emissions by 2038 and our Climate Change Action Plan sets out our actions to achieve this, including installing public EV charging stations.</p> <p>The guiding strategic document links are provided in the 'Document Administration' table on the final page of this report, with the policy adopted at August 2021 Council Meeting, MOVE Transport Strategy and Northern Beaches Council Electric Vehicle Charging Infrastructure Plan.</p>
<p>Has consideration been given to allocating a single site where all 12 charging stations are located? If yes, what were the reasons why this proposition was rejected? If no, what were the reasons for not considering a single site?</p>	<p>With this specific project, EV chargers are installed on existing suitable powerpoles. There is no suitable location for all chargers to be installed with these funding conditions and location suitability.</p> <p>We will investigate suitable single site areas with multiple EV charger infrastructure with other EV charging providers.</p>
<p>What is the total amount of dollar funding provided by the Australian Renewable Energy Agency for the, and is the total dollar amount that has been allocated to Northern Beaches Council?</p> <p>Will all costs, capital or otherwise, associated with the preparation, installation and commissioning of the charging stations in the Council area (i.e. the proposed twelve) be paid wholly and completely by ARENA?</p>	<p>ARENA is providing \$817,000 to support the project. 50 chargers are being installed across eight local government areas. Councils are not allocated funding by ARENA. Intellihub is responsible for installing the chargers in consultation with its project partners, as well as local councils.</p> <p>Intellihub expects that it will invest a proportional amount of funding across each council area, involved in the project, to install the chargers, depending on how many chargers are installed.</p> <p>Project costs will be covered by ARENA and Intellihub.</p> <p>Council staff time associated with the administration and approval of these EV charging locations is covered by the charges paid by the applicant under Council's fees and charges adopted by the elected Council.</p> <p>Council is not required to make any financial payments for the project.</p>

Question raised in feedback	Council's answer
Does Council have an obligation to fund charging station from Council funds? If so, why?	Council does not fund public EV charging.
<p>Who are the other seven participating Councils in this Project funded by ARENA?</p> <p>How much of these allocated funds have been expended to date by Northern Beaches Council?</p>	<p>The participating eight councils include: Lane Cove, Waverley, Woollahra, Randwick, Northern Beaches, Bayside, Lake Macquarie and Singleton.</p> <p>Eight councils including Northern Beaches Council have been nominally allocated seven charger sites under the project. Singleton Council has been allocated one site to make the 50 total pilot sites.</p> <p>No funds have been expended to date by Council for this project</p>
<p>What were the reasons for selecting '12 possible sites'?</p> <p>Were more or fewer sites considered?</p>	<p>Northern Beaches Council engaged with the community between July to August 2022 for Electric Vehicle charging locations. The outcomes of the consultation are available online using the link below.</p> <p>https://yoursay.northernbeaches.nsw.gov.au/charge-ahead-electric-vehicle-charging-locations</p> <p>The responses received by Council included over 200 location ideas and suggestions added to the map. The most popular locations for more EV charging were shops, beaches, parks and carparks across the Northern Beaches.</p> <p>More sites were considered. A number of technical and user case investigations were undertaken on those sites, before the proposed 12 sites were selected for community consultation. Council focused on locations that have a high demand for EV charging, around town centres and other facilities e.g. sporting, recreational etc.</p> <p>The current project has strict power pole suitability guidelines and technical criteria, due to the charging infrastructure to be installed. Council and relevant project stakeholders have inspected the locations and developed the proposed shortlist for site-specific community consultation.</p> <p>The project is testing the viability of installing EV chargers to power poles and then connecting to the overhead electricity network. One 22-kilowatt charger is allowed to be connected to one power pole, subject to approval from the local distribution network service provider.</p> <p>This pilot is trialling distributed on-street charging and is not comparable to existing charging facilities, which are mostly home-based chargers or fast charging sites located at trip destinations or on long journey routes.</p>

Question raised in feedback	Council's answer
<p>Will all the charging sites be open to the general public or will they be restricted to the residents of the Council area?</p>	<p>These EV chargers will be open for the general public, as the EV chargers are proposed to be located in a public space.</p>
<p>What guarantees have either/both ARENA or Council obtained from Origin Energy that 100% Renewable Energy will only be supplied to the motorist? How will this be verified? Will there be any penalties against Origin Energy if non Greenpower is supplied?</p>	<p>The electricity used for each charging session will be matched with electricity sourced from the government accredited GreenPower program. This means an equivalent amount of electricity used by all the chargers will be sourced from new GreenPower accredited renewable energy projects via electricity retailer Origin Energy. The GreenPower program is independently audited and verified. More information about the GreenPower program can be found at Renewable energy made easy, https://www.greenpower.gov.au/</p>
<p>Could the charging infrastructure interfere with sensitive medical equipment.</p>	<p>Staff have directly contacted the respondent to discuss further.</p>

Appendix 1 Verbatim community and stakeholder responses*

Number	Comment
1.	<i>No comment provided</i>
2.	<i>No comment provided</i>
3.	I think this will be awesome for manly
4.	<i>No comment provided</i>
5.	Re Governor Phillip Park - if you don't have a Northern Beaches Parking permit do you have to purchase a parking ticket while charging? I think the 3P is too long and should be limited to 1P maximum to encourage turnover.
6.	<i>No comment provided</i>
7.	Great idea but we need more charging options in Dee Why! With high density apartments everywhere, there are minimal public chargers available.
8.	Big supporter of Green EV street charging the more the better
9.	<i>No comment provided</i>
10.	<i>No comment provided</i>
11.	<i>No comment provided</i>
12.	<i>No comment provided</i>
13.	We will need more than this to service the size of the community and estimated uptake of EV's.
14.	<i>No comment provided</i>
15.	<i>No comment provided</i>
16.	<i>No comment provided</i>
17.	Move away from intersection, either towards Glenrose shops or into one of the parking bays in LW park.
18.	<i>No comment provided</i>
19.	<i>No comment provided</i>
20.	Another suggestion for Anzac Ave Collaroy is to put the station in the car park between the tennis court and rugby field. The poles servicing the flood lights could be used to power the charging station
21.	An excellent proposal to aid a fair transition to clean air and energy. Ashburner is an easy to access site. Despite the loss of a park in an already heavily populated area the addition of this facility can make a real difference to people's decision on vehicle purchase. In the meantime I am sure this will get good use from existing EV owners. Build it and they will come. :)
22.	Excellent initiative.
23.	<i>No comment provided</i>
24.	<i>No comment provided</i>
25.	<i>No comment provided</i>
26.	<i>No comment provided</i>
27.	<i>No comment provided</i>
28.	Pleased to see this happening, numerous accessible chargers are required for the EV revolution we need.
29.	<i>No comment provided</i>
30.	Fully support this

*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
31.	Manly most important as its a hub for public transport drop offs.
32.	All suggestions are excellent locations and much needed specially for ev owners living in units. Hard to limit it to 7 as noted above.
33.	<i>No comment provided</i>
34.	<i>No comment provided</i>
35.	<p>I think it is a real travesty that we are moving towards transportation that is not sustainable, environmental or equitable.</p> <p>Electric cars are ridiculous prices and they are increasingly having mechanical issues. Components used in the batteries are required to be 'farmed' by impoverished peoples in their own homelands and much of the batteries are not recyclable.</p> <p>Electricity in Australia comes primarily (some 70%) from coal-based energy.</p> <p>Not too mention the disproportionate attention on the end user, the consumer, when corporations look sideways, and the elite of corporations fly in private jets, and politicians often fly needlessly clocking up carbon output along with their families.</p> <p>Clearly, petroleum use is an issue but we should be placing pressure on the government to stand up to corporations including manufacturers and OPEC so they are forced to use one of the dozens of solutions they have to petrol cars, one that does not greenwash a fasleity.</p> <p>These stations are ugly, I rarely see the current ones being used and they are not the slightest bit green.</p>
36.	<i>No comment provided</i>
37.	<i>No comment provided</i>
38.	<i>No comment provided</i>
39.	This is an excellent project. I recognise it is a pilot but feel that each area for electric charging needs to have 2-3 locations so that it can more rapidly become a "known" hub/destination for people with electric cars.
40.	<p>Although I fully support the proposed EV Charging Stations, I submit that the proposed site for the proposed Blackbutts Rd, Frenchs Forest station is very poor. It is in a high traffic area, between the entry/exits for the car parks for Frenchs Forest Showgrounds and for the Lionel Watts Sports Grounds and directly opposite where Malbara Crescent enters Blackbutts Rd. Traffic leaving Malbara Crescent and turning into Blackbutts Rd already has enough to contend with in this situation, especially with cars parked illegally on Blackbutts in violation of the No Stopping zone. I submit that the charging station would be much safer, and just as useful for the community, if located in one of the car parks mentioned above.</p> <p>Thank you</p>
41.	NBC regularly commits money to fund projects in the suburbs along the beaches and the rest of the NBC council area gets ignored. NBC should spread infrastructure developments through the whole of the council area.
42.	<i>No comment provided</i>
43.	It's so wonderful to see the growth in green power EV charging stations. Well done! Please, when putting spaces in place, consider that some cars charge from the front and others from the back so the bays need to be of sufficient size to accommodate the cars, some of which are small and some of which are larger SUVs. As EVs become more and more popular, the variety of types and sizes will only increase. Thank you for undertaking this important project.
44.	<i>No comment provided</i>
45.	Why is Manly Vale being ignored by council once again?
46.	excellent proposal to trial and look forward to seeing
47.	<i>No comment provided</i>
48.	<i>No comment provided</i>
49.	<i>No comment provided</i>
50.	None scheduled for any shopping centres. Disappointing.

Number	Comment
51.	<i>No comment provided</i>
52.	<i>No comment provided</i>
53.	<i>No comment provided</i>
54.	<i>No comment provided</i>
55.	<i>No comment provided</i>
56.	<i>No comment provided</i>
57.	<i>No comment provided</i>
58.	<i>No comment provided</i>
59.	While making telegraph poles into EV charger stations is a great idea, I feel for the residents who live at the address where an EV charging station could be installed. The outside of their property is likely to become an active 24/7 area as people come and go, get in and out of vehicles, slam car doors, wait in line for their turn at the charger, talk on their phones while waiting etc. All these activities generate people, traffic and noise. I think it would be much better to put the chargers outside areas where people don't live, such as parks, parking areas and non-residential areas.
60.	<i>No comment provided</i>
61.	With parking being so tight in the community off street sites are a better choice. When petrol stations begin to close they would make the best sites.
62.	<i>No comment provided</i>
63.	<i>No comment provided</i>
64.	<i>No comment provided</i>
65.	Something is needed in Dee Why as there are a lot of older apartment blocks with no option for home recharging stations to be put in.
66.	<i>No comment provided</i>
67.	<i>No comment provided</i>
68.	Can we not install higher than 22kw?? This is not going to help that much for most vehicles. We need superfast charging stations. 22kw is already very dated.
69.	This is crazy! I do not support installation of any charging stations on public land. Charging stations should not be put in high traffic/ parking areas. The northern Beaches has enough problems with traffic congestion and lack of parking as it is. Charging stations should be put on private property. The council is to blame for all the approval of over housing and no road developments or criteria of developments to have enough parking for the growing number of people living in one dwelling.
70.	These 3 sites in Manly already have very limited parking for the locals who live there. I would like to suggest that Stuart Street Manly near the Skiff Club would be an ideal place for one of these. There is less pressure on the parking and plenty of people could charge their car when they go to the skiff club.
71.	<i>No comment provided</i>
72.	<i>No comment provided</i>
73.	<i>No comment provided</i>
74.	<i>No comment provided</i>
75.	If these are installed the power delivery should not be throttled. Many destination charges like the diggers EV points are throttled down to such a slow charge we don't even bother to use them anymore
76.	Great initiative, Hope we see some on the beachfront as well.
77.	<i>No comment provided</i>


Number	Comment
78.	<i>No comment provided</i>
79.	While this is a good start, 22kw chargers are too slow. We need 50 or 75kw charging stations on the northern beaches to stay competitive. At the moment, JOLT is the only private provider, and their chargers are also slow 22kw. We need more 50 - 75kw public or private chargers deployed across the northern beaches please.
80.	<i>No comment provided</i>
81.	Submission 1: As there are many apartments / multi dwellings in the Newport area west of Barrenjoey Road Newport several charging locations will be required as most multi dwelling sites EV owners will not be able to charge their EV at their home. As we move from petrol to electric vehicles more charging locations will be necessary Submission 2: As EV's are becoming more popular and home charging for most people in Home Units will not be able to charge their vehicle at their home address many street charging stations are going to be required. The sooner we start to provide them around each suburb the better. Newport has a large concentration of apartments in area west of Barrenjoey Road and will need several charging stations in that area. The proposed EV Charger in Kalinya Street is a must for Newport.
82.	<i>No comment provided</i>
83.	It should be noted that any locations selected have to be at least 20 metres away from any housing or communal areas. Recent events have shown that there is a possibility of battery ignition and fire particularly while the vehicle is in the process of being charged. This likelihood is reduced if charging times are restricted to 15 minutes per session One way of this is by way of additional fees as is currently being introduced with Tesla chargers (by way of an increase to \$1/minute after first 15 minutes charging), part designed to reduce over-heating on charging and a possible ignition scenario. The safe zone area away from electric vehicles on charge cycle has to be a minimum 20 metres for this reason. Any locations chosen "by Council" should conform to this directive.
84.	Sites should be spread around the Council area with some consideration toward property density and estimates of likely need. I would say since Manly is dense and lots of tourists come with extra cars there should be some extra charging sites in Manly.
85.	Seems very Manly centric. 3 in Manly. None in Seaforth, Clontarf nor Balgowlah. Is Council proceeding with the one formally discussed for Seaforth? We will discuss at the next CCF meeting.
86.	Fantastic idea! The more EV charging stations, the better!
87.	<i>No comment provided</i>
88.	<i>No comment provided</i>
89.	<i>No comment provided</i>
90.	118 Allambie Road is the first parking spot, right after a very busy roundabout. Having it there will no doubt result in people parking up behind it waiting for the person using it to leave which will mean that they hold up the roundabout. Support one on Allambie Road, move it down the road a few hundred metres.
91.	<i>No comment provided</i>
92.	<i>No comment provided</i>
93.	<i>No comment provided</i>
94.	<i>No comment provided</i>
95.	Please prioritise areas with apartments!
96.	<i>No comment provided</i>
97.	<i>No comment provided</i>

Number	Comment
98.	<i>No comment provided</i>
99.	All sites present a great opportunity to place multiple points. Low power and/or single units are no way to futureproof our area.
100.	<i>No comment provided</i>
101.	<i>No comment provided</i>
102.	Yes! I do not agree with the provision of EV Charging Stations. I do not remember any consultation at all whether the idea should be furthered? If people wish to have EV's why not charge them at home. There is quite limited parking in the busier parts of the Northern Beaches so to set aside parking for EV charging is rather outrageous. Remember the vast majority of drivers are still using more conventional vehicles. I wonder how long EV's will remain perhaps Hydrogen powered vehicles may eclipse EV's. By the way how are these EV Charging stations being financed I hope my rates aren't going towards them>
103.	<i>No comment provided</i>
104.	Additional charging station could be set up at Beacon Hill Oval
105.	<i>No comment provided</i>
106.	Do not take existing car parking spots. Create new ones specially for these cars.
107.	<i>No comment provided</i>
108.	<i>No comment provided</i>
109.	Yes - Can we please have some in Avalon Beach. Some great locations could be the Woolworths carpark, RSL Carpark, Bowling Club carpark at the rear, The Surf Club carpark, Avalon Parade near Surfside Ave on the Hill or North Avalon Carpark. Lots of EV;s in Avalon and no chargers. Thanks
110.	So you support child inforced labour. Do some research on how lithium is mined in Africa. Why are you promoting ev cars they are not environmental friendly. They take an enormous amount of energy to produce.
111.	<i>No comment provided</i>
112.	<i>No comment provided</i>
113.	Allambie Heights was not considered with the Jolt proposal. Need some charging stations "inland" from the beach locations where all stations have been proposed.
114.	Ev charging is desperately need in manly. As a resident with an ev, I would love to see these spots placed in areas that are already short term parking. The proposed spots in manly all appear to take away an overnight spot for resident parking, and i dont like that. Could we not have charging stations in the 2hr council parking lots, or on the main beach parking strip? I also don't think that the ev charging spots should be free parking. Users should pay parking fees for any time they occupy the spot. Otherwise, people will always park for longer than needed to charge. People with evs will even use them as free parking spots on the assumption that if their car is plugged in they won't get a ticket.
115.	Every surf club car park and reserve car park on the northern beaches should be the end goal.
116.	<i>No comment provided</i>
117.	<i>No comment provided</i>
118.	Are there no chargers proposed for Balgowlah, Fairlight or Seaforth?
119.	<i>No comment provided</i>
120.	Manly has so many older apartment blocks and many of these have either no garages and/or no possibility of installing a charging apparatus in the apartment garages due to strata restrictions. For these reasons I think priority public charging stations must be available in Manly.
121.	<i>No comment provided</i>
122.	<i>No comment provided</i>

Number	Comment
123.	<i>No comment provided</i>
124.	<i>No comment provided</i>
125.	<i>No comment provided</i>
126.	<i>No comment provided</i>
127.	Keep them away from my suburb, don't want them catching fire near me.
128.	<i>No comment provided</i>
129.	<i>No comment provided</i>
130.	Cant come soon enough!
131.	<i>No comment provided</i>
132.	<i>No comment provided</i>
133.	<i>No comment provided</i>
134.	Absolutely want one in Avalon But ABSOLUTELY NOT there in Old Barranjoey, where there is already a shortage of parking, especially after school drop offs and pick ups. Put it across Dunbar Park in the carpark off Avalon Parade. And put 2 in the same place. Then you're not taking up prime parking where most people DONT have electric cars, but facilitating it for those who do, and will surely be ok to walk a few extra metres.
135.	I disagree 100 pc with Council having EV's being recharged on streets and taking up valuable parking spaces which all NBC Residents paid for. These EV charging outlets should be located in off street locations exactly the same as are Petrol/Diesel or Gas stations are. Why should the general public be put out for people whom have EV's when residents, and this would probably be over 90% of NBC residents, have to obtain their petroleum products from established service stations whom have had to purchase or lease very expensive equipment which is passed on to their customers.
136.	<i>No comment provided</i>
137.	We need a charging station for the upper end suburbs of the Northern Beaches that are furthest from the coast- Forestville, Belrose and Frenchs Forest.
138.	<i>No comment provided</i>
139.	<i>No comment provided</i>
140.	no
141.	<i>No comment provided</i>
142.	Dee Why
143.	<i>No comment provided</i>
144.	<i>No comment provided</i>
145.	Great initiative - hope you get funding for more locations
146.	I have no strong views on the preferred locations as I do not have an EV however as funding is available for only 7 sites I suggest the sites are spread per the as fairly as possible over the previous 3 council areas, then geographically spread over those areas- so that is the basis for my location choice
147.	Very supportive of this initiative - we need good coverage but need to focus initially on areas where those from outside the Beaches will come to in order to support our local businesses.
148.	<i>No comment provided</i>
149.	I own unit [REDACTED] and am strongly in favour of electric charging points, however the suggested location of 11 Gilbert st would be a very bad choice and increase already bad parking problems . Gilbert st at this location is a dead end road with very few public parking options already . Existing on site parking and entry to apartment parking garages already dominate the spaces, but there are still many older style apartments in the area which do not have parking and rely on these limited spaces . An electric charging point in Gilbert st would cause anger, backed up traffic and far more parking issues .

Number	Comment
150.	At this stage can't see the need at Palm Beach. Mona Vale already has options. The density of units in Manly would warrant two of the 7 to be placed there.
151.	<p>I'm an EV owner. Unless I am leaving the city I only ever charged at home, never at a commercial charger. Currently I only have a 10 Amp socket to charge with at home, which has been perfectly fine. All the EV owners I know charge their vehicles at home because that is always cheaper and more convenient, apart from one friend who doesn't have offstreet parking.</p> <p>As such, I think light pole chargers are a great idea, but only in areas where the surrounding residents have little offstreet parking and therefore it would provide convenience and encourage such residents to get an EV. I'd suggest that 7kW chargers might be perfectly adequate (vs 22kW) because from a convenience perspective, you want a resident to be able to park overnight or for the full day (while they're at work) while charging. It would be very inconvenient for them to have to move their vehicle in the middle of the night to make way for someone else to charge their car, if that was what was required to make the charger commercially viable. Or to be charging during the day when they've commuted to work via public transport, but getting a message saying they need to move to let someone else park while they're 7 miles away in the city (a little Manly reference there).</p> <p>(For this reason commuter car parks such as park and rides are an excellent location for 7kW L2 chargers.)</p> <p>I wouldn't put a Level 2 light pole charger anywhere people aren't going to stop for less than 2-3 hours - it doesn't make sense. My car only charges via Level 2 at 7kW, so I'd only bother if I couldn't charge at home and I was wanting to be in the vicinity of the charger for at least 4-5 hours (my charge time from 10% would be about 8 hours).</p> <p>I wouldn't put one in a location that is deserted at night: who is going to want to charge their car at that time if they can't conveniently and safely get back to their home. Because most people will choose to charge near their home because that's where their car is 95% of the time. And from a commerciality perspective you want to optimise the usage of the charger.</p> <p>In choosing your locations, please think carefully about vehicle owner behaviours and how a particularly location might optimise or detract from the commerciality/utilisation of the charger. For example, sports field locations make little sense.</p> <p>Make sure you stratify the answers you get to this survey between people who already own an EV vs those who don't. Because the former are going to give you much more useful insights. Hope these considerations are useful.</p>
152.	Great idea, encourage EV use
153.	<p>Is there a timeline for increasing on this baseline - to have good infrastructure ahead.. beyond this 7? London experience - the lack of charge options, given you had a hire car was shocking, to the point our days were spent trying to find and drive to places to find charge points!</p> <p>Also what is the plan to ensure the charge points are updated in Google Maps / charging apps so people find out WHERE they can charge - imperative for this to work properly.</p> <p>Happy to head more on this latter query in particular.</p>
154.	<i>No comment provided</i>
155.	<i>No comment provided</i>
156.	Lovely to see more of these stations coming into reality. Setting up more at destinations such as dog parks, beach or lakeside car parks, shops and cafes will add a large convenience factor, I would love to see more of this.
157.	I support the expansion of electrical charging facilities
158.	There is a desperate need for more EV charging stations across the Northern Beaches as the uptake gains momentum. As an individual who's had an EV for 3 years I am fortunate to have solar on my home so I am now less reliant on charging stations. However for those without access to solar or who charging is problematic such as those living in apartments, it's really important to have charging stations accessible. The bigger picture of course is high density dwellings with solar and EV charging.
159.	Dear Council, As an EV driver, I would advocate that kerbside charging is not a viable solution. There will never be enough and the turnover between users is just too slow. I also suggest that EV

Number	Comment
	charging is not the role of council. The constructive alternative is for service stations and shopping centres to be encouraged install 'banks' fast DC chargers, whereby the EV can be fully charged quickly & efficiently in minutes, not hours. This is the Tesla model for public charging and it works brilliantly. The other thing not well understood, is that for most charging applications, a standard 10Amp plus is sufficient. These can be installed on mass at commuter carparks and work places, with a simple app to manage access & fees. Most commuters would successfully get a full battery this way, once or twice a week.
160.	Thanks for asking for opinions! For an older EV that has a shorter range, powering up, halfway up the hill at ALLAMBIE, is very useful. Parking at Allambie is well-used but generally has a turnover that would allow usage (except perhaps at school drop off and pick up times).
161.	An excellent initiative by NBC! one small observation/improvement: I note that the type of charge stations proposed require owner cables. Not many E.V. owners have these connections. My preference would be for permanently connected cables to be provided at each location.
162.	<i>No comment provided</i>
163.	<i>No comment provided</i>
164.	Given the proliferation of EV's in our area (Newport and Bilgola Plateau) see at least five (5) charging posts installed at Porter Reserve in Newport or the carpark behind the Barrenjoey Road shops off Bramley Lane at Newport. Sincerely,
165.	It seems sensible to supply stations where residents can't park and use the power from their own property. eg in high density areas such as Manly and Dee Why.
166.	Great initiative and hoping you receive more funding to extend this further.
167.	<i>No comment provided</i>
168.	I live on West promenade. There is already such limited parking as is. The council are constantly removing spots from West Promenade and Eustace St leaving residents with no where to park. There are ~25 apartment buildings relying on being able to park around their home. Taking yet another spot from West Promenade is just further restricting residents. I 100% understand the rationale and support the reasoning to encourage the use of EV and support renewable energy. However, there are many other streets in Manly or even Fairlight that could be utilised for this purpose. There should also be considerations made for West Promenade to perhaps move from a 2P to 1P for non residents, particularly for summer. I personally work in the local hospital where there is only 1 bus an hour and the times do not mesh. I rely on my car and really struggle being able to get a spot within walking distance of my home.
169.	<i>No comment provided</i>
170.	<i>No comment provided</i>
171.	<i>No comment provided</i>
172.	<i>No comment provided</i>
173.	The Councils attention is drawn to DA approval DA2021/1841 - Construction of a seniors housing development. There may be a conflict with the location in coronation street and the development. See attached traffic management report on Council's website located under the DA application. Another example of Council's internal departments not talking to each other....which is normal!!

Number	Comment
	<div data-bbox="411 360 517 465" style="text-align: center;">  </div> <div data-bbox="603 367 948 421" style="text-align: center;"> <h2>Terraffic Pty Ltd</h2> </div> <div data-bbox="622 418 940 443" style="text-align: center;"> <p>Traffic and Parking Consultants</p> </div> <div data-bbox="716 443 842 459" style="text-align: center;"> <p>ABN 83 078 415 871</p> </div> <hr/> <p data-bbox="387 474 491 512">29th April 2022 Ref: 21063</p> <p data-bbox="387 528 560 602">The General Manager Northern Beaches Council PO Box 82 Manly NSW 1655</p> <p data-bbox="387 618 504 638">Dear Sir/Madam,</p> <p data-bbox="497 656 882 694" style="text-align: center;">DA2021/1841 – 7 & 8 CORONATION STREET, MONA VALE PEDESTRIAN CROSSING TREATMENT</p> <p data-bbox="387 716 991 797">I refer to Council's Traffic Engineering Referral Response dated 4/3/22 regarding the abovementioned development. In this response, Council's Engineer recommended Option 3 which incorporates a pedestrian refuge island, a kerb extension on the northern side of Coronation Street and relocation of the bus stop on the southern side of the roadway.</p> <p data-bbox="387 819 991 862">In response to Council's request, Gartner Trovato Architects have prepared a Site Analysis Plan (Drawing A01) that includes the following:</p> <ul data-bbox="432 884 991 1155" style="list-style-type: none"> • A pedestrian refuge island outside No10 Coronation St that retains vehicular access to this dwelling • A kerb extension on the northern side of the road that limits the crossing width to 3.7m on both sides of the refuge island • Rotating the 90 degree parking between Gate 3 and the refuge island to 60 degrees • Relocation of the bus stop on the southern side of Coronation Street to be located immediately east of the driveway serving No9 Coronation Street • A proposed NO STOPPING restriction from the new bus stop to the common boundary of 11 and 12 Coronation Street <p data-bbox="387 1178 991 1258">The swept path of the Australian Standard AS2890.2:2018 12.5m long Heavy Rigid Vehicle (HRV) representing a typical bus accessing the bus stop on the northern side of Coronation Street is reproduced in Annexure A. As can be seen, this vehicle can comfortably access the bus stop and manoeuvre between the proposed pedestrian refuge and kerb extension.</p> <p data-bbox="483 1276 868 1332" style="text-align: center;">PO Box 563 Sylvania Southgate NSW 2224 Mobile 0411 129 346 Web www.terraffic.com.au Email logan@terraffic.com.au</p> <p data-bbox="387 1429 971 1467">Should you require any further information, please do not hesitate to contact Michael Logan on 0411 129 346 during business hours.</p> <p data-bbox="387 1487 491 1505">Yours faithfully</p> <div data-bbox="387 1509 541 1568" style="background-color: black; width: 100px; height: 26px; margin-bottom: 5px;"></div> <p data-bbox="387 1572 633 1632">Michael Logan <i>MTraff (Monash University)</i> Director Terraffic Pty Ltd</p>

Number	Comment
	<p>Manoeuvring Path of Australian Standard AS2890.2:2018 12.5m Heavy Rigid Vehicle (HRV)</p>
174.	Council really does need to have significantly more EV chargers in Dee Why (east side if Pittwater Road). We consider this a very high priority. Additionally they do need to be "Fast Chargers". Why?, for convenience of users and to more quickly turn over charging spaces for the next customer.
175.	<i>No comment provided</i>
176.	This is an excellent initiative. Well done. I hope the project is successful and we see more of these charging bays in the future.
177.	Fantastic initiative, thank you!! Hopefully the trial is a huge success and even more charge points can be added in future. Thanks again!
178.	<i>No comment provided</i>
179.	Perfect location. Charge your EV whilst you take your dog for a walk.
180.	It's a great step in the right direction for more EV accessibility!
181.	No

Number	Comment
182.	Great initiative!
183.	Hi, I live in Malbara Crescent and I'm in favour of the charging station opposite. It will reduce the number of cars parking opposite and so make the turns onto Blackbutts much safer and easier.
184.	The proposed location on Blackbutts Road is not appropriate. The location should be on the next pole towards Davidson.
185.	<i>No comment provided</i>
186.	<i>No comment provided</i>
187.	No, thank you.
188.	<i>No comment provided</i>
189.	Great to hear of this idea. How about one in Fairlight in the vicinity of Fairlight shops.
190.	<i>No comment provided</i>
191.	<i>No comment provided</i>
192.	<i>No comment provided</i>
193.	Selections are based on Locations close to areas with residential flat buildings with older stock so residents in those buildings can own EV. Palm Beach to support visitors from out of area
194.	<i>No comment provided</i>
195.	<i>No comment provided</i>
196.	<i>No comment provided</i>
197.	Gilbert St Manly is purely residential and not appropriate IMHO. The current 1 hour parking spaces on Gilbert St Manly could work really well as they are in a more commercial position.
198.	Not at this location (not near a kids park plus not wanted)
199.	The proposal in Kalinya St is outrageous. It is hard enough to get a park as a local resident on weekends let alone you taking up space for a very select few vehicles on the road.
200.	<i>No comment provided</i>
201.	We need more charging stations at the northern end of the peninsula please
202.	High density areas should be prioritised for street side EV charging such as Manly vale and Dee Why areas where many units are located
203.	<i>No comment provided</i>
204.	<i>No comment provided</i>
205.	<i>No comment provided</i>
206.	<i>No comment provided</i>
207.	<i>No comment provided</i>
208.	Good to see more stations going into the area.
209.	There should be more options to select in the Dee Why, Brookvale, Curl Curl Area. Especially will all the high density development in Dee Why.
210.	How about Scotland island car park area? Commuters don't have garages and their are a few EV's parking their now.
211.	<i>No comment provided</i>
212.	<i>No comment provided</i>
213.	<i>No comment provided</i>
214.	Warriewood is a significant hub for community facilities, shopping centre servicing surrounding suburbs and a growing population centre with little charging infrastructure available in this suburb. This charger should be the priority for inclusion and a second charger option in Warriewood should be considered given the volume of vehicle traffic utilising this area.
215.	There should be one in Allambie Heights But that is a dangerous location. Around the corner in Grigor place much safer.

Number	Comment
216.	<i>No comment provided</i>
217.	<i>No comment provided</i>
218.	<i>No comment provided</i>
219.	<i>No comment provided</i>
220.	<i>No comment provided</i>
221.	Charging stations are much needed on the Upper Northern Beaches. I have an EV and charge at home in Avalon, however for anyone travelling up Barrenjoey Road beyond Mona Vale, there are none at the moment. Should I ever run low on charge coming back from the city, it would be consoling to know there was a good network of reliable chargers somewhere between Chatswood and Avalon Beach. But why not install some charging spaces in the already existing public carparks at Newport and Avalon? This would make sense, as it would allow for charging EVs while shopping.
222.	<i>No comment provided</i>
223.	None of these. You have chosen sites that already have parking difficulties and you want to increase these problems?! Kalinya St Newport in particular is already burdened with Newport Arms parking melee, and councils inane limited timed parking for residents every day in that street. New units have been built and the parking spaces already don't go far enough to accommodate current residents., why add to that nightmare. A sensible and more suitable location would be the far northern end of Newport beach car park on the road side. It's on the highway so keeping traffic off the back streets, it's highly visible, not affecting resident parking and minimal effect on beach parking As a rate payer I do not want to see any further parking issues in Kalinya St
224.	I totally oppose this as parking for residents is and has been difficult even before the most recent building works at the lower end of Beaconsfield near the shopping centre. To take another car space out is unacceptable. On weekends you can hardly find a park close to home as it is. It is not council's core business to do this. Stick to what the majority of the community need - Better parks and services, along with road maintenance etc. People parked along this area are generally attending the pub, so why not get the pub to host this! It is for their patrons.
225.	The car parking at Allambie Oval would be an ideal location. Close to shopping and cafes. Also the 3 locations in Manly. It's crazy that there isn't any charging in Manly currently, in such a busy hub.
226.	<i>No comment provided</i>
227.	<i>No comment provided</i>
228.	<i>No comment provided</i>
229.	May be encourage or subsidise to local small shopping centre to install more EV chargers.
230.	<i>No comment provided</i>
231.	<i>No comment provided</i>
232.	<i>No comment provided</i>
233.	<i>No comment provided</i>
234.	<i>No comment provided</i>
235.	the existing (albeit minimal) installed infrastructure should rule out Mona Vale, Freshie, Narrabeen for priority on this round. Manly has a major need, as do some of the locations back off the beaches, and north of Mona Vale
236.	<i>No comment provided</i>
237.	1. Have more EV charging stations at shopping centres carpark, so our EV is charged while we're shopping.

Number	Comment
	2. More solar panels on shopping centres to charge the EV, especially during the day to maximise sunlight.
238.	So happy to see this coming our way! Thank you so much!
239.	<i>No comment provided</i>
240.	<i>No comment provided</i>
241.	This is a fantastic idea. I don't currently own an EV due to the fact I'm worried about running out of power. With locations around for me to charge this will definitely make me start the process to buy one.
242.	<i>No comment provided</i>
243.	<i>No comment provided</i>
244.	<i>No comment provided</i>
245.	<i>No comment provided</i>
246.	High visit areas may benefit most
247.	A Mona Vale site would serve the church point and Bayview communities
248.	We need so many more in Manly as there are so many blocks of units
249.	<i>No comment provided</i>
250.	<i>No comment provided</i>
251.	<i>No comment provided</i>
252.	Charging stations should not impinge upon residential parking in busy streets. That is why places like Governor Phillip park are ideal. We have Aquatic Drive, Glenrose shops, Curl Curl adjacent to the netball courts, Forestway shops, which could be better sites. There are 2 at Belrose Super Centre which interfere with no one. The suggestion for 118. Allambie Road is particularly perplexing. It is just off the roundabout, close to the shops and school where parking is at a premium. Further down Allambie Road outside the Community Hall would make more sense. Manly waterfront would be ideal. So many parking spaces where one or two would make little difference. Please take into account the negative impact some of these sites would have on residents. Semi industrial sites and shopping centres make more sense.
253.	<i>No comment provided</i>
254.	<i>No comment provided</i>
255.	To consider 25/27 Ashburner St Manly as a site is incredible. The lack of parking at any time is obvious to anyone who knows the area. To take one spot for charging is not on.
256.	<i>No comment provided</i>
257.	11 G liberty Street Manly is a very poor place to site a charging station. The street is narrow and has a huge volume of bus traffic each day. A charging station will inevitably involve some double parking as people wait for their turn. This will halt bus traffic and cause chaos.
258.	<i>No comment provided</i>
259.	I strongly object to the location at 118 Allambie Rd, it's a lazy and dangerous solution, totally inappropriate on a high volume traffic roundabout, and a 60km per hour road speed limit. It's on the wrong side of the road for accessing the new units or the shopping centre and only useful for EV's with rear charging, A much safer and useful option would be in the Allambie Oval car park, behind the shops or further along the southern side of Allambie Rd,
260.	I strongly object to the charging station in Yulong Ave Terrey Hills parking for the shopping centre is overloaded, the street is extremely busy with sporting activities, trucks and buses seeking parking. A better location might be in the parking area adjacent to the Fire Station.
261.	<i>No comment provided</i>

Number	Comment
262.	I do not own an electric vehicle, although I hope to do so when the selection and price of EVs becomes better, so I am not arguing from my own current interests. When I do buy an EV I intend to charge it mainly in my own garage, as my usage is mainly local. I have chosen the spots I favour to get as even a distribution of charging points as possible over the NBs, and, where I have familiarity with the areas, to be the most useful and accessible locations. I hope my contribution helps. Kudos to Council for its approach to solar power and EVs
263.	<i>No comment provided</i>
264.	for better access, site all so only one car, not two, bounds each charging bay
265.	The location chosen for Newport is the most illogical position for a charging station. A better location would be some where closer to the shopping centre such as the three car parks in Newport; the beach car park, the car park behind the shops east of Barronjoey rd or the car park behind shops west of Barronjoey rd. The only people that would benefit from a charging station at Dearin Reserve would be people travelling to visit the Newport hotel. Thanks
266.	What about Newport Beach car park, alternatively, the car park behind the shops at Newport (south side)
267.	<i>No comment provided</i>
268.	<i>No comment provided</i>
269.	Please do not put one at dearin reserve as the parking is difficult all year round in that area due to the Newport , the wharf and the mirage. It could be put on The Boulevard at Gretel park.
270.	<i>No comment provided</i>
271.	Try to keep the charging stations away from private houses. It's not fair to the residents whose houses you have picked particularly the one in Mona vale when there are substantial public parking already in coronation street.
272.	<i>No comment provided</i>
273.	<i>No comment provided</i>
274.	<i>No comment provided</i>
275.	<i>No comment provided</i>
276.	<i>No comment provided</i>
277.	That the sign says between 10pm and 8am no parking unless valid isthmus permit. This means a local can park in the space overnight.
278.	<i>No comment provided</i>
279.	Charging stations should not remove on street parking particularly in Manly
280.	Good for our community as this will be the only public charger in our area
281.	I would use this regularly, great idea
282.	<i>No comment provided</i>
283.	<i>No comment provided</i>
284.	Concerned that older EV vehicles will catch fire more frequently in the future and give off toxic fumes whilst located close to residential areas. These stations should be located in industrial or commercial zones or have fire suppression facilities to extinguish fires.
285.	Great initiative :
286.	<i>No comment provided</i>
287.	I strongly oppose the site at 15 Coronation Street Mona Vale. Please see attached letter: Dear Northern Beaches Council

Number	Comment
	<p>I strongly oppose the proposed site 15 Coronation street Mona vale for the Intellihub Street Side Electric Vehicle Charging Station.</p> <p>For the reasons being:</p> <ul style="list-style-type: none"> • A public Electric Car Charging Station on a residential side of a street, adjacent to residential homes would change the surrounding environment for residents of those homes in a negative way. • My home is located at [REDACTED] Mona Vale, and the proposed site is visible from all the front windows of my home. This would be a visible intrusion (large signs and charging equipment) of which I believe would decrease the value of my property. • The privacy and enjoyment of my front garden would also change, with cars & people moving frequently in and out of the vehicle charging station. • Potential car/s waiting their turn to charge would also create double parking on the street , this could potentially be a hazard for residents getting out of their driveways, cars parked opposite the site reversing out of their parking, cars turning the corner from Narrabeen Park Parade. • There is already limited off street parking for visitors to homes due to hospital staff needing to find an all day park . <p>A far more friendly and suitable place for a Vehicle Charging Station would be in a places away from residential homes.</p> <p>Sincerely,</p>
288.	<i>No comment provided</i>
289.	We need way more EV chargers in the Northern Beaches, particularly north of Mona Vale. Super supportive of this.
290.	Congratulations. This is a great imitative by council to support EV usage.
291.	<i>No comment provided</i>
292.	Install a camera to ensure users don't stay an unreasonably long time.
293.	I live in Ashburner street and it is already very difficult to find parking. Please don't take away any more isthmus parking spots
294.	As a resident of Allambie Heights and someone who lives in close proximity to the proposed site I strongly object to the location of the charging station. Parking is very limited at the best of times and with the new boarding house being built opposite you are taking away a parking spot for residents . Not to mention you will be devaluuing the owner who will have this station outside their home . Surely if you are looking at Allambie Heights why not put it in one of the parking spots in the Centre car park? Or is this off limits because it's owned privately? Or somewhere behind the shops where it will not impact the residents .
295.	<i>No comment provided</i>
296.	<i>No comment provided</i>
297.	<i>No comment provided</i>
298.	<i>No comment provided</i>
299.	This is an excellent development. I hope it goes ahead. Also, there definitely need to be charging points north of the present moit northerly ones at Mona Vale.
300.	<i>No comment provided</i>
301.	<i>No comment provided</i>
302.	Honestly, I think all places should have one not just seven, if you are serious about the environment.
303.	<i>No comment provided</i>

Number	Comment
304.	<i>No comment provided</i>
305.	Please ensure that plug in hybrid EV's can use these facilities
306.	<i>No comment provided</i>
307.	Dee Why should be included as well. The current JOLT stations face the problem of non-EV cars parked at the stations for convenience. It'd be great if the new proposed stations are better monitored to avoid this, which is now an on-going issue. Either monitoring or something in place to avoid non-EV parks to take up the space. Fines, more rangers, etc, or any other solution would be appreciated.
308.	There is currently no ev charging in Manly at all and a growing concentration of vehicles.
309.	<i>No comment provided</i>
310.	<i>No comment provided</i>
311.	Prioritise condensed areas with lots of apartments. People in suburbia can charge at home, please in apartments cannot!
312.	<i>No comment provided</i>
313.	No
314.	Not at this time.
315.	I hope you are charging them as I do not see why the rate payers should subsidize people who do not pay their share of road usage and use a scarce resource of electricity. It must be short as the bills keep going up. Just use rate payer money to fix roads & parks and get out of woke agendas! Get the [REDACTED] to pay rates on land they own as well for council services they receive.
316.	<i>No comment provided</i>
317.	<i>No comment provided</i>
318.	<i>No comment provided</i>
319.	<i>No comment provided</i>
320.	<i>No comment provided</i>
321.	<i>No comment provided</i>
322.	<i>No comment provided</i>
323.	<i>No comment provided</i>
324.	<i>No comment provided</i>
325.	<i>No comment provided</i>
326.	<i>No comment provided</i>
327.	<i>No comment provided</i>
328.	<i>No comment provided</i>
329.	<i>No comment provided</i>
330.	<i>No comment provided</i>
331.	<i>No comment provided</i>
332.	Have maximum parking of 90 minutes. 33 Kws is enough to get you over 200 KMs.
333.	<i>No comment provided</i>
334.	I would recommend the council prioritise locations that are far from any public charging and with high density spaces. With the recent addition of high speed stations in Frenchs Forest (and whilst still desired to have more on street charging), Manly, Palm Beach and Warriewood (half way between Manly and Palm Beach) would likely see higher usage rates.
335.	I think this is a great idea and that the council should be a leader in getting many more installed. EV sales in the first half of 2023 increased four fold over the same period last year, from 1.8% of all Australian new vehicle sales to 7.4%. The pace is also accelerating with Australian Q2 2023

Number	Comment
	battery EV new vehicle sales of 25,752 up by 48% over Q1's 17,399 sales. NSW has over 175,000 EV's registered on road. Urgent expansion of EV charging infrastructure is needed just to keep pace and to reinforce the Northern Beaches as a clean and green energy leader.
336.	<i>No comment provided</i>
337.	<i>No comment provided</i>
338.	How about 1 charger in each of the underground council car parks in manly? Also, wouldn't it be nice to put 1 or 2 on the Corso in front of maloufs pharmacy and/or coles? There is a lot of tourism foot traffic there, so showcases the northern beaches support of ev transition. Also the 30 minute parking limit prevents people hogging the charging facility.
339.	<i>No comment provided</i>
340.	The proposal should incorporate two parking spaces at each site and incorporate sufficient lead length to cover both parks. This would allow more charging, particularly noting the propensity to overstay. Noting demands, each park at high traffic areas should be shorter - 1 hour parking to again allow greater access to meet demands from EV owners. One hour would provide a top up charge for sufficient range, particularly at Governor Phillip Park.
341.	Please do not put one in Kalinya st. Parking there is bad enough on weekends and during the week it has a 2hr time limit making it difficult to park anyway.
342.	<i>No comment provided</i>
343.	The locations should be chosen such that another EV waiting for charge after a currently charging vehicle can wait "in-line" close by. The charge station on Bungan St Mona Vale for eg is welcome but poorly situated. It should have been grouped together with the other charger in the nearby carpark. The logistics of the complete charging process as the demand of a series of vehicles need to be carefully thought through, not just the immediate vehicle on charge.
344.	Great idea. But it is taking way parking for residents. It would be better to put in the parking garages and provide a extra hour free parking to people. Also the 22wk will not provide rapid charging for customers. Turn of spots will take longer.
345.	Dearin Reserve is an off-leash dog area that is not enclosed - and we don't want it to be enclosed creating another "dog prison". It's small. Will having a more cars come into the area, endanger the dogs' safety and well-being? Just something to think about before making a decision.
346.	<i>No comment provided</i>
347.	<i>No comment provided</i>
348.	<i>No comment provided</i>
349.	parking on Kalinya Street in Newport is already dismal, a charging function there would make it much much worse - especially over summer with large volumes of people visiting the Newport.
350.	They should not take any space that any current eligible motor electric or non-electric vehicle use. If anyone chooses to buy an EV. They should be charging them on their own private property.
351.	<i>No comment provided</i>
352.	<i>No comment provided</i>
353.	It would have been good to see a Narrabeen option.
354.	<i>No comment provided</i>
355.	I'd love to see more of these and also more eV share car options for parking/ charging
356.	<i>No comment provided</i>
357.	My concern in the Manly area is parking is already at a premium and this is only going to further reduce available parking spaces for others. maybe move charging stations to outside the already limited parking spaces within manly to close streets outside the precinct where parking is not an issue or even Wentworth st. council car park lower level or spaces can be used by all as I have noted elsewhere these spaces are often vacant

Number	Comment
358.	I live on Kalinya st in Newport, the parking situation that we have in our street is already ridiculous & hard enough to find a park, when Justin Hemes brought the Newport the council gave us timed parking on Monday to Friday you can only park there for two hours from 8am-6pm & on the weekends you get four hours from 8am-6pm & now you want to take another car parking spot from an already depleted area to park. Sorry I say very strongly that I DO NOT want an EV charging station on my street.
359.	The charging unit proposed for 59 Old Barrenjoey Rd, Avalon will be an interference to sensitive medical equipment for a young boy located in [REDACTED], Avalon. His bedroom would be within [REDACTED] of the proposed ev site @ 59 Old Barrenjoey Rd, Avalon. The medical equipment is very sensitive and any changes in high voltage electrical equipment this close will give incorrect information on medical device thereby putting my child in severe harm or resulting in possible death. I think this location for an EV charging station is not suitable and should be rethought in regards to location.... a much more suitable location for an Avalon EV charging station would be over near the RSL club possibly further over on the old service station site that is raised and flood free. (The proposed area @59 Old Barrenjoey Rd is highly subject to flooding also, can provide photo evidence if required) Can provide Paediatricians, Doctors and manufacturer of medical equipment advice on what I've discussed here, thanks kindly. Have a good day.
360.	I do NOT think Yulong Ave in Terrey Hills is a suitable location already too much traffic in that area. I would like to nominate either the carpark outside the Terrey Hills Fire Station (NOT outside the Playground). OR the Old Mona Vale Road alongside the Berkelo Cafe opposite the end of Yulong Avenue.
361.	I oppose having an EV outside 4 West Promenade Manly
362.	<i>No comment provided</i>
363.	Dear Council, The Strata Committee of [REDACTED] and [REDACTED], Manly [REDACTED] would like to make the following submission to the proposed Intellihub EV Streetside Charging Project due to the significant impact and safety issues it would create. Gilbert St, on the West side of Eustace St is a narrow, one way, no through road with parking of vehicles on both sides of the short 100 metre road. It is a very tight road with very limited space and no turning facilities. Any car entering West Gilbert Street from Eustace Street without security access to a designated garage area is forced to complete multiple point turns in order to turn around and exit this street. This higher traffic could also result in damage to other cars parked in the area and to residential property, such as fences, when the cars may back over footpaths, also compromising pedestrian safety. This is unsafe for pedestrians and local residents. As there is a stairway leading down from Upper Gilbert it can be a high pedestrian thoroughfare, which will have a higher risk, with vehicles trying to access the electricity facility. This facility would be significantly reducing pedestrian and vehicle safety by encouraging more cars into a very restricted street with no designated turning facilities. In addition, the proposed facility's marked parking area would need to commence at least 1.2 metres from the driveway to enable the vehicles turning into the driveway enough angulation to enter safely.
364.	<i>No comment provided</i>
365.	<i>No comment provided</i>
366.	<i>No comment provided</i>
367.	<i>No comment provided</i>
368.	<i>No comment provided</i>

Number	Comment
369.	<i>No comment provided</i>
370.	<i>No comment provided</i>
371.	I am a resident on Ashburner Street - I strongly object to anything that encourages more people to utilise our street for parking. We have already had a reduction in available spaces due to construction works and the conversion of parking spaces into driveways and garden beds. It is hard enough to get a park close to our homes as it is, without the potential draw of sought after electric charging spaces. Please take them elsewhere.
372.	Exactly who pays for the power required to charge the vehicles? Will there be pay - for - use meters?
373.	That is great. We need more chargers especially where lots of units are.
374.	As Pittwater Ward is the is the most remote section of the NBC LGA - and the furthest from the CBD - it makes sense to have a concentration of charging points in the Pittwater zone.
375.	<p>Ashburner Street Manly EV charger proposed location is in WRONG SPOT!</p> <p>-There is a critical shortage of parking spaces on Ashburner street, and the Isthmus parking area of Manly generally.</p> <p>-the charging station is proposed to sit in front of an apartment block 10 units, each with their own car spaces, capable of having individual car charging.</p> <p>Designating one space for EV charging is excluding 97-98% of cars that cannot park in this spot, as there are on approximately 2-3% of vehicles that are currently EV's.</p> <p>-the other 13 locations proposed on the northern beaches are not in high use areas where is loss of one car spot is not noticeable, and most proposed locations are not out the front of people's homes.</p> <p>-why not locate the charging station away from the high use area of Isthmus, out the front of an apartment block out of with no car parking?</p>
376.	<i>No comment provided</i>
377.	<p>The locating of 3hr timed EV charging stations directly outside residential properties is completely inappropriate and reduces amenity and parking locations for local residents in favour of EV car owners who may live anywhere and have no regard for local residents, I question who will police the 3hr limit. I live at [REDACTED] and you have proposed a location directly in front of my house and my neighbour's house at 118 Allambie Road who is a widowed retiree, our family home is located on the [REDACTED] and the location proposed is quite ridiculous particularly when considering other options close to Allambie shops. Allambie Heights shops is a small neighbourhood shopping centre where the vast majority of visitors remain for a very short time. The proposed location is on the wrong side of the road to then safely access the shops on foot and will encourage people to cross the road through traffic at this busy location rather than walking up to the lights at Allambie Public School. There has already been a boarding house approved directly opposite at 139 Allambie Road which is currently being constructed and once complete will already place additional pressure on street parking for local residents. Based on the other proposed locations the most appropriate location in my opinion is at Allambie Oval which does not take away a street location immediately in front of us, the local residents, and is on the same side as the shops and school eliminating potentially dangerous pedestrian activity once the EV is parked. Should the location at the oval not be appropriate for whatever reason, then a location should be negotiated with the owner of the Allambie Heights Shopping Centre who I understand also owns all of the parking at the shops and where a charging location would be much more appropriate. I am sure the owner would be open to negotiating a rental agreement for a single car space for EV charging.</p>
378.	Regarding the 118 Allambie Road location, I DO NOT SUPPORT THIS LOCATION. Charging a car requires considerable time and as such an EV charging station would be better placed beside recreation attractions. The type of shopping done at Allambie Heights Community shops is much more a pickup and run kind of shopping event. In any case, there are many more

Number	Comment
	<p>suitable positions in Allambie Heights, such as:</p> <ol style="list-style-type: none"> 1) along Allambie Road north of the shops where there is no competing residential parking; 2) closer to the community centre either last parking bay at the shops (near post box and phone box) or Infront of the community centre before bus stop and traffic lights; 3) at Allambie Heights Oval, Allambie Heights entrance, eg the only parking bay left of oval access. 4) Behind the oval beside the Tennis Centre and near Scout Hall. 5) At an entrance to Manly Dam Reserve so recreation and charging can occur concurrently. <p>Please consider that the location at 118 Allambie Road is opposite a boarding house which is expected to increase parking congestion and competition for space around this location. Removing valuable parking for residents is a substandard idea.</p>
379.	<i>No comment provided</i>
380.	<i>No comment provided</i>
381.	<p>To whom it may concern</p> <p>I am a resident of Ashburner st. As much as I like the idea of charging station for electric vehicles, I DO NOT support the proposed location on Ashburner st. As you may be aware, The Isthmus area of the NB parking scheme has likely the worse ratio of street parking vs number of residents. It is very very difficult finding a park for residents here. And this is pretty much permanently removing one spot.</p> <p>Further to that, Manly council is strongly enforcing front to kerb parking in this part of the street, which I suspect wouldn't be suitable for the charging station.</p> <p>Also I don't believe residents of nearby properties would purchase an electric vehicle solely relying on a one public charging station on the street.</p> <p>In my opinion, EV station should be rather situated in the beach front area, not in a residential zones with lack of parking spaces.</p> <p>Thank you for the consideration.</p> <p>Kind Regards</p>
382.	<i>No comment provided</i>
383.	<p>Parking availability is already a huge problem in Manly isthmus area. The residents of Ashburner street, myself included, struggle to find spaces to park their cars. By removing an available parking space and designating it for ev charging you would be exacerbating the problem. Ev owners have a large range of options at shopping centres and other public parking facilities. Do not take parking spaces away from an already overcrowded street.</p>
384.	<p>As the resident owner of [REDACTED] Mona Vale I object strongly to an EV charging site being proposed for outside my premises. All Parking spaces near Mona Vale Hospital are essential for the doctors, nurses, care workers etc etc required by the hospital as well as for the patients attending the hospital.</p> <p>EV charging stations are more suitable for non residential sites... car parking sites, supermarket car parks, petrol stations and the many green areas especially in highly developed areas such as Warriewood Valley.</p> <p>What measures are in place for monitoring cars which overstay the three hour limit as is very likely with so many sites close to beaches.</p> <p>I have not commented on the best 7 sites as I will leave that for the residents concerned.</p> <p>Many thanks.</p>
385.	<p>Whilst I'm all for electric vehicles and charging stations, parking for residents is bad enough in places like Manly without a spot being taken away for a charging station.</p> <p>Can you not put them in the council car parks, or underground parking garages??</p>
386.	<i>No comment provided</i>
387.	<p>Submission 1:</p> <p>Some of these sites are completely unsuitable</p>

Number	Comment
	<p>Submission 2:</p> <p>Thanks for your reply. I'm assuming that those responding to the community consultation, do not live in Ashburner st because as a resident, they would be fully aware of the scarcity of parking available at any time of the day or night. It would be beyond comprehension, that a resident of Ashburner would think it's a good idea to remove further car parks.</p> <p>So to be clear, I am fully supportive of electric vehicles and as soon as camper vans become available in this format, I'll be ordering one - however, Ashburner street is not suitable for this purpose.</p> <p>I know you are here to help answer questions and not listen to individual cases but I need someone within the traffic section of council, to understand our plight.</p> <p>You will have more accurate internal information than I do but I have done a google analysis of the parking to residence ratio in the proposed EV charging section of Ashburner St. Feel free to fact check these numbers but I am acknowledging that they are approximate at best.</p> <p>My google analysis and local knowledge tells me there are 161 in residences in Ashburner St between South Steyne and Darley St and 68 parking spaces in the street. 94 of those residences don't have off street parking. (My building, number [redacted] for example, has 22 apartments and only 4 garages) and only a handful of residences have more than one off street park. Conservatively let's assume that there is 1.5 cars per residence. (Some have none, some have 3 - you can check the issued permits) That's 94 x 1.5 =141 and another potential 33 cars from residences that have just one garage.</p> <p>So you can see where I'm going here. On any given day, there are potentially 174 resident's cars trying to fit into 68 car spots.</p> <p>But wait, that doesn't include the Bold and Beautiful swimmers who have over 10,000 people on their database and who have had to break up into time slots to accommodate their popularity or the thousands of walkers who have read on trip advisor that the thirteenth most popular activity in NSW is the Manly Scenic walk, or the thousands of beach goers wanting to swim between the flags at the 6th best beach in the world and who strive to avoid paid parking by trolling the side streets of South Steyne in search of a free two hour park.</p> <p>The plight of residents trying to find a park in their own street can be told anecdotally too. Physical fights in the street over car spots, early retirement , (don't laugh - a significant factor in my wife giving up her job at the Northern Beaches Hospital was due to the stress of finding a park at the end of the day.) Whatsapp groups being formed to let members know when parks become available, One resident changing the structure of their home to create their own car port (and in doing so, taking away two street parks from the rest of us.) I could go on.</p> <p>So when yet another proposal is flagged, that we are going to lose another car park, I hope you get a bit of a feel as to why the locals get defensive. And yes, we knew what we were getting in for when we bought an apartment in Ashburner St without a car space but when the council, who is supposed to be serving us, takes away our amenity, don't blame us for putting up a fight.</p> <p>Unless you live here, you just don't get it. 'Power pole suitability for EV charging' does not stack up against the lack of parking places for residents.</p> <p>So now that I've had my rant and prepared my official objection, I do understand that it is not your decision, but you seem reasonable and you have been responsive. I just needed to get it off my chest.</p> <p>Thanks</p>
388.	<p>For Manly, Victoria Street would be my suggestion as it has the width. I do NOT want any on Gilbert Street or West Promenade MANLY. I would prefer the charging spots in Manly be in Service Stations. Service Stations would be a more appropriate spot for these charging stations.</p>
389.	<p>Hi, Please don't place the EV charger in Ashburner St. It is one of the busiest streets for residential parking on the northern beaches. Removing a spot for a EV charging location will continue to make a busy parking area even worse.</p>
390.	<p>Sites with massive parking shortages for the amount of residents should definitely not be an option.</p>

Number	Comment
391.	Parking in manly is unbearable as it is with all the construction sites so loosing another spot in residential streets like ashburner is not preferred
392.	<i>No comment provided</i>
393.	I have concerns of the exact location of the Blackbutts Road (opposite Malbara Crescent), Frenchs Forest site. I don't think it is suitable to have this firstly next to a children's park for the reasons of safety and secondly opposite Malbara Crescent, which could become congested and is already difficult to exit at times, due to often illegally parked cars. Blackbutts Road is a good location, just not where the children's playground is.
394.	Short and sweet: please no advertising like the ones on those chargers by JOLT.
395.	<i>No comment provided</i>
396.	Unequivocally a NO for Dearin Reserve Newport. This is adjacent to Dearin Reserve an off leash dog park where parking is already limited due to the close proximity of The Newport, the shops & bus stops! Please listen to reason here.
397.	I support electric vehicle charging station as described, Kalinya Street Newport 2106
398.	I refer to your letter of 5 September – Electrical Vehicle Charging Bay As a resident I cannot get a park in Ashburner Street. Nothing has changed since which we were invited to attend those meetings in Manly Council Chambers about resident parking some years ago. Whenever I move my car I have to leave it parked up Darley Street and come back in the early morning to see where I can find a place to park it. Now you want to put in charging stations across the road from me. The obvious question is why you don't install these charging stations in our car parks instead of across from the area where I live. Who are these people who will benefit from the charging stations? They are travelers. They are the same people who get free parking from their luck in finding a place away from the beach front?. Why aren't they also subject to meter parking? They should be parking in Council parking lots and it's there where you should provide the charging stations.
399.	- 19 Yulong Avenue, Terrey Hills - Blackbutts Road (opposite Malbara Crescent), Frenchs Forest To be prioritized please. Thank you Kind regards
400.	We have an electric vehicle in Manly. Current locations always have parked cars. They are dense areas. We recommend council put the EV charging in the Coles and Whistler Street car parks. Both have a 2 hour free limit. The street locations are likely to be regularly occupied by parked vehicles.
401.	My wife and I strongly support the proposal to establish an electric vehicle charging bay and a restricted parking space near our home at [REDACTED] Terrey Hills. We are owners of two EVs and the only nearby charging point is in the AUSTRALINK business park in the shopping centre carpark. Due to the number of EVs in the area the two charging stations are often unavailable when needed. Addition of another public charging station in the area will be welcomed by all EV owners, as will the reduction of greenhouse gas emissions through the use of 100% green energy. EV users have overwhelmingly invested in EVs due to concerns about rising emissions and climate change. Congratulations Council!

Number	Comment
402.	<p>I would like to provide comment in regards to the proposed EV charger to be located on the Northern side of Anzac Ave. between Cliff and Beach Roads.</p> <p>Since COVID, Anzac Ave. has had a significant increase in the amount of weekday traffic with people taking their dogs to the dog park, walking the headland and playing golf.</p> <p>On weekends there is even more traffic as you have even more people taking their dogs to the dog park, walking the headland and playing golf as well as all the players and spectators using the rugby/cricket oval.</p> <p>Further to this, it is quite common for people who have turned East from Pittwater Road into Anzac Ave. who then see a parking spot on the Southern side of Anzac Ave. to turn slightly into Cliff Road or Beach Road to then do a u-turn to get a parking space on the other side of Anzac Ave. In their haste not to miss the parking space they quite often cut across the front of people driving down Anzac Ave.</p> <p>This is already very dangerous and to have an EV charging space located between these streets will only increase the risk of an accident as it is likely that people wanting to use the EV charger will double park while they make enquiries as to who's car is being charged and how long they anticipate being there. Further to this, the proposed EV charging location is almost opposite the entry/exit to the Griffith Park carpark.</p> <p>Due to limited parking at times, cars park on Anzac Ave right up to the entry/exit of the Griffith Park carpark driveway and cars leaving the carpark have to edge their nose quite a way out onto Anzac Ave to be able to see if cars are coming up from the golf course direction. Cars coming from the golf course direction then have to swerve around the front of the cars coming out of the Griffith Park carpark and if a car is double parked on the Northern side of Anzac Ave while they wait to use the EV charger, then there is a likelihood of an accident.</p> <p>Further to this, cars often drive from Cliff Road into the Griffith Park carpark or from the Griffith Park carpark into Cliff Road and as Cliff Road and Griffith Park carpark are slightly offset this is often done at speed and if someone is double parked it will make this even more dangerous.</p> <p>I would suggest that it would be better to locate the EV charger at the dog park end of Griffith Park carpark or in the Fisherman's beach car park as cars would not create traffic issues and potentially accidents on Anzac Ave.</p>
403.	<p>Submission 1: The locations all have some advantages. Are the parking rules to be strictly enforced? Parking by anyone outside of the hours on the signs means that EVs cannot charge at these times. Seems a bit of a waste.</p> <p>Submission 2: The locations all have some advantages. The one in Boondah Rd Warriewood is close to the local shopping centre so people are easily able to go to the shops and return in time. The places at Manly are risky as some people may overstay when they take the ferry to town.</p>
404.	Dear Council,

Number	Comment
	<p>How much will these charging stations cost, and how much will be charged for the power?</p> <p>Did the Govt built a petrol charging network? No, they were built by companies to make money! These stations should be commercially viable, not completely subsidized. If they don't make enough money from sales to customers, they should not be built. In the same way EV owners should be paying a road tax, as ICEV owners do. They are much heavier so they will damage roads more than ICE vehicles do. This is a capitalist society where EVs should be treated the same as ICEs. Normally EV subsidies favour the rich, and should not be given a free run!</p> <p>The council should be looking after all its ratepayers, not looing after the wealthy EV owners more than ICEV owners!</p>
405.	<p>Hello, I wanted to make a comment on the EV station proposed for outside this building. I am the [REDACTED] of the Owners Corporation of [REDACTED] Ashburner street Manly but make this submission in my personal capacity as an owner in that building.</p> <p>I have no objection to the proposal and assume research has been done to ensure a reasonable and growing usage would occur as it is removing 1 regular parking spot.</p> <p>I have a suggestion though. Could the space be moved one place further south away from the beach? This would enable an easier entry to our driveway when the EV station is not in use. It would also remove the need for a second street sign as the space would adjoin 2 driveways. Number 23 Ashburner Street has applied for a driveway as part of a re-build (DA 2022/1959). This information may not be known to you.</p> <p>Please contact me on [REDACTED] if there is the opportunity to discuss this.</p>
406.	<p>Dear NBC,</p> <p>I'm writing about the proposed Electric Vehicle Charging Bay (EVCB) proposed for Coronation Street, Mona Vale (ref 2023/550811).</p> <p>I object to the EVCB to be on Coronation Street as:</p> <ul style="list-style-type: none"> - No residents of Coronation Street have an electric vehicle and so there would be no utilisation by residents although residents would be impacted by one/two less car parking spots outside their home for visitors and family. - The wider-area is sparsely populated with residents and so the EVCB will get little utilisation. If the intention is for non-residents to use the EVCB then seems logical to put on Council land rather than impacting residents. - The hospital side of Coronation Street has ample parking. It's much more logical and impacts residents less for a charging station to be put on that side of the street - the existing proposed list should be re-evaluated and a common-sense criterion should be included.
407.	<p>I would like to know if people using these charging stations are being charged for the power they are getting? I expect the answer is NO, and I think it is disgraceful that some members of our community are effectively receiving free fuel provided by rate payers, whereas those of us who are unable to upgrade to an electric car and/or had no choice to purchase EVs due to limited availability during Covid, are still required to pay for our own fuel, which of course is ever-increasing. I understand there is a push to drive alternate fuel sources, but individuals using these electric power sources should still be paying for their own usage.</p>
408.	<p>Hi,</p>

Number	Comment
	<p>Well what about helping people that cannot afford electric vehicles. The owners of electric vehicles get their power free, who is actually paying for the power for this purpose?</p> <p>It seems the people that can afford fuel are the ones not paying and everyone else is struggling to fill their cars, no doubt would love to have this benefit but are not in a position to do so.</p> <p>This is a very one sided issue.</p> <p>If it is so important to go electric help subsidise people to get into these vehicles by charging for the electricity at these points.</p> <p>Just saying,</p>
409.	<p>Re:-,intelligible EV Charging Project</p> <p>"Currently we have funds for 7"</p> <p>Please explain what, why or how the NBC has an obligation to "fund" charging stations from council funds?</p> <p>YF</p>
410.	<p>To whom it may concern,</p> <p>It is my understanding the council is proposing a charging station on Allambie road near the roundabout & diagonally opposite Allambie Hgts shops and someone's home.</p> <p>How inappropriate this plan is for the following reasons:</p> <p>-Having a charging station outside someone's house, meters away from their living spaces. What would be the long term health impacts associated with this to the family living this house?</p> <p>-I am also concerned that you are placing this on a section of the road where traffic is very busy, coming in and out of the roundabout. This area is only going to get busier with the new high school relocation.</p> <p>Have you considered placing the charging station in the Allambie Hgts oval carpark area, or even directly outside this parking area on Allambie road. This would seem a more practical solution, the road is much wider in this area with better visibility for drivers. The parking is also on the same side of the shops so there is less chance of avoiding pedestrian accidents.</p>
411.	<p>I think all the proposed sites are accessible apart from Bundah street Warriewood. This is a busy area with the surrounding playing fields and commuters usually park here during the week. Can I suggest installing another one in the Warriewood car park as the existing ones are well used.</p> <p>I'm about to purchase an EV car, and my question is, do I need my own cable to use the new proposed stations?</p>
412.	<p>Intellihub Street-side Electric Vehicle Charging - Yulong Avenue, Terrey Hills</p> <p>I am surprised that Yulong Avenue is being considered for this trial as it is arguably the busiest street in Terrey Hills.</p> <p>At the moment, 8.00am, it is peaceful and has plenty of parking. However the following is the cause of my misgivings.</p>

Number	Comment
	<p>1. There are often several Public Transport buses parked along Yulong Avenue and also private school coaches taking up quite a lot of room.</p> <p>2. When there are important sporting fixtures on the adjacent oval, parking is at a premium.</p> <p>3. Cyclists come and park in this street every day particularly at the weekend and when there is a cycling event.</p> <p>It is possible there could often be competition for the "charging parking spot" particularly if non electric vehicles are parked there because there were no other available spots nearby.</p> <p>However, the trial is a great idea and maybe any problems will be revealed.</p> <p>Yours Sincerelty</p>
413.	<p>Hello</p> <p>This is a fantastic initiative.</p> <p>I'd like to vote for the Allambie location and it would also be great to see the other 6 test locations spread across the Northern Beaches.</p> <p>There are definitely alot of EVs in Allambie already who would benefit from this charging option plus you have the hospital and shops in close proximity and lots of people traveling through Allambie on Allambie road.</p> <p>Many thanks</p>
414.	<p>No – not enough room in the street, residents without off street parking cant park now. Put somewhere else, not West Promenade</p>
415.	<p>Re: proposed electric charging stations in West Promenade</p> <p>Dear Sir/Madam,</p> <p>Iam voting against this proposal on the grounds that West Promenade is already too busy with buses, cars etc. There are traffic jams daily back up to Sydney Rd. Having the charging points would just add to the chaos. Please find a much wider street like Victoria Ave. Somewhere much quieter than out street.</p> <p>Yours sincerely,</p>
416.	<p>To whom it may concern,</p> <p>I am writing in response to Gilbert st as a proposed electric vehicle charging site. We are vehemently against the implementation of this site outside our front door due to the increase of noise, safety & flooding.</p> <p>There are 3 townhouses at [REDACTED] Gilbert st , which are directly in front of the telegraph pole where the proposed site will be. [REDACTED]</p> <p>[REDACTED] on the first floor directly face the street with very little space between the curb and the front door.</p> <p>This is our permanent home and this would be taking away our right to peace and quiet as cars will be changing every 2 hrs from 8am till 10pm, 7 days per week.</p> <p>Our situation is quite unique as the other proposed sites are outside unit buildings which have lifts and bedrooms and living rooms further away from the street and facing other directions. Please come and have a look in the street and see the issue which is unique to the design of these townhouses, I will also send some extra photos.</p> <p>Also, this 1994 building does not have double glazing windows , so noise is a big problem. Therefore, the charging station will be like having a service station 10 metres from where we are sitting and sleeping. Currently we have 2hr parking which residents with local parking permits mainly use and so it is not a high turnover area.</p> <p>Another concern is Gilbert st has a walkway up to upper Gilbert st at the end of the culdesac. Every Friday and Saturday nights we have loud, inebriated patrons returning from the Manly pubs in the corso and nothing is safe in our street in the early hours of the morning. So, I believe, you would need extreme safety measures to protect the charging station from regular</p>

Number	Comment
	<p>damage. More seriously, we have also(see photo) been flooded twice(2005 and 2022) with 2metres of water (at the peak) in the street and lost all of our storage items from our garage whilst people rushed to get to their flooded vehicles which were floating down the street. Many thanks,</p>
417.	<p>Dear Sir /Madam,</p> <p>As a longtime resident of Ashburner Street, I'm writing to express my strong opposition to the proposed removal of yet another car parking spot on our street, this time around for an EV charging station.</p> <p>Firstly (and genuinely), I would like to ask the Council if you are unaware of the longstanding parking issues at Ashburner Street? I'm not sure if the residents have voiced accordingly how challenging this ongoing issue is for the local community, but since it seems the Council is very willing to reduce parking spots in this area (it's being a couple of months now that the Council granted a resident to alter their house entrance to have parking at their property, for example), I fear there's not an understanding of the issues the local community is facing.</p> <p>You'll have all the data available to calculate the parking ratio per resident at Ashburner Street, so I won't dwell on that. But I would suggest that on top of it, you consider Bold & Beautiful swimmers, visitors (who have been growing in numbers exponentially) and residents from other areas who park here daily to commute by ferry to the city – this should give you a good indication of the problem.</p> <p>I believe that electric cars are the future, and the Council should be considering solutions to enable this solution. But, realistically and sadly, nowadays those that can afford an electric car are a vast minority and most likely have the means to enable a charging spot at their home (which likely won't have parking slots issues). It just doesn't seem fair to penalise a whole community already struggling to benefit the few wealthy who can afford the luxury of an electric car.</p> <p>As a suggestion, why don't you enable these charging stations at the council parking stations? It only seems fair that all Manly tax payers are part of the solution, not overloading an already struggling small community.</p> <p>Looking forward to hearing from you on the questions above as well on future plans to solve the oldest issue at Ashburner Street, which is the lack of parking spots for its residents.</p>
418.	<p>Don't waste money on electric cars . They are more harmful to the environment than petrol cars. Roads rubbish no politics please</p>
419.	<p>Dear Sirs, I would be happy with the proposed Governor Phillip charging station. Sincerely,</p>
420.	<p>While I applaud the installation of 7 charging stations Im perplexed as to why church point is not on the list. Surely the offshore community would be an obvious choice for multiple power recharging stations? The sole reason we haven't bought an electric vehicle yet is because of lack of power stations to recharge.</p> <p>The age demographic and disposable income of residents in that area is ideally suited to the first adopters for electric vehicles. The major limiting factor for offshore residence is lack of power stations.</p>

Number	Comment
	<p>Are there any plans to install recharging stations at church point. An ideal location would be the paid parking on the top level.</p> <p>Kind regards</p>
421.	<p><u>THIS IS NOT A SUBMISSION, it is a request for background information.</u></p> <p>20th September 2023</p> <p>Dear Sir,</p> <p><u>Re: Intellihub Street Side Electric Vehicle Charging – West Promenade, Manly</u></p> <p>I refer to your letter, dated 5th September 2023, which I only received on the 15th September 2023.</p> <p>I intend to make a Submission on this matter and note that the closing date is 4th October 2023.</p> <p>The only concept plan disclosed in the above letter was a photograph of the proposed site, with annotations, on the reverse of this letter.</p> <p>There is scant information in your letter.</p> <p>In order for me to make an informed submission, kindly provide detailed and complete responses to the following questions</p> <ol style="list-style-type: none"> 1. Has the Northern Beaches Council ('NBC') a public declared policy towards Climate Change and Renewable Energy? <ol style="list-style-type: none"> (a) If yes, what is that policy? (b) Please provide minutes of all proceedings where this policy was determined. (c) If no, why not and why has NBC agreed to participate in this trial? 2. What is the total amount of dollar funding provided by the Australian Renewable Energy Agency ('AREA') for the trial being '...rolled out by Intellihub'? 3. What is the total dollar amount that has been allocated to NBC? 4. How much of these allocated funds have been expended to date by NBC? 5. Who are the other seven participating Councils? 6. Have all eight participating Councils been allocated the same dollar amount of funding? 7. What were the reasons for selecting '12 possible sites'? <ol style="list-style-type: none"> (a) Were more or less considered? (b) Where precisely are the other sites in the NBC area?

Number	Comment
	<p>(c) There will be 12 less parking bays for motorists to use. They are now scarce, at the best of times, in the NBC area. Please comment.</p> <p>(d) Has consideration been given to allocating a single site where all 12 charging stations are located? If yes, what were the reasons why this proposition was rejected? If no, what were the reasons for not considering a single site?</p> <p>(e) A single location for EV charging would be comparable to existing facilities for other types of vehicle recharge. Such a trial, therefore, would be like comparing 'apples with apples' not as planned which compares 'apples with oranges'. A detailed comment, please.</p> <p>8. Why was West Promenade selected? It is located directly opposite the passenger drop off for buses terminating at Manly. Further, it is directly in front of a church and West Promenade, as a one-way street, is always very busy. The proposed EV bay will only increase traffic looking for the EV charging station. Your response please.</p> <p>9. Will all the Charging Sites be open to the general public or will they be restricted to the residents of NBC area?</p> <p>10. I note that 'Origin Energy will supply 100% Greenpower for the project.'</p> <p>(a) Is Origin Energy ('OE') providing the motorist with free electric energy?</p> <p>(b) If not, who is paying for the supplied energy at each charging site?</p> <p>(c) Is NBC contemplating contributing wholly or partially in the cost of energy supplied by OE?</p> <p>(d) Will AREA contribute any amount, payable to OE, for the electric supply to the motorist? If so, how much?</p> <p>11.</p> <p>(a) What guarantees have either/both AREA or NBC obtained from OE that 100% Renewable Energy will only be supplied to the motorist?</p> <p>(b) How will this be verified?</p> <p>(c) Will there be any penalties against OE if non Greenpower is supplied?</p> <p>12. If the EV motorist is being subsidised in any manner whatsoever, is this not discriminatory against all other non-EV motorists? If yes, please provide comprehensive reasons for this proposed discrimination.</p> <p>13.</p> <p>(a) Will all costs, capital or otherwise, associated with the preparation, installation and commissioning of the charging stations in the NBC area (i.e. the proposed twelve) be paid wholly and completely by AREA?</p> <p>(b) If not, will NBC be liable for any dollar amount? If so, how much?</p> <p>(c) In preparing this proposal, how much in actual dollars has NBC expended to date by Councillors and all other personnel associated with NBC?</p> <p>(d) If there is any amount in © will this be reimbursed by AREA? If yes, when?</p>

Number	Comment
	<p>14. All up, including everything. how much have NBC Rate Payers paid to date and how much more is budgeted for?</p> <p>Once I have considered your response to the above questions and queries, it may take me several days to prepare my submission to the NBC Local Traffic Committee. Therefore, if I have not received a detailed reply to the above questions by 5pm Thursday 28th September 2023 I can only assume that you intend to thwart my proposed submission. As such, I will take the appropriate legal injunction.</p> <p>This letter has been written in clear English prose. Kindly pay me the courtesy of replying in similar fashion, free of all jargon - bureaucratic or otherwise.</p> <p>Yours faithfully,</p>


Number	Comment
	<p style="text-align: center;"><u>SUBMISSION</u></p> <p><u>Re: Intellihub Street Side Electric Vehicle Charging – West Promenade & Gilbert Street, Manly</u></p> <p>Before considering the location of EV charging bays it is important to determine whether the NBC is wise to move quickly towards a Net Zero policy, rather than waiting until the whole issue of, so called climate change and total renewable energy supply is decided.</p> <p>There are known authenticated truths which are accepted by both sides of the argument. However, there are many half-truths presented by both sides. There are also many so-called doubtful facts which have been much manipulated and hyped, by the respective sides, to imply these have been proven beyond doubt.</p> <p>The science on weather pattern changes due to excessive carbon dioxide release by humanity is still in considerable dispute.</p> <p>Due to the conflicting opinions on this matter I personally, am agnostic.</p> <p>In composing this submission my attitude is one of neutrality in respect of climate warming/change, zero emission targets, renewable energy and EVs. More confirmed and substantiated real facts on the whole issue need to be determined before I can make an informed and definitive decision.</p> <p>The science on climate change has not been settled.</p> <p>Of course, renewable energy may be as important in the 21st century as steam power was in the 19th century. On the other hand, renewable energy could be the biggest and costliest hoax of the last two centuries.</p> <p>If government (Federal, State or Local Council) subsidies are removed will renewable energy (solar, wind and hydro) be economically viable?</p> <p>On the 20th September 2023 I submitted to Northern Beaches Council ('NBC') an email requesting answers to a series of questions. On the 6th October 2023 I received a reply via email. These two documents are attached as "Appendix A" and "Appendix B".</p> <p>Generally,</p> <p>The following statement is on page 10, 'MOVE Transport Strategy' produced and distributed by NBC.</p> <p>"Electric vehicles will dominate the roads in 2038 and charging of these vehicles will mostly occur at home but charging facilities will also be needed for those living in apartment buildings which do not have access to charging facilities." <i>Highlighting added.</i></p>


Number	Comment
	<p style="text-align: center;">-2-</p> <p>This guiding strategic document was adopted as policy at the August 2021 Council Meeting.</p> <p>Dominate, as defined and in this context, can be afforded a value of at least 75%.</p> <p>In the Grande Esplanade Building alone, there are total of 197 parking bays. There are no facilities for EV charging. If EVs will dominate the roads, then it must follow that EVs will proportionately dominate the number of vehicles within the Grande Esplanade complex. It can roughly be calculated that the building will house approximately 150 EVs. The NBC policy is totally flawed as it is not possible to provide on street charging facilities, within the Manly precinct, for this number of vehicles. Of course, provision has also to be made for the other Apartment Buildings within the Manly district.</p> <p>It is also highly probable, due to the inherent fire risk associated with charging EVs, that all buildings which contain internal car parking facilities will not allow or provide charging facilities for EVs. Because of lack of access, or extremely difficult access, to most of these carparks it would be near impossible to contain any such fire.</p> <p>Specific insurance is unlikely to be available or the premiums so high that it will be untenable to the strata lot owners.</p> <p>Different solutions must be found.</p> <p>Since August 2021 practical applications of Net Zero, et al, has changed ...viz,</p> <ul style="list-style-type: none"> - The UK has recently extended Net Zero dates by 5 years. It being unable to meet renewable energy target dates. - The same applies in Europe and other countries. - Tesla has a glut of un-sold EVs on their dealer floors. - China also has excessive unsold EVs in general stock. - Australia is also finding difficulty in meeting contracted commitments in wind, solar and hydro. <p>If renewable energy, in general, is found to be non-commercial/viable over the medium and longer term, what alternative or Plan B does NBC have in respect to local EV charging bays?</p> <p>How is genuine long-term charging to be policed against a vehicle that uses the bay for a charge requiring only a short time. However, if the vehicle remains in the bay for the duration of the 2 hours allotted time, thereby using the charging bay not as intended but as a normal parking bay.</p> <p>By instituting this trial, nine parking bays will not be available for non-electric vehicles. Certainly, in the Manly Corso area parking is very difficult. For every restricted EV charging bay there must be an equivalent number of regular parking bays which are reserved solely for non EVs. This is to be fair and non-discriminatory.</p> <p>The Manly precinct has three proposed EV charging bays, (West Promenade/Gilbert Street/Ashburner Street) accounting for 43% (3 out of 7, refer "Appendix B") of the total allocated bays within the NBC area. I do not have the actual population figures of the Manly area surrounding the Corso, but they certainly would not be 43% of the total population of</p>

Number	Comment
	<p style="text-align: center;">-3-</p> <p>NBC. This discriminates against residents, outside this area as they will have to travel further to use EV charging bays.</p> <p>Please note, that the information I have, there is confusion as to whether there are seven or nine proposed trial charging bays.</p> <p>Further, the two bays in West Promenade and Gilbert Street alone, account for 4% of all bays (50 total) of the 8 participating councils. This is out of all proportion and not equality in distribution.</p> <p>Conversely, those residents within the Manly precinct, who object in principle to the proposed project, will be disadvantaged and discriminated against in that they have proportionately more EV charging bays than residents outside the area.</p> <p>Specifically,</p> <p>Proposed location in <u>West Promenade, Manly.</u></p> <ul style="list-style-type: none"> - West Prom is a one-way street running from north to south. - Each end (North, Sydney Road and South, Gilbert Street) are T-Junctions. - * The street is narrow in width. - Street parking is available on the Western side. - * Vehicles are unable to pass if a vehicle in front is stationary. - The south-eastern side of the street is a major terminus for buses, mostly four in number. At certain times in the day buses are located on both sides of the street and can number six in total. - * It is a very busy vehicular thoroughfare. Apart from bus traffic it is also an access street for the garages of the residents of the Grande Esplanade, Quest Apartments, Public Car Parking under the Grande Esplanade, the Loading Bay servicing the Grande Esplanade residents/Quest Apartments/commercial businesses within the Grande Esplanade footprint. - * It is an access street for the loading dock of the Manly Civic Club in Gilbert Street. - * Residents located in the Wharfside Building bordered by West Prom/Gilbert Street/Eustace Street predominately use West Prom to access their car park in Eustace Street. - The length of the street is some 200 meters, very short. - If this site is approved EVs looking for charging facilities will substantially increase traffic volume. This is especially so if the Electric Charging Bay in Gilbert Street is also approved. - * It is dangerous, for motorists not familiar with the local traffic conditions, to turn right into Gilbert Street from West Promenade. This is because the Stop Sign is located too far back from the corner. A vehicle stopping as required by the regulations cannot see the traffic travelling east on Gilbert Street due to the high hedge on the right-hand corner.


Number	Comment
	<p style="text-align: center;">-4-</p> <ul style="list-style-type: none"> - Most importantly, the actual proposed location is directly in front of the Uniting Church. Such location would limit the access and short-term parking of Funeral and Wedding Vehicles. - * The proposed EV bay will only increase traffic looking for the EV charging station. This street now has a heavy traffic throughput. <p>I object to this proposed location, for the above reasons.</p> <p><u>Proposed location Gilbert Street, Manly</u></p> <ul style="list-style-type: none"> - The points marked with an * above also apply to this proposed site. - The west end of Gilbert Street is a cul-de-sac. - From the corner of Eustace Street & Gilbert Street to the cul-de-sac is some 50 meters in length. - There is no turning circle in the cul-de-sac, only a dead end. - To turn 180 degrees, to exit the street, vehicles must enter a private driveway and then reverse into another private driveway before travelling forwards. - Parking is permitted on both sides of the street. - Because of the narrowness of the street and parking on both sides this only allows one car to travel in either direction. - Ingress is dangerous as the corner of Eustace Street, which is one-way from south to north, and Gilbert Street is the turning corner for numerous buses travelling east into Gilbert Street. Because of the narrowness of both streets' buses can only turn by cutting the corner. This is a very dangerous intersection. - Egress would be very bad. The only way to exit the EV charging bay is to travel west for 50 meters, as described above. <p>I object to this proposed location, for the above reasons.</p> <p>I believe, there could not have been two worse sites selected in the Manly precinct.</p> <p><u>Other issues which are associated with the proposed location of the charging bays.</u></p> <ul style="list-style-type: none"> - There has been a spate of fires (world-wide) in EVs. These fires are very intense. It has been reported these are mainly caused by the ignition of the lithium batteries, primarily due to damage and/or over-charging. - Since writing the above, an article by Chris Mitchell appeared in today's (9th October 2023) Australian Newspaper. It deals with fires in EVs, and a copy is attached as "Appendix C". - In view of the above I can only assume that NBC has advised the council's insurers of the trial and obtained specific insurance to cover any liability against injury to people and damage to property in the event of an EV fire. Failure to have appropriate cover could lead the officers and management of NBC open to litigation by rate payers if insurance is not obtained during the trial. - EVs compared to the equivalent fossil fuel models are some 50% heavier in weight. What consideration will /has been given to the extra weight on roads, via ducts,

Number	Comment
	<p style="text-align: center;">-5-</p> <p>bridges etc in the NBC area. Eustace Street is renowned for a bad road surface and potholes. Gilbert Street also suffers from unsatisfactory road surface. As NBC is responsible for upkeep, how will the council be reimbursed for damage caused by the extra weight of EVs?</p> <ul style="list-style-type: none"> - As the proposed sites of West Promenade and Gilbert Street are within 100 meters, or so, of each other there will undoubtedly be a substantially increase in EV traffic seeking charging facilities at these proposed locations. Traffic coming from the west and north will turn from Sydney Road into West Promenade and then turn right into Gilbert Street. As Eustace Street is one way, all traffic must exit via this street. As this is promoted as a trial, what monitoring will be installed to calculate the additional traffic due to the proposed charging bays? This is most important for local residents. <p>Thank you for considering this submission.</p>

Number	Comment
	<p data-bbox="375 331 502 347">8:44 am Mon 9 Oct</p> <p data-bbox="699 344 807 365">"APPENDIX C"</p> <p data-bbox="592 376 911 405">The Australian Newspaper – 9th October 2023</p> <p data-bbox="651 416 759 436">"Chris Mitchell"</p> <h3 data-bbox="453 490 975 568">We're yet to hear full story on EV battery issues</h3>  <p data-bbox="461 1093 1086 1155">Lithium-ion batteries in electric vehicles are both their biggest plus and most dangerous threat to owners and the environment.</p> <p data-bbox="461 1189 1109 1323">ABC AM interviewed Catriona Lowe, deputy chair of the Australian Competition and Consumer Commission, last Thursday to discuss the fire risk of battery charging. She was speaking after an in a fireball at a backpacker hostel in Sydney last Wednesday.</p> <p data-bbox="461 1357 1123 1458">Lowe called for a government consumer awareness campaign about the dangers of lithium-ion batteries that now power everything from phones to vacuum cleaners, power tools and cars.</p> <p data-bbox="461 1491 1114 1518">A few weeks earlier, on <u>September 12</u>, five cars were destroyed at Sydney's</p>

Number	Comment
	<p data-bbox="384 331 518 349">8:44 am Mon 9 Oct</p> <p data-bbox="469 353 1077 385">Mascot Airport after a battery detached from a luxury EV ignited.</p> <p data-bbox="469 421 1149 564">This column discussed media reporting of EVs on February 6 and on November 15, 2021 but did not mention the difficulty of extinguishing EV fires because of what firefighters call the thermal runaway. Global figures make clear EV fires are rare.</p> <p data-bbox="469 600 1173 900">But they are an issue. The specialist US motoring website Hagerty.com has explained in detail why many country US race tracks are refusing to let EVs or hybrids compete. It says there are only two ways to deal with lithium-ion battery fires: "Douse a fire with water to cool it down: a lot of water, between 3000 gallons (11,356 litres) and 30,000 gallons depending on the incident. Cooling takes 100 times more water than a gasoline fire." The other method is to let the fire burn out and then submerge the entire smouldering wreck in water.</p>  <p data-bbox="477 1447 1184 1590">EV batteries can be compromised in even small vehicle accidents and that is when they become dangerous. This is now feeding into soaring insurance premiums in the UK, where the Guardian and the Express newspapers have reported EV insurance <u>premiums are set to rise by up to 1000 per cent.</u></p>

Number	Comment
	<p data-bbox="373 331 507 349">8:14 am Mon 9 Oct</p> <p data-bbox="453 340 1125 488">The Guardian on September 30 reported on a young man who bought a Tesla Model Y. When his policy renewal fell due his insurer refused to reinsure the car. When he finally found a company that would his annual premium had risen from £1200 (\$A2290) to £5000 in one year.</p> <p data-bbox="453 524 1150 591">The Guardian mentioned the increased cost of repairing EVs but did not get to the heart of the issue.</p> <p data-bbox="453 627 1129 770">The battery is about half the cost of a new EV and batteries that sit under the car floor are easily damaged in quite minor accidents. Repairers say fixing batteries is extremely difficult and insurers are tending to write off even quite new cars if there is even slight damage to the battery.</p> <p data-bbox="453 801 1120 869">This was the problem with the Sydney Airport fire. The car's battery had been damaged, and damaged batteries are more likely to catch fire.</p>  <p data-bbox="416 1285 1182 1339">03:57 FOX 5 Demand for charging stations rises across DMV as more EVs hit the road. NATIONAL WEATHER</p> <p data-bbox="453 1384 1161 1563">A March 21 Reuters report written from London and Detroit says: "For many electric vehicles, there is no way to repair or even assess even slightly damaged battery packs after accidents, forcing insurance companies to write off cars with few miles ... And now those battery packs are piling up in scrap yards in some countries ..."</p>

Number	Comment
	<div style="border: 1px solid black; padding: 5px;"> <p style="font-size: small; margin: 0;">8:44 am Mon 9 Oct 100%</p> <p>The report says the UK has no battery recycling facilities so batteries from damaged cars have to be removed and stored separately in fireproof containers.</p> <p>Thatcham Research, the UK car insurance industry's central safety research group, said EVs were 25.5 per cent more expensive to repair than normal cars and repairs took 14 per cent longer.</p> <p>It identified the most significant challenge for the industry as "insurance claims originating from high-voltage battery damage". It said batteries "represent a substantial percentage of the original vehicle value" and "negatively impact the economic model of vehicle repair ... due to their cost as a percentage of the car's market value."</p> <p>Why do motoring journalists not mention any of this?</p> <p>Surely buyers need to know if their new car insurance premiums are about to soar.</p> <p>One senior industry figure this column spoke to said the real problem with fires in EVs was a lack of data.</p> <p>Politicians were pumping out incentives for EV purchase before they really know what the risks might be.</p>  </div>

Number	Comment
	<p>He cited the potential dangers of EVs charging in parking facilities under residential buildings and the possibility fires could spread dangerous chemicals through building airconditioning systems.</p> <p>A spokesman for the Insurance Council of Australia said it was too early to know what effects EV repair costs would have on premiums here but did suggest the cost of importing parts, scarcity of EV service centres and problems with battery repair and disposal would be an issue.</p> <p>Taking up the challenge, Fire and Rescue NSW in July launched a two-year project called Safety of Alternative Renewable Energy Technologies looking at lithium-ion fires, end-of-life battery hazards and EV fires in structures such as parking garages.</p> <p>The website EVFireSafe.com, set up by the federal government, is a good place to start if you want to understand why lithium-ion fires are difficult to control.</p> <p>Yet the fire risk of batteries to owners pales when compared with the risk the manufacture, transportation, storage and disposal of used batteries poses to the global environment.</p> <p>Detailed studies on carbon abatement show many EVs in the Western world charged on power grids still largely dominated by fossil fuel electricity production may take up to five years of driving to repay their manufacturing carbon deficit compared with internal combustion engine cars.</p> <p>That falls to one year on grids powered by renewables or nuclear power.</p> <p>This initial carbon deficit in the manufacturing stage is about 40 per cent of</p>

Number	Comment
	<p>8:45 am Mon 9 Oct</p> <p>total vehicle life cycle emissions, according to McKinsey, and "can be attributed to the extraction and refining of raw materials like lithium, cobalt and nickel that are needed for batteries, as well as the energy-intensive nature of battery manufacture".</p> <p>Here's the rub for planet Earth. Most EVs exported around the world, including Teslas, are made in China, and China also dominates lithium-ion battery manufacture, even for cars assembled elsewhere.</p> <p>Yet China is the world's largest emitter of CO2 and its emissions are rising faster than emissions are falling in the West.</p> <p>That is, Western countries are destroying their domestic motor vehicle manufacturing industries to hand over that comparative advantage, and the corresponding jobs, to China. Yet China is lifting emissions of greenhouse gasses that EV use is designed to reduce.</p> <p>There are signs consumers are wising up in the US where EV sales have fallen sharply this year, price discounting led by Tesla and Ford has spread, and more than 100,000 new EVs sit in new-car lots. Demand is still strong here.</p> <p>Few journalists will write it, but it is hard to justify putting up with EV range anxiety and the extra trouble finding charging stations while still paying the large premium over conventional car prices. This is simple technology that won't do the planet much good, at least until electricity across the world is made without emissions. And the mining of many of the rare earths needed to make batteries is dangerous in some poor countries, both for the people working in mines and for the environment.</p> <p>EVs, with instant torque and a low centre of gravity, are fun to drive. Not much can go wrong with them, maintenance is generally cheap and they make sense for city driving when constant stopping helps battery recharge.</p> <p>but don't do anything to demonstrate battery</p>
422.	<p>TO WHOM IT MAY CONCERN</p> <p>I write with reference to the intellihub electric vehicle street side charging project. I personally do not have a preference to where the charging sites should be, but would like to point out that I feel the Kalinya Street Newport site would be a mistake. It is very close to the Newport Pub and living close to the Newport I witness on a regular basis the drunken, antisocial behaviour that emanates from that establishment.</p> <p>Christmas and New Year being especially bad. In fact the Newport pay for fencing to be erected at Christmas and New Year to protect properties close by, my complex being one.</p>

Number	Comment
	<p>The charging point would be vandalised in no time at all, the poster advertising the proposed charging site already has graffiti all over it, making it difficult to read.</p> <p>I hope the above might be helpful when making the final decision.</p> <p>Yours faithfully</p>
423.	<p>Dear Sir/Madam</p> <p><u>Re: Electric Vehicle Charging Bay - Gilbert St. Manly</u></p> <p><u>Your Ref: 2023/555637</u></p> <p>I am emailing you to advise that I do not consider the placement of the above Charging Bay is in a suitable position.</p> <p>Council should be aware of the problem that occurs in extreme torrential rain events. On 8 March 2022 the portion of the street from Townhouse [REDACTED] Gilbert St. and over Eustace St. to the small parking area on the other side of Gilbert St. at Grand Esplanade side was completely flooded and <u>flooded our driveway into the garages which were also flooded at least a foot with rain water, mud and debris.</u> The driveway could not be used to remove any cars. I believe this occurs when the table water rises and the council drains can no longer cope. Cars parked in the street had water up to their floor and on corner of Gilbert St. and Eustace St. cars in a unit block had to be towed from their garage and were ruined..fortunately most of the cars in our garage were out. The watermark can still be seen on my garage door to my townhouse if you care to investigate. While I believe the council drains are checked occasionally due to the water table this does not help the situation when this occurs. I'm sure a safer position can be found to accommodate a charging bay without causing undue cost and damage to residents.</p> <p>Due to parking restrictions residents from higher surrounding areas get to use Gilbert St. with a parking ticket and thus spend most of the time leaving cars parked for days in this area leaving little chance for anyone else to use their parking ticket.</p> <p>Yours faithfully,</p>
424.	<p>Dear Sir/Madam</p> <p>I strongly believe that the proposal to convert an existing parking bay in Ashburner St to an EV charging station is an extremely impractical plan. I have been a resident of Ashburner for years and wish to point out the following 2 particular issues that I see:</p> <p>1. There is already a huge, mostly unmet, demand for parking in this street. (We were recently advised by Council Traffic Department that at least 6 parking bays in the close vicinity will be lost soon, due to planned changes. So parking in the street is already a huge issue!) 2. Our narrow, one-way street is already often highly congested. As the street is in the heart of Manly, vehicles are regularly passing through & needing to stop & there are pedestrians crossing the road. Also bike & scooter riders use the street to access the beach. To create another reason to enter the street & to stop in it, would be to increase the already present safety & practical issues of movement in the area.</p> <p>Please do not go ahead with your proposal to use Ashburner Street!</p> <p>Yours sincerely</p>
425.	<p>I wish to comment on the proposal for an electric vehicle charging bay in Kalinya St Newport, in particular the proposal for the bay to be directly opposite 13 Kalinya St.</p> <p>I live at [REDACTED] Kalinya St and I believe this is not the best location for this charging bay for the following reasons -</p> <p>1. It is directly opposite our driveway.</p> <p>2. This charging bay will mean constant people opposite our driveway and opposite our property which could result in a privacy and security issue. During winter this could also mean activity for a number of hours of darkness.</p> <p>I understand the charging bays are located on telegraph poles. There is a telegraph pole less than 100 metres up the road on the corner of Kalinya St and Queens Pde W.</p>

Number	Comment
	<p>I believe this would be a much better location for the charging bay because - 1. It is not in front of or disrupting any residential units.</p> <p>2. It is close to the commercial buildings in the area and therefore convenient for charging while shopping, visiting doctors etc.</p> <p>Would you please take these concerns into consideration for the charging bay location.</p> <p>Regards</p>
426.	<p>Dear Council memenerds and officers,</p> <p>I am a co-owner of [REDACTED] West Promenade, the building right where the proposed bay would be. My co-owner and I strongly oppose such a bay for several reasons, set out below.</p> <p>There is not enough parking in our street, with part of it used for buses and the new Manly Club. Sometimes it takes 40 mins to one hour to get a park in the street, before you give up. There are lots of residents and this proposal would permanently remove one car parking space. It would not be fair to we who live in the street.</p> <p>Secondly, the ground floor units in our block have large windows onto the street that need to be opened for ventilation and the chatter of people using such a bay would be very disruptive. It would significantly detract from the amenity of those units to have a bay there, as proposed.</p> <p>There must be other places where there would be less disruption, even the one hour places at the end of our street as you turn right onto Gilbert St would be much less disruptive as there are no windows of residents there and the one hour time slots for parking make the spaces of less utility anyway.</p> <p>Not in our street please and not just outside our block. Have mercy on us please, parking is already a nightmare in our street.</p> <p>Yours faithfully</p>
427.	<p>Good Morning,</p> <p>As a former resident in [REDACTED] Ashburner Street, I would like to object to the placement of the electric car station out the front of the building. The parking within that area is already congested and difficult, to add this into the mix would be almost irresponsible.</p> <p>I do, however, support the installation in less congested parking areas. I bought into an old apartment block on the Eastern Hill with the view to stay for a long time. The implausibility of being able to have an electric car in an old block like mind has crossed my thoughts time to time so I am grateful to the council for being forward in their thinking to help residents become more environmentally friendly.</p> <p>Cheers,</p>
428.	<p>To whom it may concern</p> <p>I strongly oppose the Allambie site to be considered for the charging station Such a bay should not be positioned outside any residential property The site will take up valuable car parking space There is already an issue with spaces and with the building of the approved affordable housing block across the road , there will be even less This is a busy road at best and this will add to its congestion ,an already bad situation It is near a roundabout and is a potential safety hazard Other sites that would be appropriate would definitely NOT be outside any residential property The proposed Allambie Heights site suggested is not the answer.</p> <p>Yours sincerely</p>
429.	<p>Could you please send me an electronic version of the letter box drop regarding the ev station near the children's playground on Blackbutts Road? I have misplaced the hard copy.</p> <p>May I have the exact location.</p> <p>And I would like to know what is the EMR and power of the charge released from the Charging Stations and to what distance. Have there been research into the affect the radiation has on the Immune System and health of humans and other living things, and what precautions are you doing to protect those living in close vicinity to it.</p> <p>Thank you,</p>

Document administration	
Version	1.0
Date	10 October 2023
Approval	Content provided and approved by Transport Network Team. Responsible manager: Phillip Devon
Status	Final
Related Projects	<p>Electric Vehicle Charging Infrastructure Plan https://files-preprod-d9.northernbeaches.nsw.gov.au/nbc-prod-files/documents/policies-register/transport-and-active-travel-strategies-and-plans/transport-and-active-travel/electric-vehicle-charging-infrastructure-plan.PDF</p> <p>Move – Northern Beaches Transport Strategy 2038 https://files-preprod-d9.northernbeaches.nsw.gov.au/nbc-prod-files/documents/policies-register/transport-and-active-travel-strategies-and-plans/transport-and-active-travel/transport-strategy-2038.pdf</p> <p>Climate Change Action Plan https://files-preprod-d9.northernbeaches.nsw.gov.au/nbc-prod-files/documents/policies-register/environment-and-climate-change-strategy/environment-and-climate-change-strategy-and-plans/20ercc1837climatechangeactionplanv9web1.pdf</p>
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.

ITEM 4.4	FRENCHS FOREST WARD - LOCAL ROAD SAFETY PROGRAM - BEACON HILL
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2024/041005
ATTACHMENTS	1 Plan 2 Summary Report of Community Engagement

GEOCODES:

-33.757467, 151.265179 Beacon Avenue

-33.759531, 151.266766 Beacon Avenue

-33.761034, 151.267893 Ryan Place

-33.758318, 151.262475 Elliot Street

-33.757620, 151.261442 Kandra Road

-33.756485, 151.260533 Kalianna Crescent

REPORT

BACKGROUND

Council’s Local Road Safety Program aims to create streets where all road users, whether they are walking, driving or riding, can feel safe and enjoy their neighbourhood.

This approach aligns with the Movement and Place Framework (Transport for NSW, 2018), a cross-Government framework for planning and managing our roads and streets across NSW. The framework delivers on NSW policy and strategy directions to create successful streets and roads by balancing the movement of people and goods with the amenity and quality of places.

"For local streets the framework prioritises the provision of access for walking, cycling and private vehicles in safe, low-speed environments; easy access to public transport; and access for local deliveries while limiting through-traffic."



Image 1: Movement and Place Framework demonstrating the prioritisation of movement and place functions in different locations. Source: Transport for NSW Movement and Place - <https://www.movementandplace.nsw.gov.au/place-and-network/identifying-street-environments>

Implementing the Movement and Place framework is a key action (21.1) in Northern Beaches Council's adopted *Towards 2040 – Northern Beaches Local Strategic Planning Statements (LSPS)*

1. *"Local streets need to be safe for people to walk or cycle. These differ from key transport corridors such as Pittwater Road, that must efficiently move people and goods. The hierarchy and function of various roads shape opportunities for movement and place.*
2. *Reducing conflict between road users and using road space more efficiently – for example, through pedestrianised walkways in centres, dedicated bus lanes or separated cycleways – will make it safer and easier for people to walk, cycle or use public transport." - Towards 2040 – Local Strategic Planning Statements (LSPS).*

Our Move – Northern Beaches Transport Strategy 2038, is an adopted position of Council which establishes several aspirations including to double the number of active travel trips; especially for households, commuters and school students and to achieve a 30 percent reduction in carbon emissions from transport. Our Road Network Future Directions under the Move Transport Strategy includes returning residential streets to the local residents through better network management, including investment in technology and staff.

Slowing down our local streets will help to encourage and prioritise active travel options by making these options feel safer for people to walk or cycle. With walking and cycling options taking up one-eighth and one quarter of the road space of private vehicles respectively, encouraging mode shift is an important part of achieving a more efficient road network and the aspirations of our Move 2038 Transport Strategy.

Figure 7: Space Occupied by 50 people

While a bus needs three times as much space as a car, its carrying capacity per lane is unrivaled among other on-street modes. As land in urban areas becomes increasingly scarce, it will be necessary to use the space within the street more efficiently to serve the largest number of people.

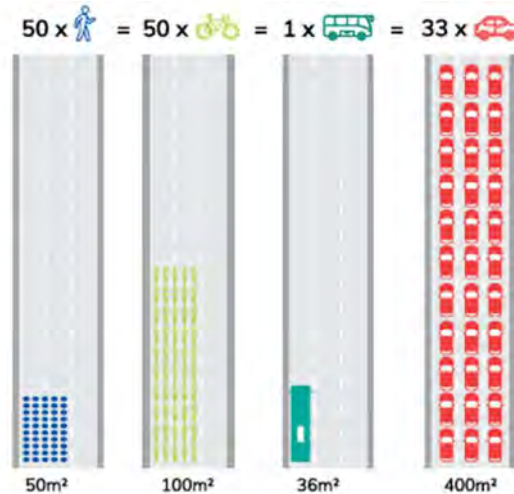
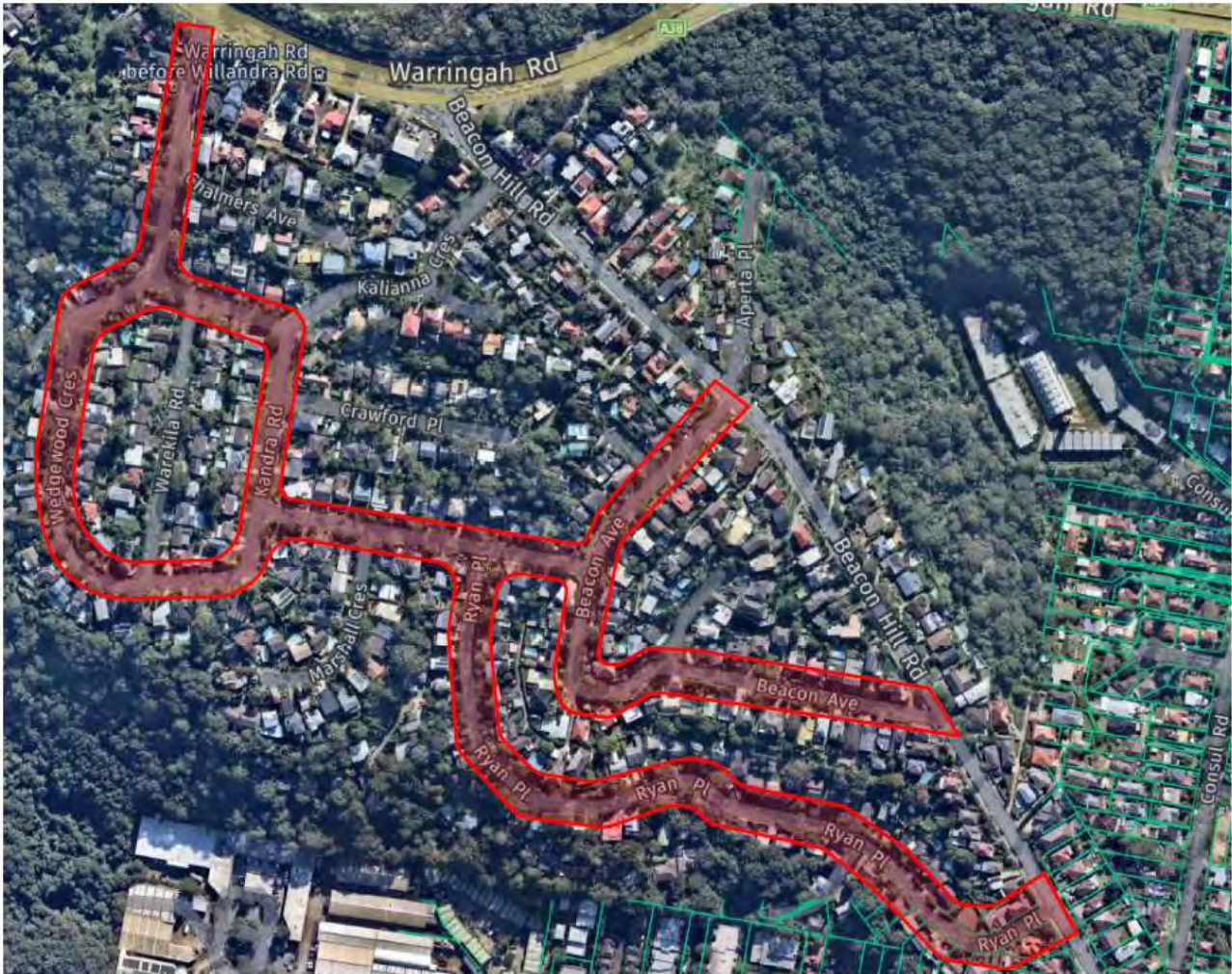


Image 2: Road Space occupation by transport mode. Source: Move Northern Beaches Transport Strategy 2038; pg 34.

LOCATION



- The project focuses on local streets within Beacon Hill, which includes streets west of Beacon Hill Road to Willandra Road, stretching from Warringah Road to Ryan Place.
- The roads within the targeted precinct have a 50km/h speed limit.
- The roads are approximately 7.5m to 10m wide between kerbs, with a constructed footpath on one side of the road for a section on Willandra Road.
- There are no bus routes within the area.
- The surrounding area west of Beacon Hill Road is made up of low-density residential housing.

ISSUES

Council has received concerns from residents regarding vehicles travelling at high speeds, interrupted traffic flow and the development of a 'rat run' through Ryan Place and Beacon Avenue, due to traffic congestion on Beacon Hill Road and drivers seeking alternative routes.

PROPOSAL

Council has undertaken a review of the streets west of Beacon Hill Road and its issues and proposes the following traffic calming solutions to address the associated problems, improve pedestrian and road safety and traffic congestion.

Proposed solutions include:

- A Traffic Island, Kerb Build out and “Stop” line marking and signage on Kalianna Crescent at the intersection of Doulton Avenue and Willandra Road.
- Marked double barrier lines on Willandra Road, Doulton Street, Kalianna Crescent, Elliot Street, Beacon Avenue and Ryan Place.
- Painted Stamping – (brick pattern) for street entry at No.63 Beacon Avenue and No. 1 Kalianna Crescent.
- Raised threshold outside the following properties:
 - No.1 Beacon Avenue
 - No.15 Beacon Hill Road (on Ryan Place)
 - No.5 and No.20 Elliot Street
- Speed humps (Watts Profile) outside the following properties:
 - No.1 Doulton Avenue
 - No.13, No.33 and No.91 Ryan Place.
- One lane Slow Point outside the following property:
 - No.21 Beacon Avenue
- A speed hump previously approved outside No.9 Kandra Road, is proposed to be changed to a raised threshold and will be installed as part of this proposal.

The proposal removes 6 legal parking spaces, with 2 spaces near No. 16 Beacon Avenue, 2 spaces near No.1 Beacon Avenue and 2 spaces in Ryan Place near No. 15 Beacon Hill Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- Beacon Hill Road and Warringah Road form part of the Northern Beaches Bike Plan Road cycling Network, however, the affected side streets do not form part of the Network.
- The proposal to provide traffic calming should reduce congestion and lower the travelling speed of vehicles, which will improve safety for people cycling on the local roads. The proposal does not affect any future planned facilities within this area.
- The proposal should also improve safety for cyclists travelling along Beacon Hill Road, as the speed of traffic entering and leaving the streets to the west of Beacon Hill Road should be lowered by the proposed traffic calming treatments at the entries to these streets.
- The proposal does not affect pedestrian accessibility, however it does improve safety for pedestrians crossing the local streets by lowering vehicle speeds.

CONSULTATION

Consultation letters have been distributed to 288 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Summary Report of Community Engagement.

Many respondents agree that improvement is needed to reduce traffic flow/congestion and reduce speed through the local residential streets of Beacon Hill West. Community response to the proposed calming solutions were mixed. Of the 90 responses received, 49 responses supported the proposal whilst 41 responses did not support the proposal.

The main concerns raised by non-supportive respondents was the need to improve traffic flow, minimise loss of parking and increase pedestrian safety on Beacon Hill Road, which was out of

scope for this proposal. The Beacon Hill Road matters are being addressed in partnership with Transport for NSW.

The request for a safe pedestrian crossing in Beacon Hill Road has been considered, however given the volume of traffic using Beacon Hill Road and the topography of the road alignment, it is not feasible to install a marked pedestrian crossing with the only option of a mid-block signalised pedestrian crossing not feasible due to the safe stopping distance requirements on the down hill approach.

The concerns raised by the respondents were reviewed, and as a result, the design was altered where possible to address those concerns and minimise the impact for the residents.

Following the design changes, a notification letter was posted to the residents affected by the design changes advising them of the amendments to the design. An amended concept plan and a summary of changes was put on public notification for the month of February and could be viewed on Councils' 'Your Say' page.

An email was also sent to residents who submitted an online comment to the initial consultation and to interested persons who chose the option to subscribe to the project on Councils website.

Residents and those interested in the project were invited to call the relevant Traffic Engineer to discuss any questions or concerns they had about the amended designs.

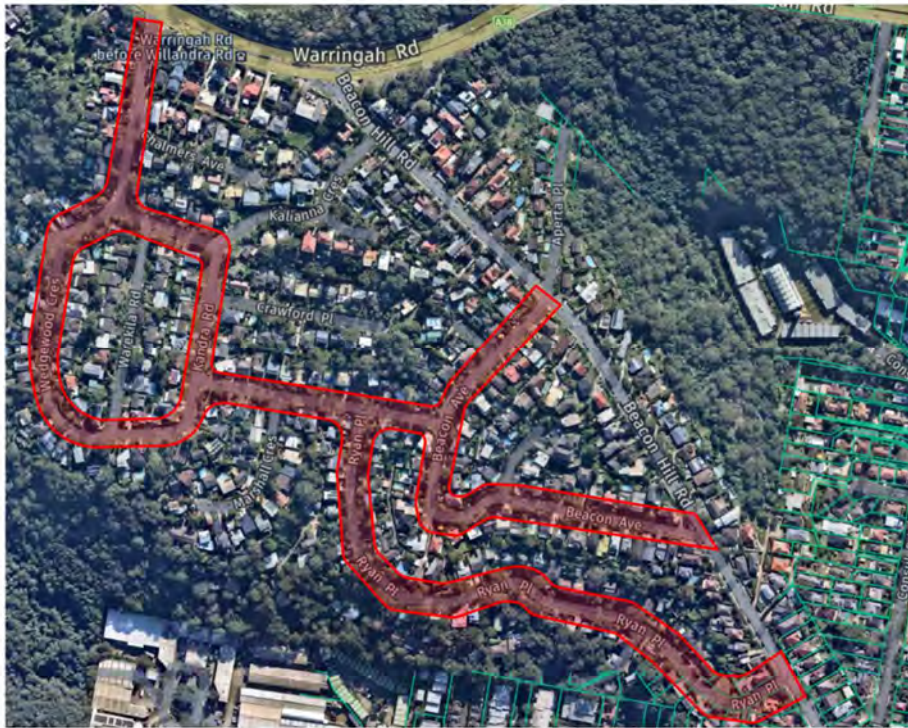
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of:

- A. A Traffic Island, Kerb Build-out, and "Stop" line marking and signage on Kalianna Crescent at the intersection of Doulton Avenue and Willandra Road.
 - B. Marked double barrier lines on Willandra Road, Doulton Avenue, Kalianna Crescent, Elliot Street, Beacon Avenue and Ryan Place.
 - C. Painted Stamping – (brick pattern) for street entry at No.63 Beacon Avenue.
 - D. Raised threshold outside the following properties:
 - a. No.1 Beacon Avenue
 - b. No.15 Beacon Hill Road (on Ryan Place)
 - c. No.5 and No.20 Elliot Street
 - E. Speed humps (Watts Profile) outside the following properties:
 - a. No.1 Doulton Avenue
 - b. No.13, No.33 and No.91 Ryan Place.
 - F. One lane Slow Point outside the following property:
 - a. No.21 Beacon Avenue
 - G. A speed hump previously approved outside No.9 Kandra Road, is proposed to be changed to a raised threshold and will be installed as part of this proposal.
 - H. Request approval from TfNSW to install a 40km/h speed limit in the precinct once the infrastructure has been installed.
-



BEACON HILL – TRAFFIC CALMING



LOCALITY PLAN
NOT TO SCALE

DRAWING INDEX

DRAWING NO.	DESCRIPTION
1001	LOCALITY PLAN AND INDEX SHEET
3001	GENERAL SHEET ARRANGEMENT &
3001	CIVIL WORKS PLAN SHEET 1
3001	CIVIL WORKS PLAN SHEET 2
3002	CIVIL WORKS PLAN SHEET 3
3003	CIVIL WORKS PLAN SHEET 4
3004	CIVIL WORKS PLAN SHEET 5
3005	CIVIL WORKS PLAN SHEET 6
3006	CIVIL WORKS PLAN SHEET 7
3007	CIVIL WORKS PLAN SHEET 8
4001	STANDARD DETAILS SHEET 1
4001	STANDARD DETAILS SHEET 2

CAUTION EXCAVATING NEAR TREES TO BE RETAINED

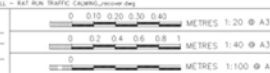
- CAREFULLY EXCAVATE WITH A TREENCHING MACHINE UP TO 2.0 METERS FROM THE BASE OF THE TREE. A SPOTTER IS TO BE USED TO GUIDE THE MACHINE AND AVOID DAMAGE TO THE TREE ROOTS. THE EXCAVATOR IS TO USE A FLAT BLADE BUCKET WITH NO TEETH.
- EXCAVATION BY HAND DIGGING SHALL BE EMPLOYED WITHIN 2.0 METERS ON EITHER SIDE OF THE TREE AND WITHIN 2.0 METERS OF THE TREE TRUNK.
- NO TREE ROOTS GREATER THAN 40MM IN DIAMETER ARE TO BE CUT WITHOUT PRIOR INSPECTION AND APPROVAL BY COUNCIL'S TREE SERVICES.
- TREE ROOTS LESS THAN 40MM IN DIAMETER ARE TO BE CLEAN CUT WITH A SHARP IMPLEMENT.
- NO MATERIAL IS TO BE STORED UNDER TREES TO BE RETAINED OR AGAINST THE TREE'S TRUNK. GROUND PROTECTION MAY NEED TO BE EMPLOYED AS PER AS 4970-2009.
- "PROTECTION OF TREES ON DEVELOPMENT SITES" SECTION 4.5.3.
- WHERE INSTALLED BY COUNCIL'S TREE SERVICES, TREE PROTECTION BARRIERS ARE TO BE PLACED AROUND THE TREE TRUNK AS PER AS 4970-2009, SECTION 4.5.2 AND FIGURE 4.
- WHERE THERE IS DISCREPANCY BETWEEN THE CONSTRUCTION DRAWINGS OR A LATEST PHYSICAL CONSTRAINT ENCOUNTERED BETWEEN THE TREE TO BE RETAINED AND THE INFRASTRUCTURE THAT IS TO BE INSTALLED, AN ALTERNATIVE DESIGN MAY NEED TO BE EMPLOYED. IN THIS SITUATION, STOP ALL WORK IN PROXIMITY OF THE TREE TO BE RETAINED AND CONSULT WITH COUNCIL'S PROJECT ENGINEER IMMEDIATELY. TREE SERVICES IN COLLABORATION WITH THE DESIGNER WILL THEN PROVIDE ADVICE ON THE MODIFICATIONS REQUIRED.
- IF IN DOUBT - PLEASE SEEK ADVICE FROM COUNCIL'S TREE SERVICES BEFORE PROCEEDING WITH WORKS.
- FAILURE TO ADHERE TO ANY OF THESE REQUIREMENTS WILL RESULT IN THE CONTRACTOR TO BEAR ALL COSTS ASSOCIATED WITH THE REMEDIATION OR EQUIVALENT REPLACEMENT OF THE TREE TO BE RETAINED.

CAUTION – SERVICES!!!!

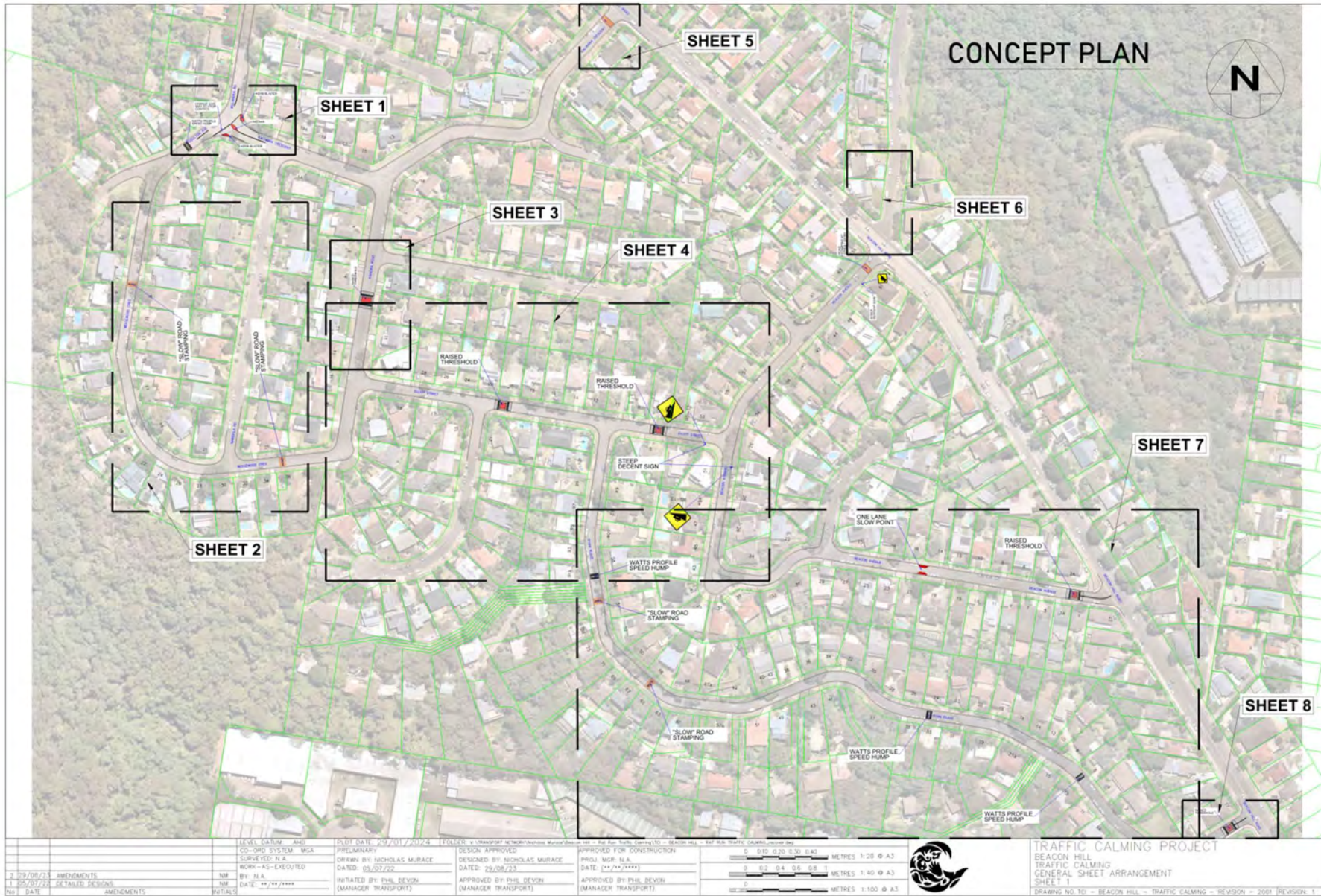
- THE POSITION OF SERVICES SHOWN ON THE DRAWING ARE INDICATIVE ONLY AND HAVE BEEN PLOTTED FROM PLANS SUPPLIED BY THE RELEVANT UTILITY AUTHORITIES.
- PIPE POLES, MARKER POLES, SIGNS, ETC. HAVE BEEN PLOTTED ON THE DRAWINGS WHERE SIGHTED AT THE TIME OF SURVEY BUT THE SURVEY NOT EXERCISE RIGID INVESTIGATION ON PHYSICAL LOCATION OF UNDERGROUND INFRASTRUCTURE.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR PRIOR TO ANY DEMOLITION, EXCAVATION OF CONSTRUCTION ACTIVITY ON OR ADJACENT TO THE SITE TO OBTAIN UPDATED SERVICES DIAGRAMS THROUGH A CALL-BEFORE-YOU-DIG SEARCH AND PHYSICAL SEARCH TO ESTABLISH AND CONFIRM THE EXACT LOCATION/S AND DEPTH/S OF ALL UNDERGROUND SERVICES, PRIOR TO COMMENCEMENT.

NO	DATE	AMENDMENTS	INITIALS
1	29/07/23	DETAILED DESIGN	
2	29/08/23	AMENDMENTS	

LEVEL DATUM AND CO-ORD SYSTEM	PLOT DATE	FOLDER	DESIGN APPROVED	APPROVED FOR CONSTRUCTION
MSA	29/01/2024	\\transport-network\clients\mural\beacon hill - Rat Run Traffic Calming\10 - Beacon Hill - RAT RUN TRAFFIC CALMING_revised.dwg	DESIGNED BY: NICHOLAS MURACE DATED: 29/08/23	PROJ. MGR. N.A. DATE: (**/**/****)
WORK-AS-EXECUTED			APPROVED BY: PHIL DEVON (MANAGER TRANSPORT)	APPROVED BY: PHIL DEVON (MANAGER TRANSPORT)
BY: N.A.			DATE: (**/**/****)	DATE: (**/**/****)

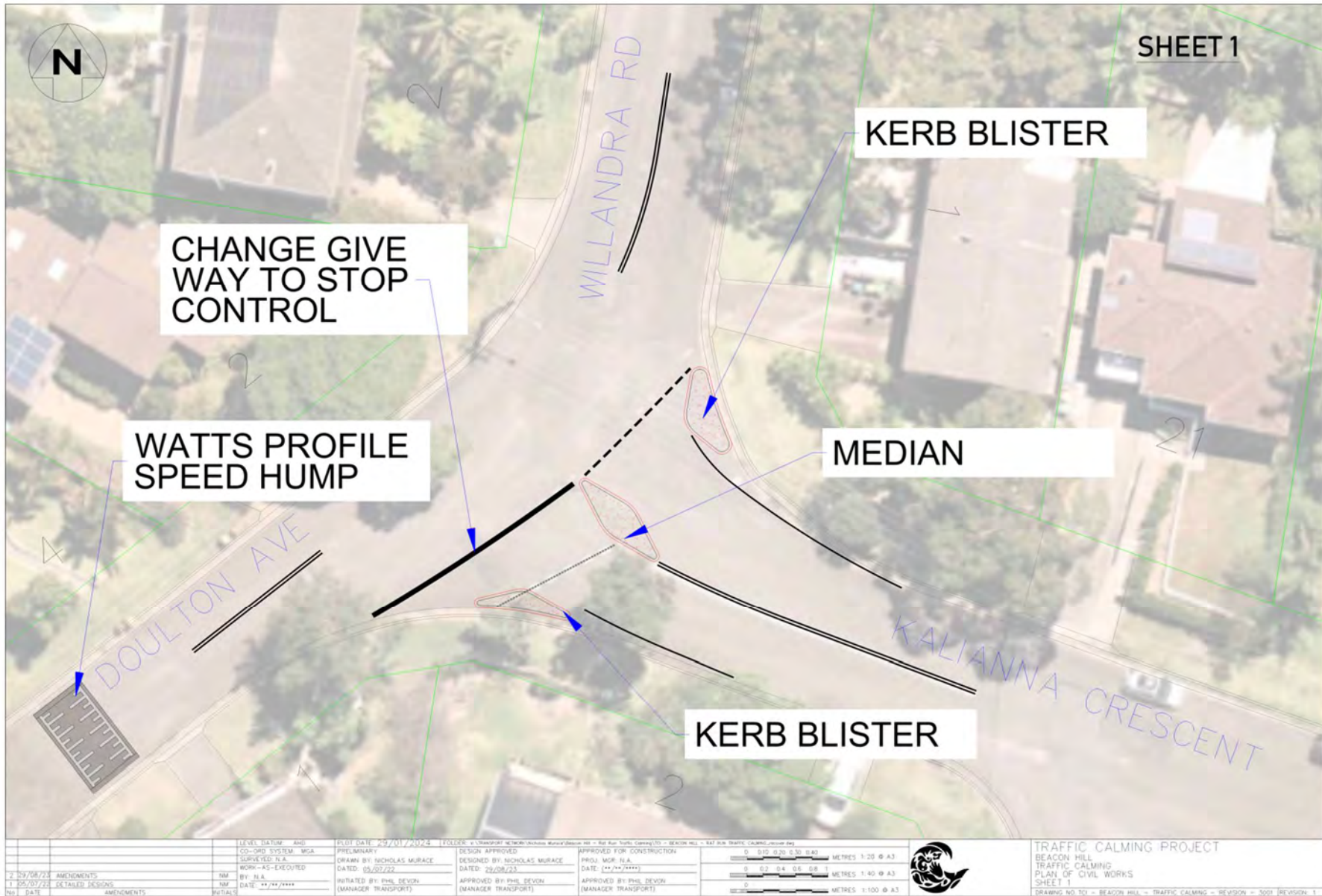


TRAFFIC CALMING PROJECT
BEACON HILL
TRAFFIC CALMING
LOCALITY PLAN
INDEX SHEET
DRAWING NO. 101 - BEACON HILL - TRAFFIC CALMING - REVISION - 1001 REVISION: 1



LEVEL DATUM: AHD		PLOT DATE: 29/01/2024		FOLDER: \\V:\transport\network\beaches\mural\beaches\44 - Beacon Hill Traffic Calming\beaches	
CO-ORD SYSTEM: MGA		DESIGN APPROVED:		APPROVED FOR CONSTRUCTION:	
SURVEYED: N/A		DRAWN BY: NICHOLAS MURAGE		PROJ. MGR: N/A	
WORK-AS-EXECUTED		DATED: 05/02/22		DATE: **/**/****	
BY: N/A		INITIATED BY: PHIL DEVON		APPROVED BY: PHIL DEVON	
DATE: **/**/****		(MANAGER TRANSPORT)		(MANAGER TRANSPORT)	
INITIALS:					

2/29/09/23	AMENDMENTS			0 0.20 0.40 0.60 0.80	METRES 1:20 @ A3		TRAFFIC CALMING PROJECT BEACON HILL TRAFFIC CALMING GENERAL SHEET ARRANGEMENT SHEET 1 DRAWING NO. TC1 - BEACON HILL - TRAFFIC CALMING - REVISION - 2023 (REVISION 1)
1/25/07/22	DETAILED SKINGS			0 0.2 0.4 0.6 0.8 1	METRES 1:40 @ A3		
	AMENDMENTS			0	METRES 1:100 @ A3		





LEVEL DATUM: AHD		PLOT DATE: 29/01/2024		FOLDER: \\transport\network\resources\managers\Beacon Hill - Plan Road Traffic Calming\20 - Beacon Hill - Rat 606 Traffic Calming\2024\plan.dwg	
COORD SYSTEM: MGA		DESIGN APPROVED:		APPROVED FOR CONSTRUCTION:	
SURVEYED: N/A		DRAWN BY: NICHOLAS MURAGE		PROJ. MGR: N/A	
WORK-AS-EXECUTED:		DATED: 05/02/22		DATE: (**/~/****)	
BY: N/A		INITIATED BY: PHIL DEVON		APPROVED BY: PHIL DEVON	
DATE: **/~/****		(MANAGER TRANSPORT)		(MANAGER TRANSPORT)	
REVISIONS:		DATE: **/~/****		DATE: **/~/****	
NO	DATE	AMENDMENTS	DATE	AMENDMENTS	DATE

0 0.20 0.40 0.60 0.80

METRES 1:20 @ A3

0 0.2 0.4 0.6 1

METRES 1:40 @ A3


0

METRES 1:100 @ A3



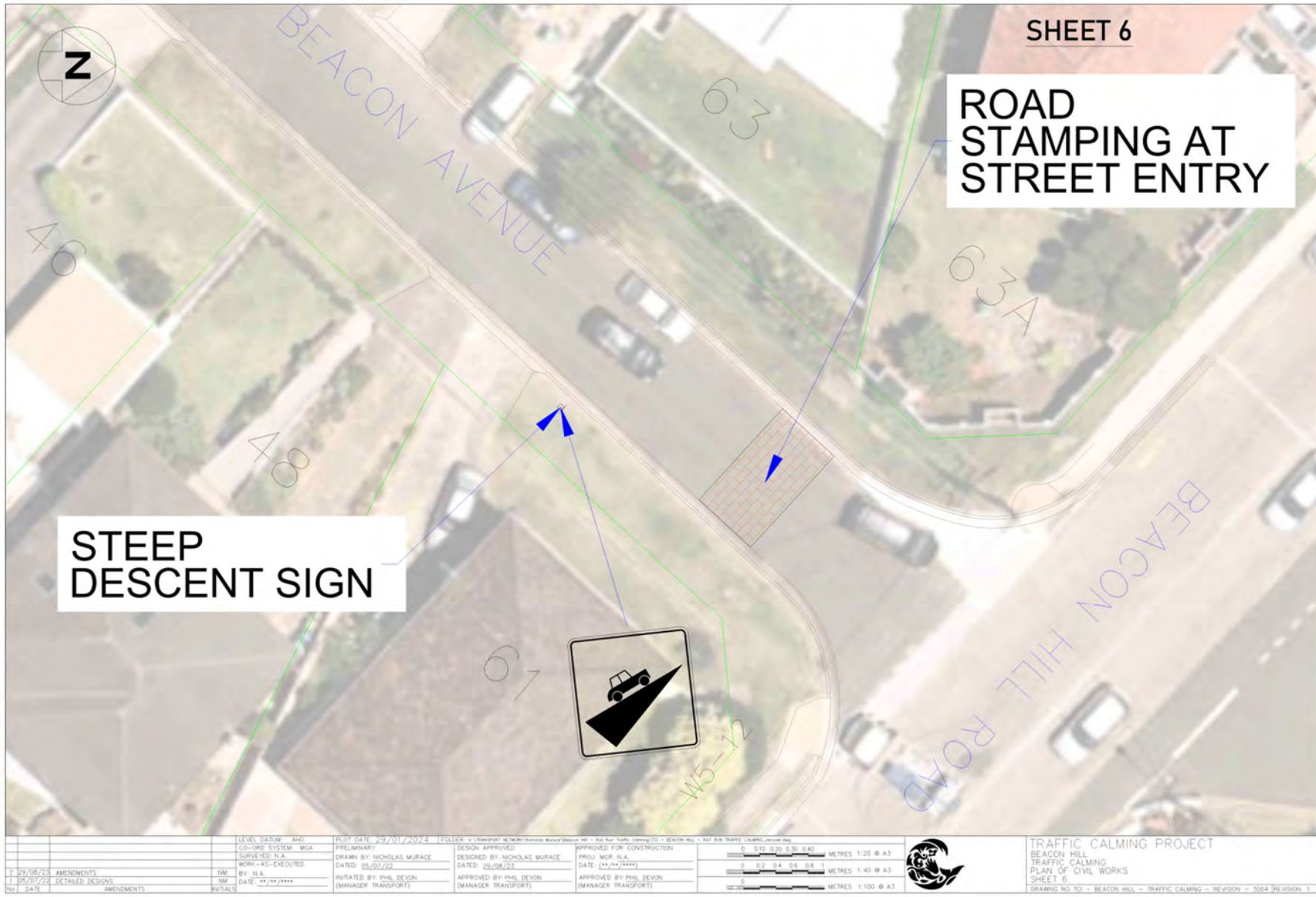
TRAFFIC CALMING PROJECT
 BEACON HILL
 TRAFFIC CALMING
 PLAN OF CIVIL WORKS
 SHEET 2
 DRAWING NO. TC1 - BEACON HILL - TRAFFIC CALMING - REVISION - 5003 (REVISION: 1)



LEVEL DATUM AND CO-ORD SYSTEM: MSA		PROJECT DATE: 29/01/2024	FILE FOLDER: \\transport-network\projects\Beacon Hill - Rail Road Traffic Calming\3D - Beacon Hill - Rail Road Traffic Calming\revision.dwg	DESIGN APPROVED: APPROVED FOR CONSTRUCTION	0 0.20 0.40 0.60 0.80 METRES 1:20 @ A3	 <p>TRAFFIC CALMING PROJECT BEACON HILL TRAFFIC CALMING PLAN OF CIVIL WORKS SHEET 3 DRAWING NO. TC - BEACON HILL - TRAFFIC CALMING - REVISION - 3002 (REVISION: 1)</p>
DRAWN BY: NICHOLAS MURAGE		DESIGNED BY: NICHOLAS MURAGE	PROJ. MGR: N.A.	0 0.2 0.4 0.6 0.8 1 METRES 1:40 @ A3		
DATE: 05/02/23		DATE: 05/02/23	DATE: (**/**/****)	0 0.2 0.4 0.6 0.8 1 METRES 1:100 @ A3		
2 29/06/23 AMENDMENTS	NM BY: N.A.	INITIATED BY: PHIL DEVON (MANAGER TRANSPORT)	APPROVED BY: PHIL DEVON (MANAGER TRANSPORT)	APPROVED BY: PHIL DEVON (MANAGER TRANSPORT)		
1 05/07/23 DETAILED DESIGN	NM DATE: **/**/****					
NM DATE AMENDMENTS	DETAILS					










LEVEL DATUM AND		PLDT DATE: 29/01/2024	FILE FOLDER: \\transport-network\clients\mural\beacon hill - Rat Run Traffic Calming\TO - Beacon Hill - RAT RUN TRAFFIC CALMING\revision.dwg
CO-ORD SYSTEM: MGA		DESIGN APPROVED:	APPROVED FOR CONSTRUCTION:
SURVEYED: N/A		DRAWN BY: NICHOLAS MURAGE	PROJ. MGR: N/A
WORK-AS-EXECUTED:		DATED: 05/02/23	DATE: (**/**/****)
BY: N/A		INITIATED BY: PHIL DEVON	APPROVED BY: PHIL DEVON
DATE: **/**/****		(MANAGER TRANSPORT)	(MANAGER TRANSPORT)
NO	DATE	AMENDMENTS	INITIALS
2	29/09/23	AMENDMENTS	
1	05/07/22	DETAILED DESIGN	

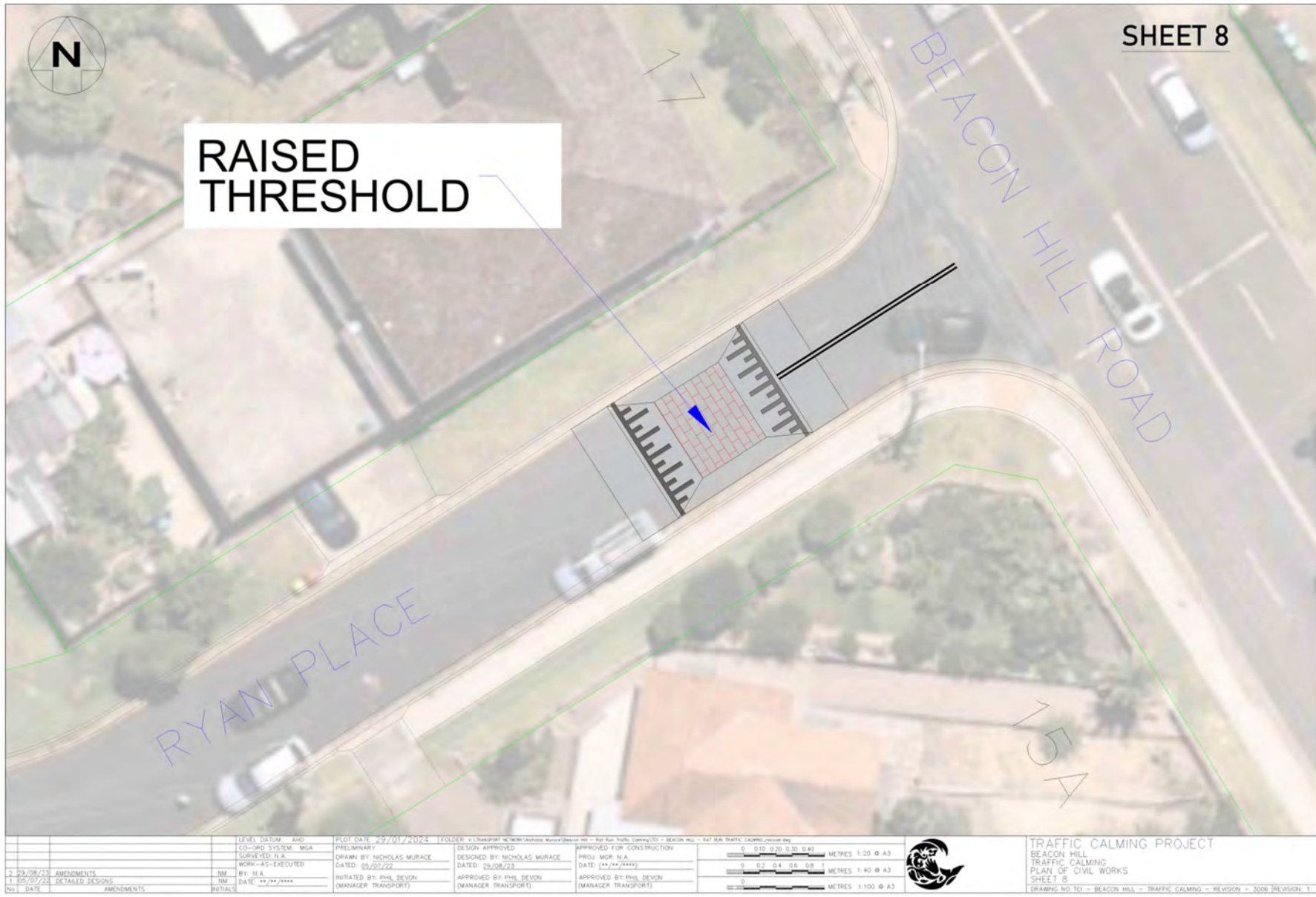
0 0.10 0.20 0.30 0.40 METRES 1:20 @ A3

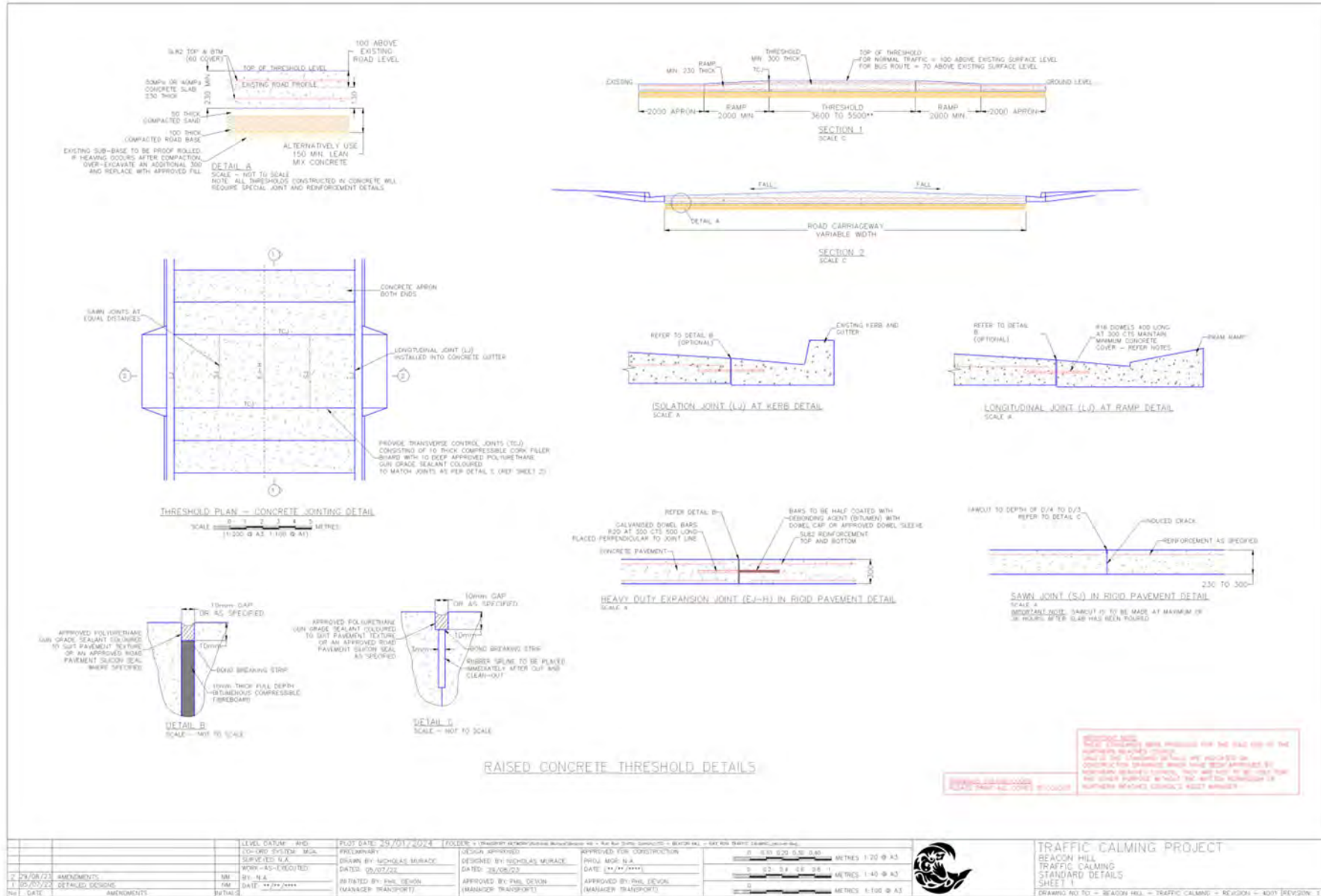
0 0.2 0.4 0.6 0.8 1 METRES 1:40 @ A3

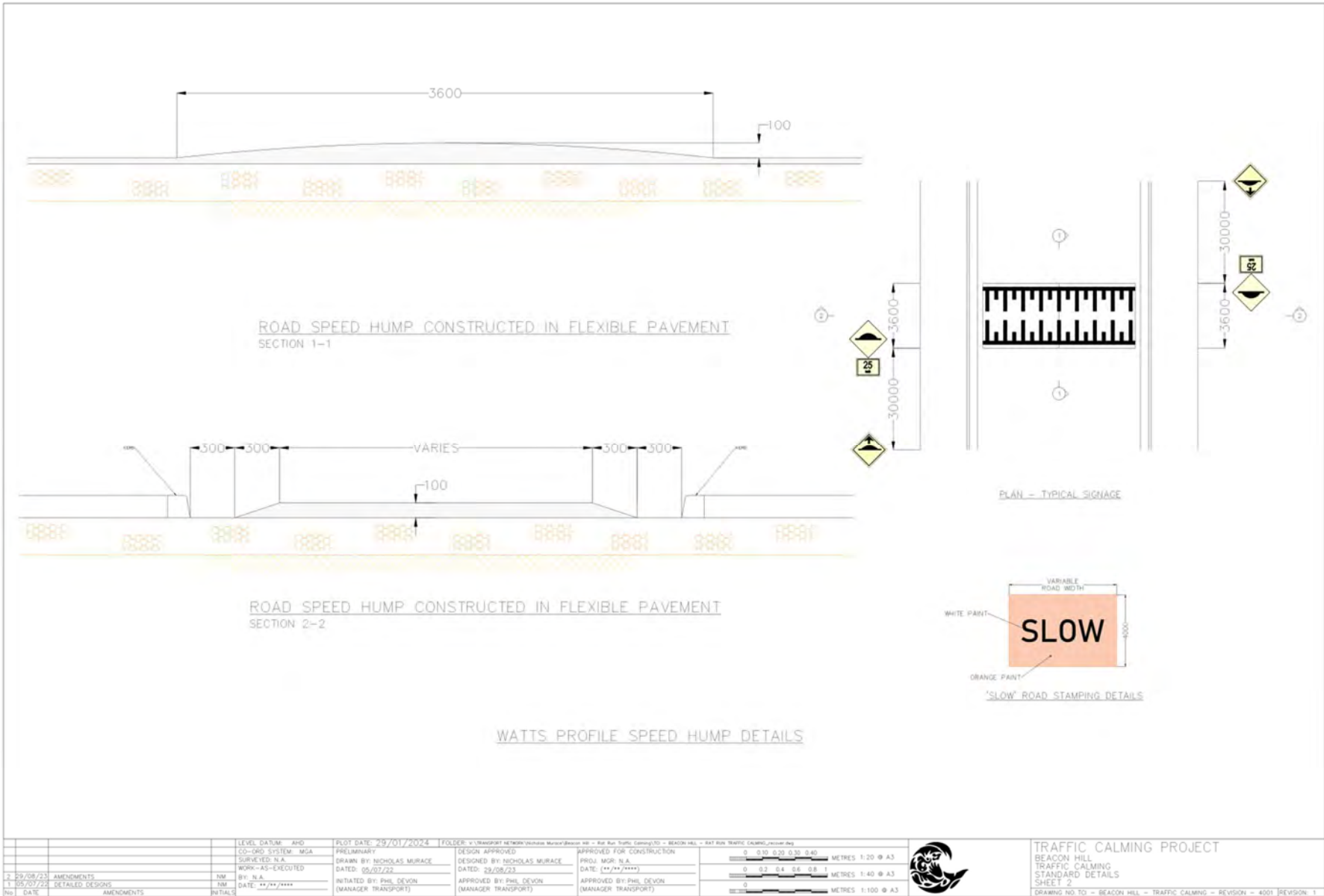
0 METRES 1:100 @ A3



TRAFFIC CALMING PROJECT
BEACON HILL
TRAFFIC CALMING
PLAN OF CIVIL WORKS
SHEET 7
DRAWING NO. TC1 - BEACON HILL - TRAFFIC CALMING - REVISION - 3007 (REVISION: 1)









Summary Report of Community Engagement

Project name	Beacon Hill Traffic Calming – Beacon Hill Road West, Beacon Hill
Public notification period	8 September – 8 October 2023
Background	<p>Council received concerns from local residents about vehicles travelling at high speed, interrupted traffic flow and the development of a 'rat run' in Ryan Place and Beacon Avenue due to traffic congestion on Beacon Hill Road, Beacon Hill and drivers seeking alternative routes.</p> <p>To address these issues and improve pedestrian and road safety, Council undertook a review of the streets adjacent to and intersecting Beacon Hill Road and proposed traffic calming solutions to address the issues.</p> <p>Council is also advocating for Transport for NSW to address the issues with the intersection of Warringah Road and Beacon Hill Road.</p>
Total number of submissions	90
Summary of findings	<p>Many respondents agree that improvement is needed to reduce traffic flow/congestion and reduce speed through the local residential streets of Beacon Hill West.</p> <p>Community response to the proposed calming solutions was mixed. Of the 90 responses received, 49 responses supported the proposal whilst 41 responses did not support the proposal.</p> <p>The main concerns raised by non-supporting respondents was the need to improve traffic flow, loss of parking and increasing pedestrian safety on Beacon Hill Road, which was out of scope for this proposal. The Beacon Hill Road matters are being addressed in partnership with Transport for NSW.</p>
Engagement approach	<p>The engagement was planned, implemented and reported in accordance with Council's Community Engagement Strategy (2022).</p> <p>A project page* was established on our Have Your Say platform with information provided in an accessible and easy</p>

	<p>to read format. The page was promoted through resident letters and on Council's 'Your Say' Page.</p> <p>Feedback was captured through an online submission form on ONEblink. Respondents were asked a sentiment question to indicate whether or not they support the proposal. An open-field comments box provided community members a space to share their comments. Email and written submissions were also invited. Contact details were provided should people have questions.</p>
--	---

[*https://yoursay.northernbeaches.nsw.gov.au/traffic-calming-beacon-hill-road-west-beacon-hill](https://yoursay.northernbeaches.nsw.gov.au/traffic-calming-beacon-hill-road-west-beacon-hill)

How we notified	
Properties notified by letter	288 letters
Authorities notified by email	N/A Transport for NSW were consulted in the predesign phase of the project.
Visitors to Your Say page	423 visits, 297 visitors

Findings		
Theme	What we heard	Council response
Concerns for pedestrian safety	A number of respondents are supportive of the proposal. They noted they have been concerned for the safety of pedestrians due to the increase in traffic on local roads and speeding motorists and welcome traffic calming in the area.	Council aims to improve safety in our local areas for pedestrians and motorists by working with TfNSW to physically reduce the speed limits of local roads and redirect traffic to regional roads like Beacon Hill Road.
Loss of parking	Some respondents were concerned for the loss of parking due to the proposed double centre lines.	Council proposes the double lines to improve visibility and safety around the bends and at the approach to the raised thresholds. Parking for private vehicles remains the responsibility of the property owners.

Findings		
Theme	What we heard	Council response
		<p>Residents with multiple vehicles should utilise garages and existing driveways and/or prioritise off-street parking according to their needs.</p> <p>Council has reviewed the parking loss and will adjust where possible during the detailed design process to maximise parking opportunities, without compromising on safety.</p>
Speed humps	<p>Many responses were in support of the proposed speed humps.</p> <p>Other responses noting speed humps indicated concern for parking loss, the potential danger they could impose, their impact on noise and potential damage to vehicles.</p> <p>Some residents believe that speed humps will not reduce the number of vehicles using these streets.</p>	<p>Speed humps have been proven to be successful in reducing the average speed travelled along a road, therefore improving safety for other motorists and pedestrians.</p> <p>The recommended travel speed over a speed hump is 25 km/hr. When travelling at the recommended speed or lower, no damage should be incurred to a vehicle.</p> <p>Appropriate warning signs will be installed at the approach to each speed hump to ensure a vehicle has enough time to slow down before travelling over the speed hump.</p> <p>Council has seen a significant reduction in the average speed of vehicles and traffic counts when traffic calming devices such as speed humps are installed.</p> <p>Council will review the proposal of speed humps including their locations and make design changes where</p>

Findings		
Theme	What we heard	Council response
		possible without compromising on safety.
Local traffic only	Introduce a No Left Turn from Beacon Hill Road to Ryan Place (3-6pm Mon - Fri) Local Traffic Only	“No Left Turn - local traffic only” restrictions from Beacon Hill Road are not enforceable. The restriction on turning movements would apply to all vehicles if implemented as part of these measures. Evidence shows that they are difficult to police and would put undue pressure on the local police force. Similar situations exist in Frenchs Forest (Kanya Crescent and Grace Avenue) and without police patrols have proved ineffectual.
Beacon Hill Road improvements – (outside the scope of this project)	<p>Several respondents suggested enhancements to improve traffic flow on Beacon Hill Road. These included removing parking, changing the phasing of the traffic lights at the intersection with Warringah Road and installing speed humps.</p> <p>The community noted their concern around the installation of traffic calming devices in side streets and the congestion impact this will create on Beacon Hill Road.</p> <p>Other suggestions noted for Beacon Hill Road included:</p> <ul style="list-style-type: none"> • Installation of a pedestrian crossing on Beacon Hill Road • Removal of traffic lights at Warringah Road • Reinstatement of the sign, 'Turn left anytime 	<p>Beacon Hill Road is a regional road, which is designed to carry larger volumes of traffic. Vehicles passing through the area should be using this road, rather than the side streets, which are designed for local traffic.</p> <p>Council and Transport for NSW have recently undertaken a parking review on Beacon Hill Road, installing some restrictions between 6am to 7pm to improve traffic flow. No further parking restrictions on Beacon Hill Road are planned at this time.</p> <p>Speed humps are not suitable for Beacon Hill Road for the following reasons:</p> <ol style="list-style-type: none"> 1. The steep incline of Beacon Hill Road does not make it suitable for speed humps.

Findings		
Theme	What we heard	Council response
	with care' onto Warringah Road.	<p>2. They will further slow the traffic flow on this already slow route. If speed humps were introduced on Beacon Hill Road, more motorists would take the local residential streets instead of the regional road.</p> <p>Traffic light phasing is under the control of Transport for NSW. Transport for NSW are looking at options to improve the performance of the lights.</p> <p>In Council's experience, improved traffic light phasing, and removal of parking alone will not stop the problem of motorists 'rat running' through the streets west of Beacon Hill Road.</p> <p>Council will continue to work with Transport for NSW and advocate for Beacon Hill Road traffic flow to be improved.</p> <p>The installation of a pedestrian crossing on Beacon Hill Road is not currently supported by Council due the potential hazard it poses to pedestrians. Pedestrians are encouraged to cross Beacon Hill Road at traffic lights.</p>

Verbatim Responses*	
No.	Submission
1.	These improvements cannot come too soon. I have been waiting for 20 years for something like this.
2.	I live on Elliot St and have received the council documentation about traffic calming proposal in beacon hill. The issue is about traffic calming. There is not a speed problem as the roads are narrow, windy and difficult to manovure due to all the onstreet parking. The solution is therefore NOT speed bumps, the solution is no left turn signs, local traffic only, on beacon hill road. Speed humps will not stop the rat run, as speed humps will still take the same amount of time as it does now as most people cannot exceed 40kmph due to the narrow and windy road. There needs to be a deterrent at the source, which is on beacon hill road. Speed bumps will not solve this problem as they will still take the rat run and exceed the speed limit as they go up Elliot street hill.
3.	Please do not put any speed humps in Beacon Hill. My car suspension has had to be serviced/replaced twice in the last few years due to speed humps and pot holes. Why not put in speed cameras instead showing the drivers speed like at Telegraph Rd Pymble. These Beacon Hill roads are so narrow and have so many pot holes needing to be filled. You also have cars parked on each side of these narrow roads causing these 2 way roads to become 1 way. Visibility needs to be improved. I don't agree that the council should lower the speed limit in this area to 40km/h. With the tightness and road width you rarely get to 50km/h anyway. Maybe cars should only be allowed to park on 1 side of the street. Beacon Hill road also needs pot holes filled in. I would focus on improving the traffic flow on Beacon Hill Rd on to Warringah Rd. You could make Beacon Hill Rd 2 lanes each way during peak times. The traffic light at Warringah rd east bound turning right (south) into Willandra Rd needs to be on a sensor. It goes green all day when no vehicle is there delaying traffic going west. You could also open up 2 way traffic from Oxford Falls Rd to Tristram Rd. The time limit for the green arrow turning right from Warringah Rd into Ellis Rd needs to be longer. 5 cars getting through is not enough.
4.	I've been a resident here for 5 years now. Disappointing still nothing has been done. In this time I've had three cracked wing mirrors and at least twice it has taken 15 minutes to come down willandra off warringah rd. While speed is an issue, noise is also a bigger issue on the pinch point at Elliot st on the steep hill. Adding a speed bump means more revving up the hill in front of our house. A little confused why there is no parking between 3-7pm at the bottom of Beacon hill rd and this does not continue to the top? Every house in between has ample on property parking.

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

Verbatim Responses*	
No.	Submission
	<p>Possibly no left turns could be put in place on Ryan and Beacon Ave between 3-7, residents only? Understand it's hard to police.</p> <p>Would like something to be done but believe there is a better option and bang for buck.</p> <p>Hope that there is investigation into the level of noise should this path be chosen.</p> <p>Good luck</p>
5.	<p>Adjusting timing of traffic lights on Beacon Hill Rd to allow traffic to flow would be the only way to ease the congestion on Beacon Hill Road.</p> <p>The proposed speed bumps are quite a dangerous addition to these roads considering they are not flat straight runs. Speed Bumps are dangerous and will only inconvenience local residents</p>
6.	<p>Respondent did not make a comment.</p>
7.	<p>I DO NOT SUPPORT - This will bring more congestion on beacon Hill road which is already very dangerous for pedestrians and locals.</p> <p>The speed bumps should be installed on Beacon Hill road to encourage drivers to use pittwater road.</p>
8.	<p>I do NOT support this proposal. Please see reasons why.</p> <ol style="list-style-type: none"> 1. You are continuously bringing traffic down beacon hill road and forcing unsafe traffic conditions on to residents so you can band aid a situation. 2. You should be installing these ON beacon hill road and NOT Ryan place to encourage traffic to go down Warringah road as beacon hill road is a rat race to Warringah road. 3. Every single car does not allow pedestrians to cross and a pedestrian crossing is also required on beacon hill road. <p>I am happy to have a chat with you about this.</p>
9.	<p>The issue is traffic calming and during peak hr and not speed...the roads are narrow and traffic already forced to go slow due to on-street parking and narrow street width. Speed humps will do nothing to deter the peak hr traffic, as their speed will not be affected behknd that of what is done already - therefore even with speed humps it is making it a viable option to the peak hr gridlock on beacon hill Rd. Fix the root cause, at beacon hill Rd and Warringah Rd traffic lights. Or put no left turn, local residents only, on all left hand turns off beacon hills Rd, or a timed no left hand sign Mon-Fri 4-6pm for all side streets off beacon hill Rd. Speed bumps will not deter the traffic, especially the kids of soft speed humps suggested. It will just permanently</p>

Verbatim Responses*	
No.	Submission
	inconvenience local traffic and not deter the rat run off beacon hill Rd. I urgently suggest you address root cause.
10.	Rather than solving the actual problem, which is the flow of traffic up Beacon Hill Rd which could be solved by no parking along Beacon Hill Rd at all times and longer green lights at the top of the hill, this speed bump solution will make it worse for residents rather than better. One of the biggest impacts of drivers using Ryan Pl and Elliot St as a rat run is the noise as cars accelerate up the hill which will be exacerbated by the speed bumps. These drivers aren't using this rat run for fun. Rather they are trying to avoid the traffic delays on Beacon Hill Rd so rather than spending money on these speed bumps why not fix the actual issue that is causing the rat run?
11.	Why are you not looking at the problem which is the bottleneck traffic ON Beacon Hill Road. The parking on Beacon Hill Rd should be restricted based on time of day flow. Just to get out of Ryan Place, I have to move out over one lane because cars don't stop/ slow down to allow me to turn right towards Old Pittwater Rd. The traffic light at the top of Beacon Hill Rd and Warringah Road should be removed to allow traffic turning left to have a free turn. This is again, another reason the traffic is backlogged on Beacon Hill Road. Please stop and address where the actual traffic problem is - BEACON HILL ROAD! For approximately 20mins of 'rat race traffic' you are going to cause a significant inconvenience to residents and legitimate users of these back streets. You should also look at installing speed cameras and truck cameras. As a resident I have lost count of how many heavy load trucks and even large private buses use Beacon Hill Rd. Again this jams traffic and causes a lockdown of traffic flow. Please stop putting bandaids on issues and actually stop and look at FIXING the underlying problem - BEACON HILL RD traffic.
12.	Speed humps will only make the driver speed up to the hump then accelerate excessively to the next hump. This will cause noise for local residents. The traffic problem on beacon hill rd only started when the traffic lights were put in at the top. Humps would only be a Band-Aid fix and annoy the local residents. To fix beacon hill rd it would cost money to build a tunnel or an overpass to allow the 1000's of cars going up it between 2.30pm to 6.30pm. This rd has cars from the school at the bottom, From warringah mall, from the surrounding businesses & from people in general trying to get from point A to B. Brookvale is an absolute nightmare with traffic and that flows to our local streets. No amount of humps will stop that!
13.	This problem was caused when the 'turn left anytime with care' was replaced with traffic lights turning left at the top of Beacon Hill Road. If this were reinstated, I believe the problem would reduce. To install speed bumps is a terrible idea to anyone with neck or back injuries,

Verbatim Responses*	
No.	Submission
	and would not reduce the traffic using these streets, just cause more noise as they slow down then speed up after. They also impact parking which is also difficult at times, particularly if there is football on.
14.	I have emailed to council my submission as this page will not allow me to attach/upload the supporting information files. If you are unable to find the email, please contact me to arrange for a copy of ten supporting information to be sent to you again.
15.	I agree that traffic calming is necessary in this area, but not parking restrictions. Please inform me which street s will curtail parking Cars parked on Willandra Rd, lower Beacon Hill reduce hoping up our road. I appreciate your response and clarification before any decision.
16.	*to add to my previous comments. We do NOT want double no Parking lines outside our house. We need the free street parking to continue in Willandra Road. Having a car parked outside actually slows the rat run traffic as they have to pause if there is traffic coming downhill. Introducing no parking would make speeding easier for them
17.	To stop the through traffic during peak times the solution would be to close Elliot street at the junction of Ryan Place as this would divide the area in two. Ryan place and Beacon Ave would have access to Beacon Hill at three places, then Kalianna Crescent and Wedgewood crescent and surrounding streets would access to Beacon Hill Road and Warringah Road. Then have 2 lanes open in peak times on Beacon Hill Rd and change lights at Warringah Road so turn left is continuous.Speed humps are not the solution stopping through traffic would alleviate all problems.
18.	I feel we are being penalised as the council cannot control the traffic. The traffic became unbearable when the light were put in at Beacon Hill Road and Warringah Road left hand turn. We need a third lane where cars can continuously turn left and this would alleviate the back up of traffic. Our street, Beacon Avenue, is already full to the brim with cars parked either side of the street. We have several elderly people living in the street and I feel with the speed humps there will be no place for them to pullover. I feel we need to control the traffic flow rather than putting in speed humps, perhaps direct the traffic along Pittwater Road.
19.	This proposal does not address the real problem which is the traffic on Beacon Hill Road. Putting these measures in place take up valuable parking spaces, as well as cause inconvenience to the residents of these streets but do nothing to reduce the amount of traffic using the side streets to get onto Warringah Road. Council needs to do something about Beacon Hill Road, or limit access to the side streets off Beacon Hill Road to non-residents. It would be better if Ryan Place and Beacon Avenue, the entrance closer to Brookvale, were no left hand turns from 3-6pm Monday to Friday. Residents

Verbatim Responses*	
No.	Submission
	<p>can still access the side streets from either Kalianna Crescent or the top half of Beacon Ave. Another alternative, which makes more sense than these traffic calming devices is to have a "no left hand turn" at the lights at the cnr of Willandra Road and Warringah Road. I do not support any aspect of this proposal.</p>
20.	<p>I am strongly against speed humps in Beacon Avenue.</p> <p>It is my understanding this is at least the third attempt to improve traffic flow and safety in the Beacon Ave region, and council is still failing to come up with a solution that doesn't have a negative effect on resident. While I understand the intention to improve safety due to the so called rat run used (perhaps consider better traffic flow options before hindering residents), I believe speed humps are not an effective solution for Beacon Hill.</p> <p>It is my belief the speed hump will have the opposite intended effect, causing more congestion on streets, potential for more sudden braking, as well as increased noise and vehicle pollution.</p> <p>The street is already quite narrow, and in many instances vehicles need to pull in behind parked cars (which residents are rightly allowed to park) and let cars through. A speed bump will create even more issues, as there will be less opportunities for cars to safely pass each other in the street.</p> <p>Further, due to residents parking (which is completely acceptable in a residential street) cars must already travel at lower speeds to safely move through the street. Cars who speed through our street (which is extremely limited) are drivers who are reckless and frankly, will likely not slow down for the speed bump and continue to speed through it rendering the hump redundant.</p> <p>The speed humps will also cause Increased vehicle wear and tear for locals. Will the council be paying for residents increased mechanics bills to fix suspension and brakes?</p> <p>Not only are speed humps expensive to install, they will also greatly reduce the desire to live in our community, consequently having a negative effect on property value.</p> <p>It is evident from councils recent proposals that there has not been enough thought put into traffic solutions that actually have benefits on the residents. Measures such as more speed limit signs, pedestrian crossings, larger police presence could all have a positive effect on the solution, without having a hindrance on locals.</p> <p>From some quick research it appears council elections are a year away. As</p>

Verbatim Responses	
No.	Submission
	you can tell I am clearly not happy with councils proposed solutions over the years (as are many other residents), and perhaps this should be considered if the current councillors wish to see themselves elected for another term.
21.	<p>I do not support this proposal as I do not believe this is the most effective way to reduce speed and the so called rat run.</p> <p>Firstly there is no rat run that exists on beacon ave. We have a clear view of the street and during peak hour there are only a handful of cars which pass through. MAJORITY of these cars I actually recognise as our neighbours simply coming home into their street after work.</p> <p>Our street is a very narrow street and we have a lot of residency which means there is very limited parking constantly. Speed humps in multiple spots will impact the already congested street and make parking even WORSE for ourselves and our neighbours!</p> <p>If you are after reducing the speed in my neighbourhood, there are better ways to do so that are also more economic for the council. Currently, there are no speed signs on our streets, there are no increased pedestrian activity signs either. Surely this is the first step to try an alleviate the speeding issue which costs the tax payers less money.</p> <p>Furthermore, the traffic flow is not an issue on our side streets, it is an issue on beacon hill road. Please address how this street is managed during peak hour before you come for the side streets. If the main problem at hand is dealt with, any other subsequent problems will immediately be rectified.</p>
22.	<p>I do NOT support the introduction of Speed Humps as this causes other traffic problems.</p> <p>I do Support the lowering of the Speed limit to 40 KPH.</p> <p>This along with Speed enforcement and Local traffic only rules should be enough to solve the problem.</p> <p>the use of Mobile speed cameras located in the area would be enough.</p>
23.	<p>Strongly against speed humps in Beacon Avenue.</p> <p>While I understand the intention to improve safety, I believe speed humps are not an effective solution for our streets.</p> <p>They will create more clutter on the street and increase noise and other pollution from braking, accelerating and speed hump impact.</p> <p>Speed humps could cause inconvenience for residents and visitors, leading to much more frustration. Increased vehicle wear and tear for locals, and there is also limited parking as it is for residents and this will affect the whole neighbourhood.</p> <p>Not only are they expensive to install, they will reduce the values of properties</p>

Verbatim Responses*	
No.	Submission
	<p>and make it a less desirable neighbourhood to live in, creating more long term maintenance which may put a financial burden on the community. Their negative environmental impact must also be considered.</p> <p>Has the council looked further into other traffic calming measures, such as increased signage, pedestrian crosswalks , or stricter speed limits without altering the road surface?</p> <p>A speed limit reduction could still be done without introducing speed humps. There are currently no signs on beacon avenue or Ryan place. I believe this would help greatly, even a local area or Locals only sign would make a huge difference. There could be a simple painted crosswalk even to help pedestrians who are walking up beacon hill road and to remind drivers. Also, modifying the traffic lights at the top of beacon hill road would be a way to effectively reduce the rat race. Have you consulted with traffic engineers to explore alternative traffic calming designs that are less disruptive than speed humps?</p> <p>Could we explore alternative solutions like enhanced police presence or speed monitoring devices to address speeding concerns? Even a sign to say that there is increased speeding monitoring.</p> <p>Increasing the school zone area for st Augustine's college to include further up on beacon hill road may also be helpful, as the school has grown greatly in size and area recently.</p> <p>I also worry that speed humps might deter emergency services from responding quickly to our area in case of an emergency.</p> <p>Please ensure you thoroughly evaluate the potential drawbacks, consider alternative traffic calming measures before installing speed humps based on a few complaints. A few households we have spoken to do not wish to have speed humps installed, and with such strong opinions and negative associations with speed humps I worry that a lot more people will be upset, who may not have the time to respond or express their thoughts on the matter on this platform.</p> <p>Many thanks</p>
24.	<p>I object to speed humps placed outside my property [REDACTED] (same spot as listed [REDACTED]) I do not want it placed there , I do not want the extra noise of cars going over the speed hump. It is unfair to position outside my house ! Better to just reduce speed limit and put signs up to prevent non residents from entering. This would be easier cheaper and quieter. Although the problem isn't in beacon avenue , it is in Ryan place</p>

Verbatim Responses	
No.	Submission
25.	<p>I object to speed humps outside & between both my properties [REDACTED] (which is proposed at [REDACTED]. This is same site). I disagree with complaints of the "rat run" through beacon avenue and do not want extra noise outside my premises whilst cars go over the speed hump. I think reducing speed limit is enough without the need for speed hump. I feel completely disadvantaged that this would happen between my properties and not further down the street . The street is so narrow with hardly any parking as it is . The speed humps will take away parking where I need it most.</p> <p>The problem is in ryan place not beacon avenue! Why can't signs be put up that say "residents only entry between certain times" instead of wasting money & causing disadvantages for the residents of beacon avenue please</p>
26.	<p>The way to stop the rat run is to remove the left turn arrow at Beacon Hill Rd and Warringah Rd.</p>
27.	<p>Fixing Beacon Hill Rd would make it unnecessary to take a left turn into Ryan Place to take the rat run, which only happens when beacon Hill Rd banks up from Warringah Road during afternoon peak. By making beacon Hill Rd a north bound afternoon clearway and two left turn lanes at Warringah Road would make it more appealing to stay on Beacon Hill Rd and not take the rat run</p>
28.	<p>Kandra Rd is more of a family residential area. Before and after school, kids are playing on the street, same as weekends. It will be a high risk if this plan will go ahead. I DO NOT support the speed hump outside No. 9 Kandra Rd. However, I do support the installation of 40km/h speed limit in the area.</p>
29.	<p>As a resident of Ryan Place I do have concerns about the street being used as a rat run but the issue is only a problem Mondays to Fridays 4.30pm to 5.30pm. The proposed speed bumps are an over kill for a problem that is only for 5 hours a week! The speed bumps would be a pain in the bum 24/7 for the residents. You need to look at Beacon Hill Road to fix this problem! Was not an issue when at the top of Beacon Hill Road was turn left with care and not as it is now with red arrow! And I have lived here for 25 years, so I have seen the changes over time! NO TO SPEED BUMPS!!!</p>
30.	<p>To add additional comments, to fix the main congestion of the traffic build up, if clear ways were put into affect on beacon hill road, the main road was altered to a four lane main road to upkeep the traffic and allow traffic flow up and down the hill. This will ease rat run traffic and will help traffic through Brookvale at peak times.</p> <p>The back streets of beacon hill road are already packed as is with parking and increased changes to the roads will only worsen and lessen parking available.</p>

Verbatim Responses	
No.	Submission
31.	Restoring the roads' condition should be main priority, with the amount of local construction being done the roads are in turmoil If reduction of traffic is what is wanted then a proposal/test of a no left turn down Ryan place up beacon hill road between ie 430-730 to 'calm traffic'
32.	Respondent did not make a comment.
33.	As a resident of Wedgwood Crescent i can state that at this point in time,Wedgewood Crescent is not an active part of this 'Rat Run'
34.	Respondent did not make a comment.
35.	We didn't receive any written communication from council about proposals. Found out via Facebook. Wedgewood Crescent doesn't get the rat run traffic and do not want speed hump out front my house. Parking is at a premium with trailers caravans and boats parking in street. Which council wont move unless they are unregistered. We are a high flame area and don't believe speed humps are appropriate for fire trucks. If council is serious about fixing traffic congestion fix Beacon Hill rd. Make clearway left side am Beacon Hill rd and right side clearway pm. Make two lanes turning left and one lane turning right at top beacon hill rd. Same as bottom road. Council has made Beacon Hill rd into major road with two lanes turning from Warringah rd. This proposal is a bandaid to the problem
36.	Noisy and outside [redacted] is a bad spot on arise
37.	Wedgewood crescent is a flame zone area and need access for the fire brigade. We don't have a problem with cars speeding. Beacon hill road should be a clear way.
38.	This will create very significant noise and light pollution for local residents and this will not solve the traffic problems on Beacon Hill Rd. Better solutions are cheaper. E.g. put up speed limit signs of 40.
39.	The suggested traffic calming devices outlined above do not address the real issue that is at play here - the traffic on Beacon Hill Road. For residents that live in these streets, putting the traffic calming devices will reduce parking, which is already at a premium, as well as increase the noise to our houses as cars slow down or bottom out as they go over the speed humps. This is not an acceptable solution for the residents that live here. Ryan Place and Beacon Avenue should be no left turn between 3pm and 6pm which will reduce the traffic as well as the speed concerns of these streets. These streets should not be used as a rat run and we should limit the number of cars that drive through in peak hour.

Verbatim Responses	
No.	Submission
40.	<p>While I agree with most of the items in the proposal, there is absolutely no need for speed humps at the start of either Beacon Ave entrance as there's already large dip gutters on the edge of Beacon Hill Road, refer photos, where the cars have already slowed down so they don't bottom out. Constructing a speed hump just a few meters from this already existing gutter which already slows the cars, would be a waste of councils money. Whereas the one proposed near number [REDACTED] makes sense as this is on a straight stretch of road where cars do get upto speed. Any reason why the rubber speed humps like what was built at Hall Ave Collaroy Plateau aren't being proposed for this area?</p>
41.	<p>In addition to my previous submission. I just noticed 'sheet 5' in the above diagram indicating a speed bump outside 48 beacon hill rd. There is considerable dip already at this intersection that causes cars to scrape. It is impossible drive through the existing dip at 10km/h. Therefore we do not see the value in an additional speed bump. The angle from the dip to a speed bump would be excessive and create quite a steep rise for no reason.</p>
42.	<p>Instead of traffic calming devices, that do nothing, other than frustrate already maniacal drivers, who, once they have traversed the calming device, roar off even quicker and louder and cause more pollution than they otherwise would have, sign the beginning of the "rat runs" at Beacon Hill Road, with "No Left Turn between the hours of x and y, Local Traffic Excepted" signs. Then get cops stationed in the side streets in question, during the prohibited time frame and fine anyone who can't prove that they live in the west of Beacon Hill Road precinct. It seems to be possible for the cops to camp on Beacon Hill road in the a.m. to check for speed and oversized vehicles, surely something similar could be done in the p.m. on the Beacon Hill side streets to deal with the "rat runners". Also I'm aware of a similar in place scenario in Forestville when turning from Rangers Retreat Rd into Kanya/Parni. Maybe council could look at that and see how that works. Traffic calming doesn't work. You need to address the root cause - THE DRIVER BEHAVIOUR. Educate, then if that fails, hit the hip pocket and keep on hitting the hip pocket 'til they stop - works every time.</p>
43.	<p>These proposed plans do not resolve the cause of the problem. The reason why traffic is using this Rat Run is due to backed up traffic on Beacon hill road not being able to turn left onto warringah road. This causing congestion and hence traffic is choosing to divert down Ryan place and beacon ave. An alternate solution that would resolve the congestion is to add an addition left turn lane at the top of beacon hill rd and warringah rd. Allowing the traffic to clear from beacon hill rd. The addition of speed bumps and reduced speed limit to these roads will not solve the cause of the issue it will actually cause greater congestion on</p>

Verbatim Responses*	
No.	Submission
	beacon hill rd. Secondly these roads are so tight with parked cars both sides it is very hard to exceed 40km/h so the speed bumps are not required.
44.	<p>Addition of many speed humps will create more noise and light pollution into homes as cars hits speed bumps at night, particularly going up hill.</p> <p>Surely a speed camera would be a better way to achieve the desired outcome, as would addressing the traffic in Beacon Hill Road as the root cause of why we have this problem in the first place, rather than making further snarls in residential areas.</p>
45.	<p>My suggestion is to open the left hand turning lane at the top of beacon hill Rd. And also make the turn from old pittwater Rd more obviously free flowing into beacon hill Rd. Remove the left turning arrow at the top of the hill and make it a flow thru lane. This would alleviate the pressure on the back roads. The back roads are already congested with residents cars parked on both sides of the road. Adding traffic calming devices will only put more pressure on the severely limited parking situation.</p> <p>Restricted parking at the top of beacon hill road would also assist in the peak period (between 4-6pm going up the hill). This would mean more cars going to the left lane ready to access Warringah Rd.</p> <p>Roundabouts on beacon hill Rd at Ryan place and beacon ave would also support local residents to access a free flowing beacon hill Rd and reduce the need to divert to back streets in the first place.</p>
46.	<p>I support the proposal to calm the traffic in the area - however I would ask that other options than speed bumps be considered.</p> <p>I have attached a photo of a chicane that is in Park Avenue in Roseville. We are at [REDACTED] and one of the speed bumps will be just outside our house. A large percentage of those using the 'rat run' are tradespeople in utility vehicles and when those vehicles go over a bump, everything in their tray goes bump too, adding to the noise.</p> <p>A chicane in some of the proposed sites would slow the traffic even further and would help to deter those who think it is faster to cut through from Beacon Hill Road. They would also then be forced to give way to other traffic as the chicane makes the road only one vehicle wide in that spot, a further deterrent. Parking is equally impacted, possibly slightly better, as there is still a car spot on each side next to the chicane.</p> <p>I agree that something needs to be done to slow the traffic and I do appreciate the notion to request the speed limit to be reduced to 40km/hour as well.</p> <p>Thank you for trying to help and trying to slow the traffic in the area. I understand that a speed bump is good in some places but I hope you will also</p>

Verbatim Responses	
No.	Submission
	consider the idea of a chicane rather than a speed bump in areas where possible.
47.	<p>Dear Council</p> <p>Thank you for your proposal to respond to the needs of local residents on and near the 'rat run' in Ryan Place and Beacon Avenue and nearby streets.</p> <p>As long term residents of Wedgewood Crescent, since 1984, Wedgewood Crescent is not directly effected by the 'rat run' and therefore there is no need for speed humps in Wedgewood Crescent.</p> <p>As well as the proposed traffic island on Kalianna Crescent at the intersection of Doulton Avenue and Willandra Road a Stop Sign would be significantly better than the current Give Way sign. The number of times that we have driven down Willandra Road verrng right into Doulton Avenue and having to avoid a vehicle turning right from Kalianna Crescent into Willandra Road ignoring the Give Way sign is too many. An accident is waiting to happen, unfortunately.</p> <p>Additionally a speed hump on Kalianna Crescent on the approach to the proposed traffic Island would also help slow the traffic.</p> <p>If you require any further information please let us know. We would appreciate acknowledgment of our correspondence.</p> <p>Although we support the most of the proposal there is one section that needs review as mentioned above</p>
48.	Respondent did not make a comment.
49.	I have lived here since 1994 and seen so much dangerous driving during rush hour. Many near accidents, and speeding drivers, often driving toob fast on the wrong side of the road around the 'sleeping policeman' at the junction opposite 2 Willandra Road. I've also had drivers try to undercut me when I'm turning into my own driveway. Traffic calming would be a welcome thing for the safety of our community.
50.	Respondent did not make a comment.
51.	Respondent did not make a comment.
52.	Safety improvements to the intersection of Beacon Ave and Beacon Hill Rd (southern intersection) to be developed. Turning right out of Beacon Ave during peak periods has become dangerous due to the limited visibility up the hill along Beacon Hill Rd and limited gaps in the traffic streams along Beacon Hill Rd. It resulted in long wating times, driver frustration and having to undertake dangerous manouvres in order to get into the limited traffic gaps

Verbatim Responses*	
No.	Submission
	along Beacon Hill Rd. See attached an analysis of the traffic safty issues and high level Safe Systems review findings.
53.	I would also like to see ROUNDABOUTS at the intersections along Beacon Hill Rd with the two ends of Beacon Ave and Ryan Place. It is extremely difficult to turn right from these streets into Beacon Hill Rd. It would also slow traffic down along Beacon Hill Rd and create some prevention of traffic queuing across the intersection. See the flow on Allambie Rd & Inglebar Ave as an example with roundabout and speed humps.
54.	There is a turn left at anytime sign when turning from Willandra rd onto Warringah rd If you remove this sign then the rat runners woul not be able to RUN
55.	Respondent did not make a comment.
56.	High volume of speeding on Beacon Hill Road. Possibly an instalment of speed camera on Beacon Hill Road
57.	Respondent did not make a comment.
58.	Respondent did not make a comment.
59.	So many speedy drivers in our road, it's dangerous for the residents and the families
60.	I think the bigger issue here is fixing the congestion on Beacon Hill rd. This will stop the rat run. It all started when traffic lights were placed at the top of Beacon hill road onto warringah road to turn left rather than free flowing.
61.	It desperately needs something in Ryan place. At 5pm it's like an F1 track.
62.	Respondent did not make a comment.
63.	As a resident of 20 years I say about time. There is speeding going on daily past my house. I think the plan is measured though I'm not sure the calming at the higher part of beacon Ave and beacon hill rd is needed as this is not part of the rat run. I'm living at no 9 beacon Ave .
64.	Thank you for looking into this as this has been an ongoing concern for my family and I.
65.	As a resident I am very supportive of reducing the speed on this rat run or stopping it altogether.
66.	Something needs to be done about the parking on Ryan Place. At times cars can barely get through single file. Suggest parking on one side only.

Verbatim Responses	
No.	Submission
	Condition of the road at parts needs repair outside 51 Ryan Place is particularly bad
67.	I'm majorly in support of this. I believe the speed limit should be further reduced to 30, and also must state that Ryan Place needs sidewalks. That said, this is action in the right direction. Please take it!
68.	We also need sidewalks on Ryan place.
69.	It is a very good idea as the traffic in the afternoons is unbearable.
70.	Please do this asap as someone will be killed by a speeding car.
71.	Respondent did not make a comment.
72.	I believe the "rat run" on Ryan Place and Beacon Ave during the peak hours started when the traffic lights at the intersection of Beacon Hill Rd/Warringah Rd were modified a few years ago. It is currently advantageous to make a left turn to Warringah Rd from Willandra Rd where there is a sign "Left Turn on Red Permitted After Stopping" and avoid waiting for the left turn light to come up at Beacon Hill Rd/Warringah Rd intersection. Marginally slowing the current speed limit at Ryan Place and Beacon Ave would change little in this situation. A more effective solution would be allowing a "Left Turn on Red Permitted After Stopping" sign at the Beacon Hill Rd/Warringah Rd intersection.
73.	Generally supportive. Our road is abused as a cut through and people drive at excessive speed. However, consideration should be given to the impact on availability of on street parking which is already limited. The design of the speed bumps should be such that parking is not reduced.
74.	A sidewalk would be an improvement. There kids walking down Ryan place at the same time as the "rat race".
75.	Could you please also include repainting the faded no stopping/parking yellow lines from 75A to 91 Ryan Place on both sides of road.
76.	Yes yes yes!!! :)
77.	Fully support this proposal. Traffic has been increasing through Ryan Place, some vehicles use it as a speedway, with many cars coming around the corner on the wrong side. Speed limit should be dropped to 40 before the introduction of the speed humps.
78.	As a resident of ryan place for the last 11 years it is very difficult heading east along ryan place in the afternoons and evening due to oncoming rat run traffic speeding through and not knowing the streets. Along with no footpaths in the morning people including school children walk on the road because the

Verbatim Responses*	
No.	Submission
	nature strips are wet from dew. It's unsafe to walk on the road but particularly with the current traffic conditions in our street. Which is a 'place' and not designed as a thoroughfare.
79.	For far too long cars have dangerously flown through Ryan Place in the afternoon especially around blind corners as well. 50km/h speed limit is an accident waiting to happen. Glad it's been proposed to drop to 40km/h
80.	Respondent did not make a comment.
81.	About time! Please get onto this as soon as possible, cars drive way too fast down Ryan Place.
82.	The proposed hump at 30 Elliot St will not prevent the dangerous high speeds at the bottom of the dip in Elliot St. The hump needs to be close to 12 Elliot St, ie near the intersection with Ryan Place.
83.	Should have been done year ago.
84.	YES! We live on Kalianna crescent and it becomes an unsafe rat run every evening. Interestingly only hoons decide to take this route, which means they also don't mind speeding! This must end and these proposed changes will do that. The lack of side paths also is very hazardous for pedestrians with this level of traffic
85.	Respondent did not make a comment.
86.	Great proposal! Fully support. I would also further add that Ryan place parking should be restricted to one side only esp in peak hours. Huge issue with traffic both directions and cars parked both sides not able to pass through.
87.	Respondent did not make a comment.
88.	Respondent did not make a comment.
89.	This is a step in the right direction however not enough. Please also consider A)removing turn left at any time sign from Dolton Ave to Warringah Rd. That would discourage rat runners. B)Reduce speed limit to 30 rather than encouraging rat runners to drive to the limit at 40 which is not safe. C) residents only signs at entry to Ryan Pl and Beacon Ave (from Beacon Hill Rd)
90.	Please also fix the pot holes in Ryan Place - around 50 Ryan Place
91.	Ryan Place has some severe pot holes in it as well that need to be fixed.
92.	This is long overdue. Ryan Place is so dangerous for pedestrians particularly but also for traffic trying to get out of their driveways.

Verbatim Responses*	
No.	Submission
93.	Respondent did not make a comment.
*	Respondent did not make a comment.

* Four responses were found to be duplicate entries and were counted as one response.

Document administration	
Version	1.0
Date	9 January 2024
Approval	Content provided and approved by Transport Network Team
Status	Final
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.

ITEM 4.5	HOP, SKIP AND JUMP BUS SERVICE - PROPOSED BUS STOP RESTRICTIONS
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2023/124967
ATTACHMENTS	1 Hop, Skip and Jump Bus Service - Bus Route 2 Hop, Skip and Jump Bus Service - Plan 3 Hop, Skip and Jump Bus Service - Table of Consultation

GEOCODES: Various

REPORT

BACKGROUND

Council runs the *Hop, Skip and Jump* community bus service through the suburbs of Manly, Fairlight, Balgowlah, Balgowlah Heights, Clontarf and Seaforth. The bus routes interchange at Stockland Shopping Centre in Condamine Street, Balgowlah.

The *Hop, Skip and Jump* community bus service operates on a daily basis over four different routes between 7:00am and 6:30pm. The buses operate on a hail-and-ride basis. In locations where there is a high demand for parking and bus stops have been established to allow the service to pull over close and parallel to the kerb to pick up and set down passengers - in parts of the routes, and in liaison with Bus Companies, the *Hop, Skip and Jump* buses share the use of existing State Transit bus stops.

ISSUE

Drivers have raised concerns at some locations where parked vehicles are preventing the buses from pulling off the road to pick up or set down passengers, and the installation of parking restrictions to allow this to happen has been requested.

Previously, Northern Beaches Local Traffic Committee has approved 'No Parking' restrictions at various locations where there are difficulties pulling in close and parallel to the kerb, as kerbside parking is frequently occupied by vehicles for the *Hop, Skip and Jump* community bus service.

Details of the specific *Hop, Skip and Jump* stops and the proposed course of action are outlined below.

LOCATION AND PROPOSAL

- **29 Osborne Road, Manly**

A *Hop, Skip and Jump* Bus Stop is already present at this location, however, to improve access, a full-time 'No Parking' restriction is to be established across all three driveways. This will assist in keeping the driveway area clear for drop-off and pick-up of passengers and prevent small cars from partly blocking property access.

- **53 Wood Street, Manly (on Marshall Street)**

A *Hop, Skip and Jump* Bus Stop is already present at this location, however, it is sited with a 2P parking zone and is frequently occupied by parked vehicles.

To address the situation, it is proposed to create a 'No Parking' restriction applying from 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN on the south side of Marshall Street, north of the intersection with Wood Street, which is sufficient, as the *Hop, Skip and Jump* Bus does not service this bus stop at other times.

- **23 Hilltop Crescent, Fairlight**

The *Hop, Skip and Jump* bus utilises the State Transit bus stop, which has been created on the south side of Hilltop Crescent, west of Krui Street. Drivers report that cars often park near the existing Bus Stop which is not signposted as a 'Bus Zone'. A 'Bus Zone' is proposed to ensure buses can pull in and out of the bus stop. The predominant user of this bus stop is the *Hop, Skip and Jump* bus, although this stop is utilised by a school bus service. The 'Bus Zone' will be in accordance with the Australian Road Rules, which will accommodate for State Transit buses to draw in and draw out.

The 'Bus Zone' will apply between 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN which is sufficient, as buses do not service this bus stop at other times.

- **279 Sydney Road Fairlight (on Hill Street)**

The *Hop, Skip and Jump* bus utilises the State Transit bus stop, which has been created on the east side of Hill Street, south of the intersection with Sydney Road. Drivers report that cars often park near the existing Bus Stop which is not signposted as a 'Bus Zone'. Drivers are stopping their cars to pick up coffee at the nearby café. A 'Bus Zone' is proposed to ensure buses can pull in and out of the bus stop. The predominant user of this bus stop is the *Hop, Skip and Jump* bus, although this stop is utilised by a school bus service. The 'Bus Zone' will be in accordance with the Australian Road Rules, which will accommodate for State Transit buses to draw in and draw out.

The 'Bus Zone' will apply between 7AM-6:30PM MON-FRI which is sufficient, as buses do not service this bus stop at other times.

- **138-146 Addison Road, Manly**

Drivers report that there is a demand for a *Hop, Skip and Jump* Bus Stop on Addison Road, adjacent to the intersection of Addison Road and Reddal Street. There is no *Hop, Skip and Jump* Bus Stop at this current time. There is an adjacent driveway which is used by *Hop, Skip and Jump* Bus, however, it is too small for buses to draw in completely off the trafficable lane and the tail of the bus is left exposed, thereby blocking traffic.

Given the volume of traffic using Addison Road (approx. 12000 AADT), it is proposed to create a 'No Parking' restriction of 10-metre length, applying 7AM-6:30PM MON-FRI to facilitate the drop-off and pick-up area.

- **22-26 Roseberry Street, Balgowlah**

Drivers report that there is a demand for a *Hop, Skip and Jump* Bus Stop on Roseberry Street due to the location of Woolworths and Aldi. There is no *Hop, Skip and Jump* Bus Stop at this location and passengers tend to wait at inappropriate locations, which often means the driver needs to park illegally to collect the passenger or, alternatively, the driver cannot see the passenger.

To address the problem, it is proposed to convert a section of existing 'No Stopping' restrictions into a 'Bus Zone' restriction of 10-metre along the frontage of Aldi, to permit drop-off and pick-up facility. The restrictions will apply between 7AM-6:30PM MON-FRI with 'No Stopping' all other times. The site has good visibility and is on a relatively flat grade. The site is approximately mid-block and will provide a location for drivers to pull over for up

to two minutes to drop off and pick up passengers. Drivers will progressively educate passengers on where the pick-up point is located to catch the bus.

- **47 Osborne Road, Manly**

Drivers report that there is a demand for a *Hop, Skip and Jump* Bus Stop on Osborne Road, adjacent to the intersection with Marshall Street. There is currently no *Hop, Skip and Jump* Bus Stop at this location. There is an adjacent driveway which is used by *Hop, Skip and Jump* Bus, however, it is too small for buses to draw in completely off the trafficable lane and the tail of the bus is left exposed, thereby blocking traffic.

Given the volume of traffic using Osborne Road (approx. 5300 AADT), it is proposed to create a 'No Parking' restriction of 10-metre in length applying 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN to facilitate the drop-off and pick-up area.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

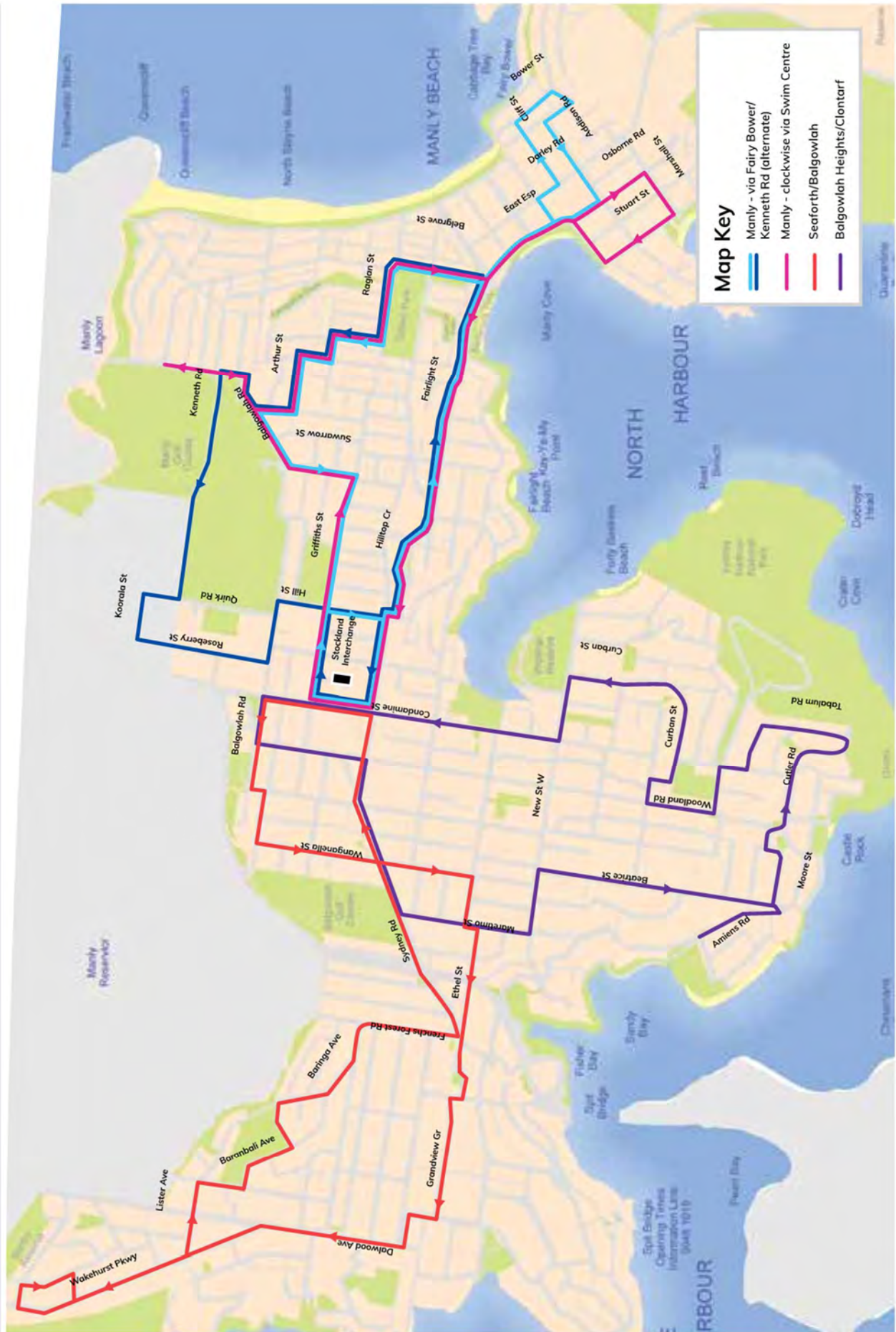
- Consultation letters have been distributed to all affected properties within the immediate vicinity of each location providing notification of the proposed changes. The responses are noted in Attachment 3 – Table of Consultation.
- Council understands that street parking is a high demand in the Manly area and that full-time restrictions are not required in some locations, therefore, these restrictions have been minimised in both length and duration to maximise parking retained and to allow parking when the bus stops are not in use.
- Drivers will progressively educate passengers on where the pick-up point is located to catch the bus.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports :



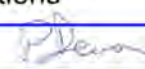
- A. 29 Osborne Road, Manly
 - i. Installation of 'No Parking' restriction between No.23 to No.29 Osborne Road, Manly.
- B. 53 Wood Street, Manly (on Marshall Street).
 - i. Installation of 'No Parking 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN' restriction on the south side of Marshall Street, north of the intersection with Wood Street.
- C. 23 Hilltop Crescent, Fairlight
 - i. Installation of 'Bus Zone 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN' restriction at the existing school bus stop, adjacent to the intersection of Hilltop Crescent and Krui Street, Fairlight.
- D. 279 Sydney Road, Fairlight (on Hill Street)

- i. Installation of 'Bus Zone 7AM-6:30PM MON-FRI' restriction at the existing school bus stop, adjacent to the intersection of Sydney Road and Hill Street, Fairlight.
 - E. 138-146 Addison Road, Manly
 - i. Installation of 'No Parking 7AM-6:30PM MON-FRI' restriction on the south side of Addison Road, south of the intersection with Reddall Street, Manly.
 - F. 22-26 Roseberry Street, Balgowlah.
 - i. Convert 10-metre of existing 'No Stopping' restriction into 'Bus Zone 7AM-6:30PM MON-FRI' and 'No Stopping all other times' restrictions on the east side of Roseberry Street, along the frontage of No's 22-26 Roseberry Street, Balgowlah.
 - G. 47 Osborne Road, Manly
 - i. Installation of 'No Parking 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN' restriction on the north side of Osborne Road, north-west of the intersection with Marshall Street, Manly.
-
-







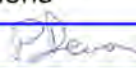
* NOT TO SCALE

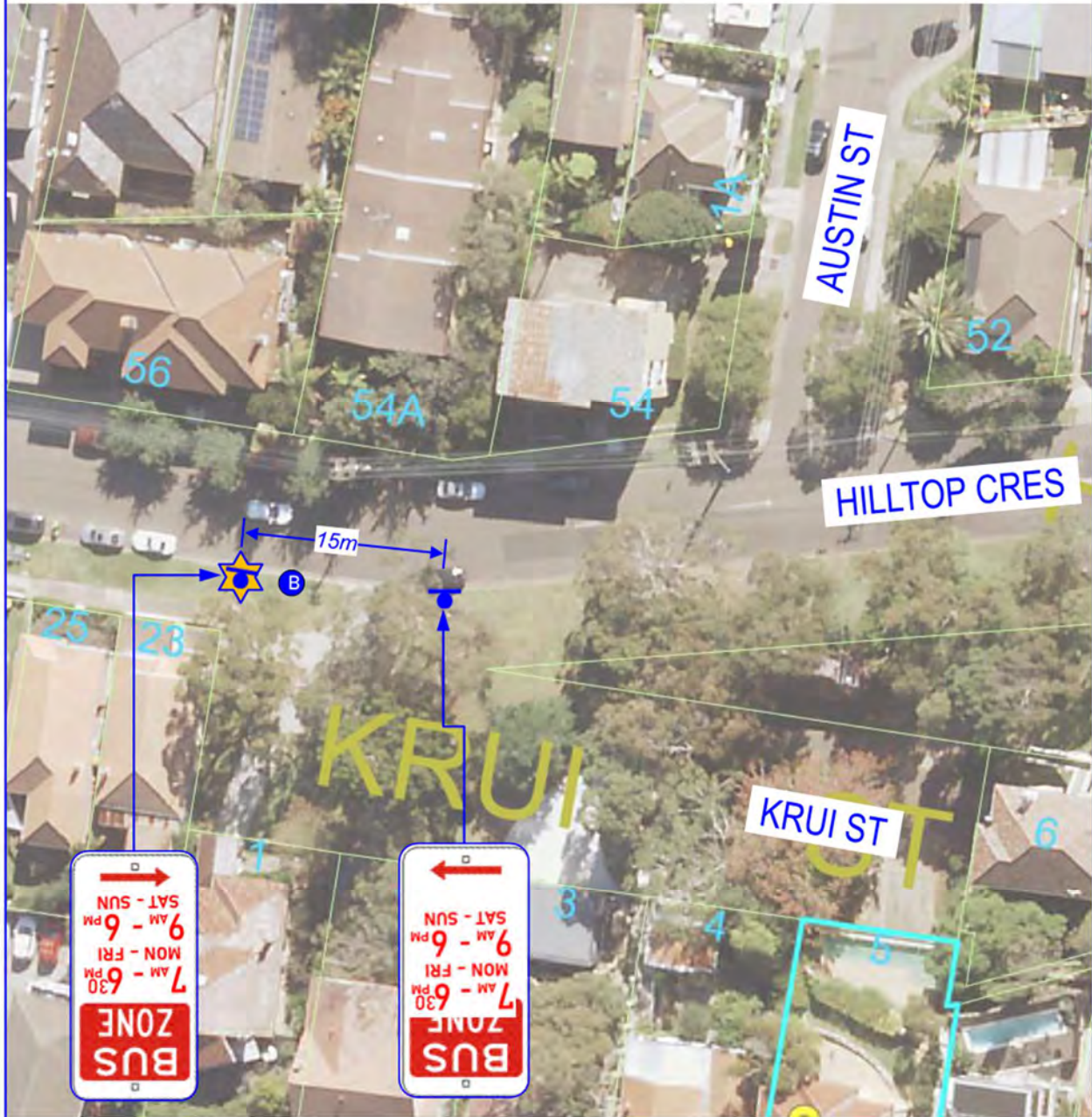
	PROPOSAL						 northern beaches council
	Osborne Road, Manly Hop Skip Jump Bus Stop Restrictions						
	DRAWN	BD	APPROVED				
	LAYOUT	2 OF 10	REVISION NO.	B	DATE	16/11/2022	

Proposed NO PARKING 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN restrictions to be installed at existing Hop, Skip and Jump Bus Stop (west of driveway of Property No. 53)





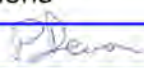
* NOT TO SCALE

	PROPOSAL		 northern beaches council	
	Marshall Street, Manly Hop Skip Jump Bus Stop Restrictions			
	DRAWN	BD		APPROVED 
	LAYOUT	4 OF 10		REVISION NO. A DATE 16/11/2022



Proposed BUS ZONE 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN restrictions to be installed at existing school bus stop

*NOT TO SCALE



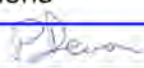
	PROPOSAL		 northern beaches council	
	Hilltop Crescent, Fairlight Hop Skip Jump Bus Stop Restrictions			
	DRAWN	BD		APPROVED 
	LAYOUT	5 OF 10		REVISION NO. A DATE 16/11/2022

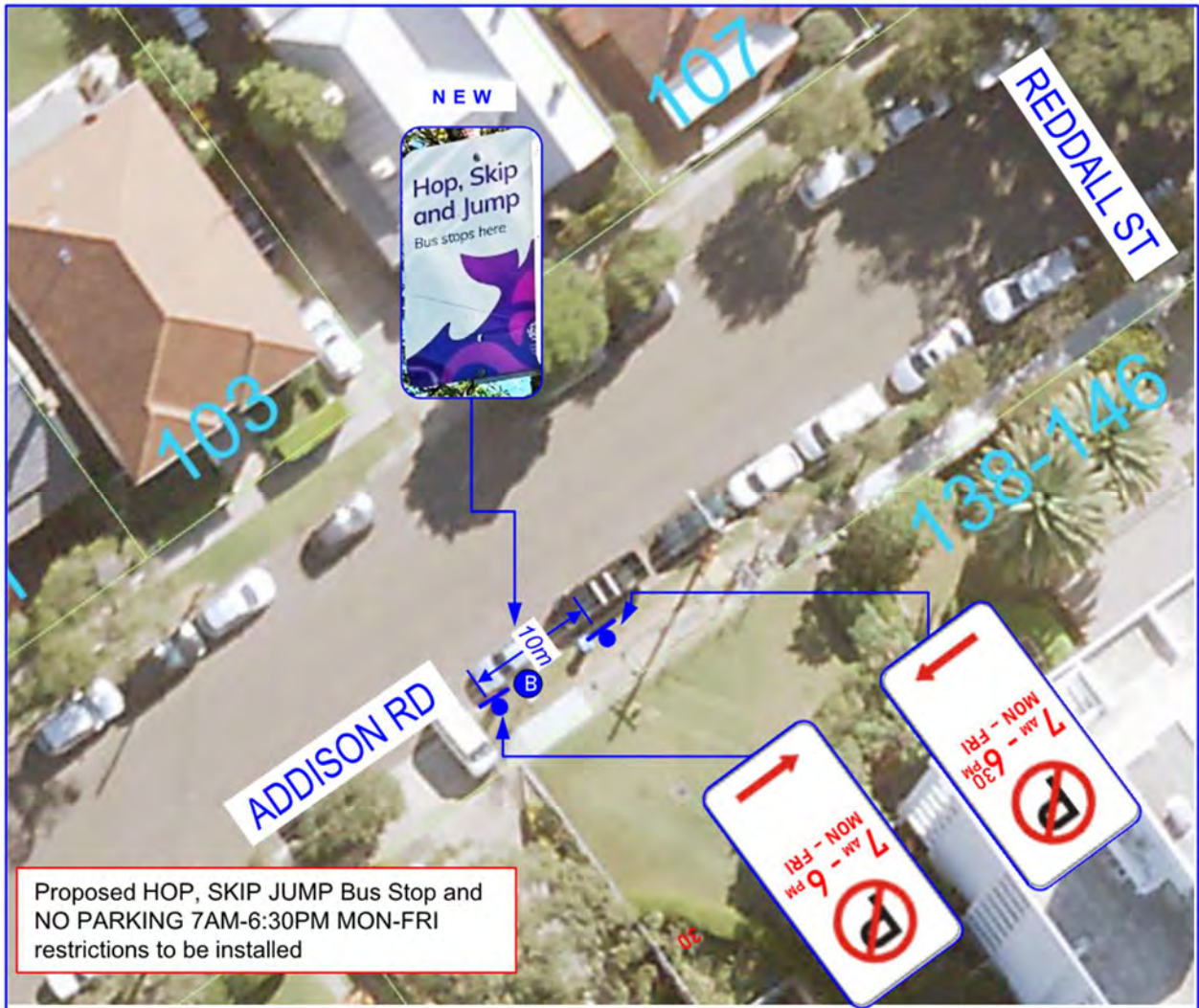
Proposed BUS ZONE restrictions to be installed east of driveway of Property No. 54



Proposed BUS ZONE 7AM-6:30PM MON-FRI restrictions to be installed at existing school bus stop

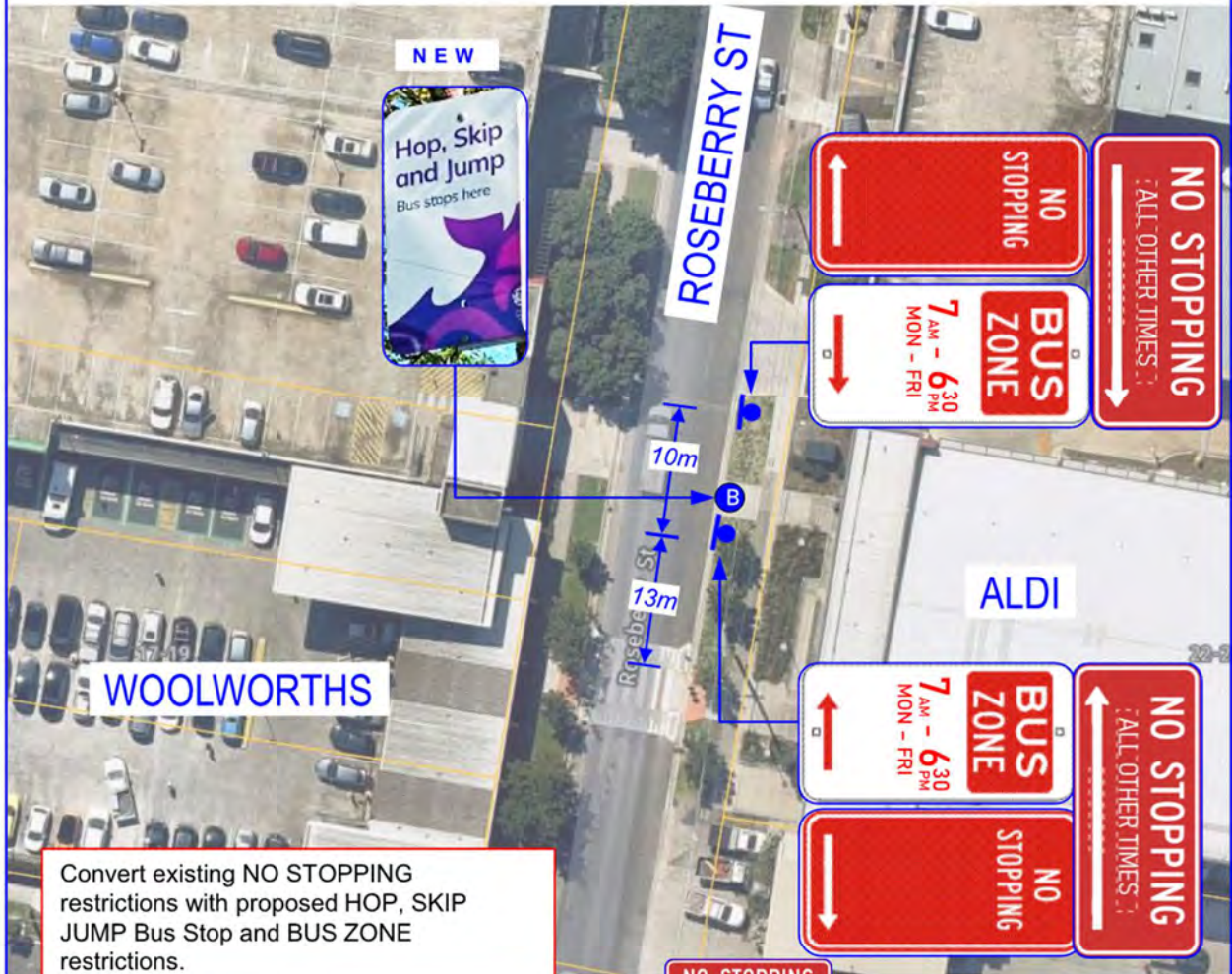
* NOT TO SCALE

	PROPOSAL						 northern beaches council
	Hill Street, Balgowlah Hop Skip Jump Bus Stop Restrictions						
	DRAWN	BD	APPROVED				
	LAYOUT	6 OF 10	REVISION NO.	A	DATE	16/11/2022	

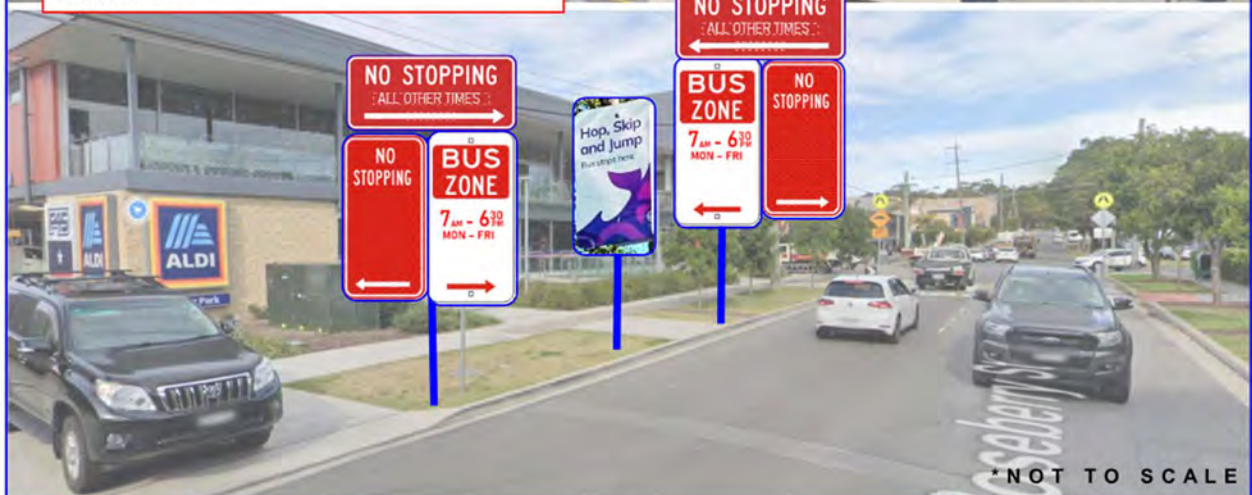


*NOT TO SCALE

	PROPOSAL						
	Addison Road, Manly Hop Skip Jump Bus Stop Restrictions						
	DRAWN	BD	APPROVED				
	LAYOUT	7 OF 10	REVISION NO.	B	DATE	16/11/2022	



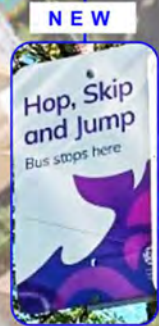
Convert existing NO STOPPING restrictions with proposed HOP, SKIP JUMP Bus Stop and BUS ZONE restrictions.



	PROPOSAL		
	Roseberry Street, Balgowlah Hop Skip Jump Bus Stop Restrictions		
	DRAWN	BD	
LAYOUT	8 OF 10	REVISION NO. A	DATE 16/11/2022



Proposed HOP, SKIP JUMP Bus Stop and NO PARKING 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN restrictions to be installed (south of driveway of Property No. 43)



*NOT TO SCALE

	PROPOSAL			
	Osborne Road, Manly Hop Skip Jump Bus Stop Restrictions			
	DRAWN	BD		APPROVED
	LAYOUT	3 OF 10		REVISION NO. A DATE 16/11/2022

Table of Consultation

Address	Osborne Road, Manly
Proposal	Hop Skip and Jump Bus Service - No Parking Restrictions

Properties Consulted	77
Responses Received	10
Support	3
Do Not Support	7

Issue	Resident Comment	Council Response
Bus Services	<ul style="list-style-type: none"> - Resident supports the proposal and values the Hop Skip and Jump Bus service. - Resident supports the proposal, however reports that the existing Hop Skip and Jump Bus sign referenced in the proposal is no longer present. 	<ul style="list-style-type: none"> - Council acknowledges the resident's comments and aims to implement changes that benefit the community. Council will investigate and reinstall the missing Hop Skip and Jump Bus sign with the installation of the proposed parking restrictions.
Local Safe Street Zone and Parking Bays	<ul style="list-style-type: none"> - Resident does not support the proposal and raises concerned about the safety risks when exiting the driveway due to the bus stop. The resident suggests an alternative location for the No Parking restriction. 	<ul style="list-style-type: none"> - Residents comments are noted. Council has reassessed the location and reconsider alternate placement of the bus stop to ensure the safety of passengers and residents when entering and exiting driveways. Drivers will progressively educate passengers on where the pick-up point is located to catch the bus.
Loss of parking	<ul style="list-style-type: none"> - Resident does not support the proposal and raises that the bus stop is currently manageable and removing parking would inconvenience residents. - Resident does not support the proposal and highlights the existing parking difficulties and expects the proposal to worsen the situation. 	<ul style="list-style-type: none"> - Residents comments are noted. Council understands the residents' concerns. However to balance the competing demands for parking and safety of passenger using the service, the proposal allows the bus service to pull over close and parallel to the kerb. It allows a convenient and safe pick up and set down area for passengers. - Council understands the parking challenges and the proposal utilises existing driveways to minimize additional impact on parking availability.

Table of Consultation

Address	Marshall Street, Manly
Proposal	Hop Skip and Jump Bus Service - No Parking Restrictions

Properties Consulted	50
Responses Received	1
Support	1
Do Not Support	0

Issue	Resident Comment	Council Response
Bus Services	- Resident supports the proposal	- Council acknowledges the resident's comments

Table of Consultation

Address	Hilltop Crescent Fairlight
Proposal	Hop Skip and Jump Bus Service - Bus Zone Restrictions

Properties Consulted	38
Responses Received	21
Support	2
Do Not Support	19

Issue	Resident Comment	Council Response
Loss of parking	- Resident does not support the proposal due to limited street parking and potential loss of spots. - Resident does not support the proposal and raises concerns about underutilized bus service and existing parking issues along Hilltop Crescent.	- Council recognizes the resident's concerns about the limited street parking and the potential loss of parking spots in the area. Council has considered resident's feedback and has altered the proposal. The length of the proposed bus zone will be reduced to a shorter length to provide additional on-street parking in the affected area. Council notes that the existing Bus Stop is utilised by school services.
Additional Restrictions	- Resident supports the proposal and suggest additional signs for concealed driveway and time restrictions for parking.	- Council will investigate the feasibility of installing a 'Concealed Driveway' sign at the entrance of Kriu Street and proposing new timed restrictions based on the resident's comments.

Table of Consultation

Address	Hills Street, Balgowlah
Proposal	Hop Skip and Jump Bus Service - Bus Zone Restrictions

Properties Consulted	19
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Parking Enforcement	- Resident supports and reports multiple breaches of parking restrictions in this location.	- Council Rangers will investigate and monitor the area after the implementation of the restrictions to ensure proper enforcement.

Table of Consultation

Address	Addison Road, Manly
Proposal	Hop Skip and Jump Bus Service - No Parking Restrictions

Properties Consulted	63
Responses Received	5
Support	0
Do Not Support	5

Issue	Resident Comment	Council Response
Location of Bus Stop	- Resident does not support the proposal. The resident raises concern about the loss of street parking for a service benefiting a small portion of the community. The resident also raises issues with the proposed location of the bus stop, including proximity to driveways and safety on a hill.	- Council acknowledges the concern regarding street parking and the concerns about the proximity of the bus stop to driveways are noted. Council has assessed and the proposed location in terms of its impact on driveway access and traffic flow. Council has reassessed the location and reconsider alternate placement of the bus stop that offer better safety conditions for loading and unloading and has less impact on driveway access and traffic flow. Drivers will progressively educate passengers on where the pick-up point is located to catch the bus.
Loss of parking	- Resident does not support the proposal due to limited street parking and potential loss of spots.	- Council recognizes the resident's concerns about the limited street parking and the potential loss of parking spots in the area. Council has considered resident's feedback and has altered the proposal. The length of the proposed bus zone will be reduced to a shorter length to provide additional on-street parking in the affected area. - Council understands the parking challenges and the proposal utilises existing driveways to minimize additional impact on parking availability

Table of Consultation

Address	Roseberry Street, Balgowlah
Proposal	Hop Skip and Jump Bus Service - Bus Zone Restrictions

Properties Consulted	37
Responses Received	0
Support	0
Do Not Support	0

Issue	Resident Comment	Council Response

Table of Consultation

Address	Osborne Road Manly (at Marshall Street)
Proposal	Hop Skip and Jump Bus Service - No Parking Restrictions

Properties Consulted	93
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
Bus Services	- Resident supports the proposal and comments that the bus service is a necessity for their daily activities.	- Council acknowledges resident support for the proposal.
Loss of parking	- Resident does not support the proposal and raises concern about the impact on limited parking spaces, especially concerned about parking during the summer months.	- Council understands the parking challenges and the proposal utilises statutory No Stopping restrictions at the intersection to minimize additional impact on parking availability.

**ITEM 4.6 MANLY WARD - NEW STREET EAST, BALGOWLAH HEIGHTS - NO
PARKING MOTOR VEHICLES EXCEPTED**

GEOCODES: -33.801835,151.266184

REPORT

BACKGROUND

Council has received safety concerns from local residents regarding the long-term parking of boat and box trailers on the northern side of New Street East, Balgowlah Heights. As a result, there is limited parking turnover for residents and visitors to the area. Residents have also raised concerns with fuel tanks located long-term adjacent to the bushland area and the possibility of fire.

LOCATION

- New Street East is a local road. The proposed area intersects Curban Street and Gourlay Avenue, Balgowlah Heights.
- It is approximately 9.7m in width with parking permitted on both sides of the road over most of its length. Gourlay Avenue intersects with New Street on its northern side.
- Wellings Reserve is sited to the east of Gourlay Avenue. New Street is undulating in nature but on a straight alignment. A crest in the road exists approximately 190m to the east of Gourlay Avenue.

ISSUES

- Long-term parking of boat and box trailers affecting visibility and narrowing of the road;
- Limited parking turnover for residents and visitors to the area.
- Concerns with fuel tanks located long-term adjacent to the bushland area and the possibility of fire.
- Compliance in the proposed area has not been achieved.

PROPOSAL

Council has undertaken a review of the location and proposes No Parking Motor Vehicles Excepted restrictions on the northern side of New Street East, between Curban Street and Gourlay Avenue, Balgowlah Heights

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 14 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION

That the Traffic Committee supports the:

1. Introduction of No Parking Motor Vehicles Excepted restrictions on the northern side of New Street East, between Curban Street and Gourlay Avenue, Balgowlah Heights

REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2024/106435
ATTACHMENTS	1 New Street East, Balgowlah Heights - Plan 2 New Street East, Balgowlah Heights - Table Of Consultation



Installation of 'No Parking, Motor Vehicles Excepted' Signs

NO PARKING MOTOR VEHICLE EXCEPTED SIGNS TO START AND END AT THE EXISTING NO STOPPING YELLOW RESTRICTION

NO STOPPING EXISTING YELLOW LINE



PROPOSAL			
NEW STREET EAST, BALGOWLAH HEIGHTS NO PARKING MOTOR VEHICLES EXCEPTED			
DRAWN	CG	APPROVED	PD
LAYOUT	1 OF 1	REVISION NO. A	DATE 08/08/2023



Table of Consultation

Address	New Street East, Balgowlah Heights
Proposal	NO PARKING MOTOR VEHICLES EXCEPTED

Properties Consulted	14
Responses Received	36
Support	30
Do Not Support	6

Issue	Resident Comment	Council Response
Affects Residents	<p>I am one of approximately six local residents who use this area to park our boats instead of parking them on the very narrow Hogan Street in front of our house.</p> <p>As there is only bushland on the other side of New Street East, I don't see how additional parking is needed in this area. There is always plenty of parking the majority of time on the other side of the road.</p> <p>If we cannot park our boat in and out of the way spot such as this then we will have no choice, but to park them on the very narrow Hogan Street which we feel is more of a traffic hazard.</p>	<p>It should be noted New Street East is a public road, located in a residential area and the long-term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking.</p> <p>Council Rangers can investigate the boat and box trailers with the relevant legislation such as the Public Spaces Unattended Property Act (2021).</p>
Loss of Parking	<p>I suppose a holistic approach to boat and trailer parking and not a street by street approach.</p> <p>We already have boats parked in Fisher Street which obstruct traffic views and create dangerous situations (which I have reported). Restricting boats and boat trailers from one street will just move them to another and probably ours.</p> <p>Please consider an intelligent solution for our suburb and others in the northern beaches.</p>	<p>The previous legislation was amended to investigate breaches of the Public Spaces Unattended Property Act (2021). A holistic approach would require further amendments to the legislation which is the responsibility of the NSW government.</p> <p>Council investigates on a case by case basis if any pedestrian or road safety issues exist</p>
Additional Comment	<p>I support a comprehensive approach to trailer & motor home parking in Balgowlah Heights. The current situation is dangerous but all that will happen is that boats, trailers and motor homes will be moved to surrounding streets.</p>	<p>Council will continue to monitor the location and Council Ranger can investigate breaches of the Public Spaces Unattended Property Act (2021).</p>

ITEM 4.7 MANLY WARD - RAISED PEDESTRIAN CROSSING - BALGOWLAH ROAD, FAIRLIGHT NEAR ROUNDHOUSE PRE-SCHOOL

GEOCODES: -33.790666, 151.277289

REPORT

BACKGROUND

Council has received concerns from local residents regarding the volume and speed of traffic using Balgowlah Road, Fairlight and pedestrian safety issues near the Roundhouse Preschool.

3. Council has previously consulted on options for traffic calming and road safety measures. After considering consultation responses, a proposal was taken to the October 2022 meeting of Council's Traffic Committee. The Traffic Committee deferred a decision on the matter with staff asked to review the proposal to consider options for a raised pedestrian crossing at/near the Daintrey Street intersection.

LOCATION

Balgowlah Road is a local road carrying high volumes of traffic. It performs a collector road function linking Pittwater Road to Condamine Street. The Roundhouse Child Care Centre, the LM Graham Reserve and the Boy Charlton Swim Centre, all sited on the north side of Balgowlah Road, all generate pedestrian activity across Balgowlah Road. A 40km/h high pedestrian activity speed zone is present on Balgowlah Road from east of Harland Avenue to Kenneth Road.

ISSUES

- Council reviewed the subject location to address safety concerns raised by the public and potentially introduce a raised pedestrian crossing.
- Significant numbers of pedestrians cross Balgowlah Road in a high vehicular traffic environment, which creates potential risks. Furthermore, residents advised that a number of near misses often occur.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a Raised Pedestrian Crossing on Balgowlah Road east of Daintry Street. It will assist in providing a lower-speed environment enhancing safety for pedestrians crossing the road to access the Roundhouse Childcare Centre, the LM Graham Reserve, and the Boy Charlton Swim Centre.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal improves pedestrian safety.

CONSULTATION

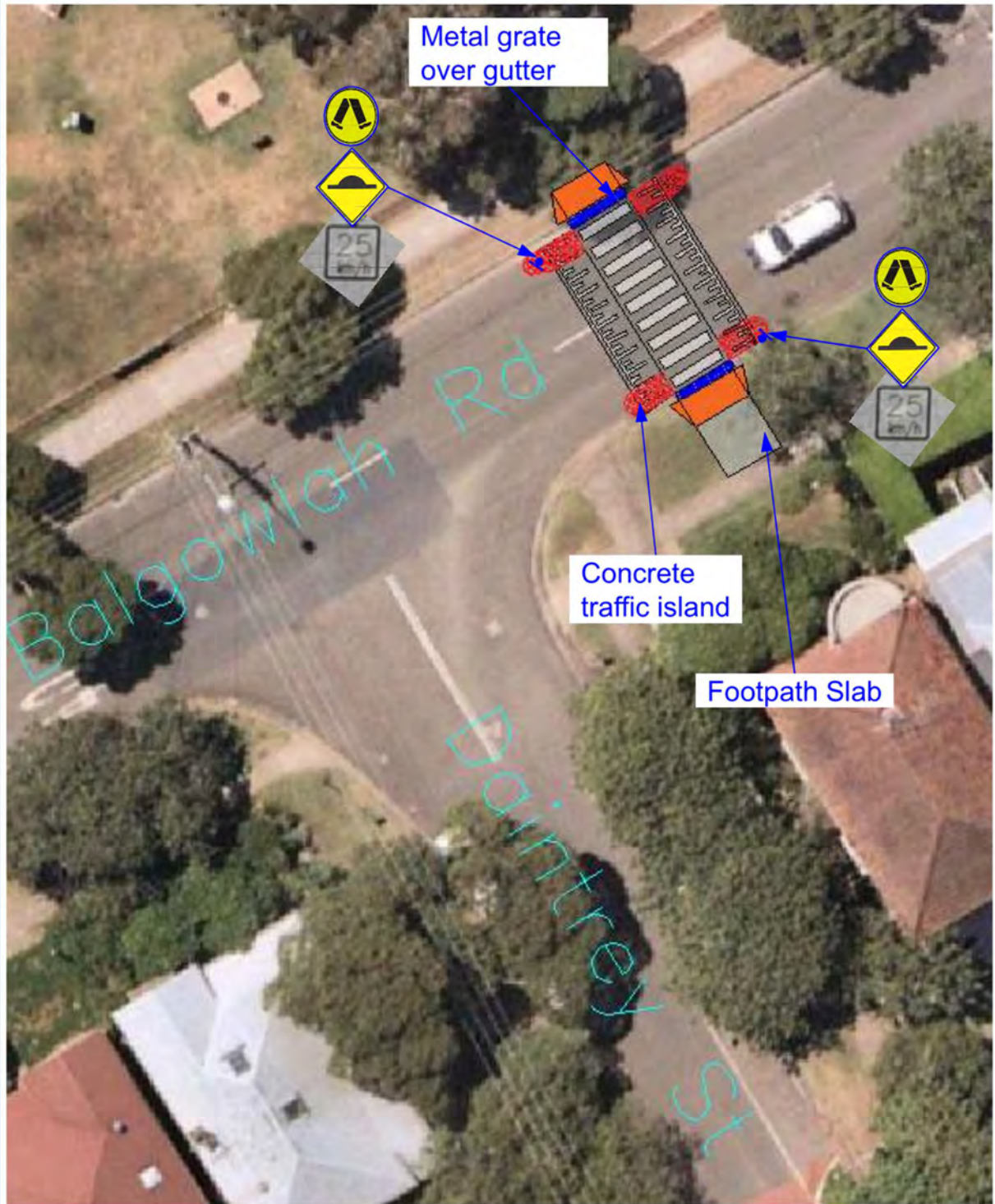
Consultation letters have been distributed to 590 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION

That the Traffic Committee supports the:

- A. Installation of a Raised Pedestrian Crossing on Balgowlah Road east of Daintry Street,
- B. Installation of kerb blisters to retain the parking bays and improve the visibility of pedestrians.
- C. Installation of a footpath slab as shown on the attached Plan.

REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2024/109347
ATTACHMENTS	1 Plan 2 Table of Consultation



*NOT TO SCALE



PROPOSAL

Balgowlah Road at Daintrey Street, Fairlight
Raised Pedestrian Crossing

DRAWN LK

APPROVED

LAYOUT 1 OF 1

REVISION NO. B

DATE

16/02/2024



northern
beaches
council

Table of Consultation

Address	Balgowlah Road, Fairlight near Roaroundhouse Pre-School
Proposal	Raised Pedestrian Crossing

Properties Consulted	590
Responses Received	202
Support	194
Do Not Support	8
Partial Support	0

Issue	Resident Comment	Council Response
Location	<p>I support a pedestrian crossing but not at the proposed location. The crossing should be relocated 100-150m east, between Daintrey Street and Francis Street and closer to the bus stop and entrance gate to the council reserve and pool facilities.</p> <p>The crossing should be further down towards the pool, closer to Francis Street and not in the mentioned location. Also, a path should be built in the park on the pool side as many people walk through the park to the pool opposite Francis Street.</p>	<p>Council carried out traffic studies at a few locations on Balgowlah Road. The proposed location is the most appropriate location based on traffic investigation. Further, it is the desired location for pedestrians to cross.</p>
loss of parking	<p>It will presumably remove some street parking spaces. The parking situation on Balgowlah Rd has become worse recently with people dumping their trailers and boats here, and will become even worse if the proposed 2P Fairlight parking scheme goes ahead. Also, the presence of a pedestrian crossing will increase traffic noise as cars will be stopping and starting in front of our house. We have been living on Balgowlah Road for more than 30 years and have never had any issues with crossing the road.</p>	<p>The kerb blisters on both sides of the raised crossing are proposed to reduce the amount of lost parking.</p> <p>Council acknowledges that noise can be generated on. However, the shallow gradients of the ramps on approach to the threshold mitigates the impact to vehicles and therefore mitigates the sound generated.</p>
Approved DA for construction of an access driveway next to the proposed raised pedestrian crossing	<p>The proposed raised pedestrian crossing is positioned very close to our property. We currently have an approved development application where we are planning to build off street parking. The proposed footpath slab is positioned right beside our driveway. We think this potentially presents a safety issue with people congregating and using the crossing. The concrete traffic island also looks as though it extends into where our driveway will be positioned.</p>	<p>The kerb blister has been adjusted to ensure that the crossing did not prevent ingress or egress from the proposed access driveway.</p>

ITEM 4.8 MANLY WARD - ACCESS TO QUEENSCLIFF HEADLAND - RAISED PEDESTRIAN CROSSING

GEOCODES: -33.784648, 151.287924

REPORT

BACKGROUND

As part of Council's program (Manly to Palm Beach Coast Walk Project) to improve pedestrian safety and to make our neighbourhoods more walkable, an investigation of the connection between Bridge Road and Upper Greycliffe Street was undertaken. As part of the review, Greycliffe Street at Bridge Road, Queenscliff, was noted as a higher-risk location and Council proposes to introduce a raised pedestrian crossing.

LOCATION

- Greycliffe Street is local road with a 50km/h speed limit.
- The cul-de-sac deviates off Greycliffe Street and lies at the lowest elevation off Greycliffe Street, Queenscliff
- There is a 1.8m footpath fronting the properties in the cul-de-sac.
- The width at the entrance of the cul-de-sac is 4.5m and tapers to 4m at the end.
- The cul-de-sac forms part of a bike route with a shared pedestrian and cyclist path at either end.
- Greycliffe Street is split into three levels. The lower level is a No Through Road carrying very low volumes of two-way traffic, the centre section, the main leg of Greycliffe Street, carries high volumes of traffic between Freshwater/Queenscliff and the Manly beachfront. The upper level carries low volumes of traffic predominantly in an eastbound direction. A One-Way eastbound traffic flow and No Entry restriction is currently signposted at the western end of Upper Greycliffe Street to prevent vehicles heading west onto the busier part of Greycliffe Street. The upper level serves mainly as an access road for residents residing in the Queenscliff Point area returning home.
- Adjacent land uses consist of medium-high density housing.

ISSUES

- The intersection of Greycliffe Street at Bridge Road is situated at a location where pedestrians frequently negotiate crossing the road. The intersection is part of the route where the community frequently crosses to access local amenities and beaches.
- During the investigation for the provisions of the pedestrian crossing at the subject location, the pedestrian numbers were considered to be at the lower end of the parameters, when assessed in accordance with TfNSW's pedestrian crossing warrants. However, the proposal aligns with Council's objective for providing a walkable neighbourhood.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a raised pedestrian crossing on Greycliffe Street east of the intersection with Bridge Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will improve safety for people cycling and does not affect any future planned facilities.
- The proposal will improve the pedestrian facilities and positively impact the local walking paths.

CONSULTATION

Consultation has been undertaken with letters distributed to 246 properties within the impacted area, providing notification of the proposed changes. The consultation, which directed respondents to Council's *Your Say* page to lodge submissions and provide feedback, found a majority of residents in support of the proposed raised pedestrian crossing. The responses are summarised in the attached Community Engagement Report.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of a raised pedestrian crossing on Greycliffe Street east of the intersection with Bridge Road.

REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2024/101431
ATTACHMENTS	1 Plan 2 Community and Stakeholder Engagement Report





Community and Stakeholder Engagement Report

Access to Queenscliff Headland (Stage 1 of 2)

Impact level: 4

Consultation period: 19 November to 20 December 2020

Contents

1.	Summary.....	2
1.1.	Engagement snapshot	2
1.2	How we engaged	3
1.3	Who we engaged	3
2.	Background.....	4
3.	Engagement objectives	5
4.	Engagement approach.....	5
5.	Findings	5
	Appendix 1 Verbatim community and stakeholder responses	7

1. Summary

This report outlines the outcomes of the community and stakeholder engagement conducted from 19 November 2020 to 20 December 2020 as part of investigations into improving access to Queenscliff Headland.

Two concept designs, both aimed at providing improved pedestrian access between upper and lower Greycliffe Street, were exhibited:

Option A: Straight ramp

Option B: Switchback ramp

The feedback collected during consultation revealed a significant number of community respondents supported the proposal to improve access in this area. Responses highlighted specifically the need for safer access for prams, bicycles and wheelchairs.

However, some respondents felt that an access path was unnecessary and unwanted by the community. They expressed concerns with the potential impact on the aesthetics of the area, loss of vegetation, an increase in traffic congestion and the cost impacts of the project.

From the feedback received, the switchback ramp option was the more popular choice as it was considered a more accessible solution.

There were also suggestions regarding the need for safer access for bicycles, however, neither of the options presented would be suitable for a formalised shared path in its current design.

1.1. Engagement snapshot



Total responses received¹

246



Quantitative support question 1


Would you like to see access improvements to Queenscliff?

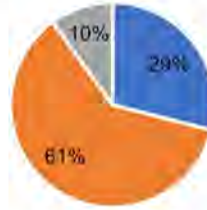


■ Yes
■ No
■ Unsure


¹ 115 submissions included written comments in addition to a response to the quantitative support questions

Which of the proposed access options do you prefer?


Quantitative support question 2




- Option 1: Straight ramp
- Option 2: Switchback ramp
- Unanswered


Feedback themes

- Accessibility.
- Pedestrian safety.
- Loss of vegetation and impacts to local environment.
- Cost efficiency.
- Design and aesthetics.
- Protection of the historical staircase.
- Bicycle use on the proposed path (and impact to pedestrian safety).

1.2 How we engaged


Have Your Say
Visitors: 1197 Visits: 1425 Av. time onsite: 1 minute

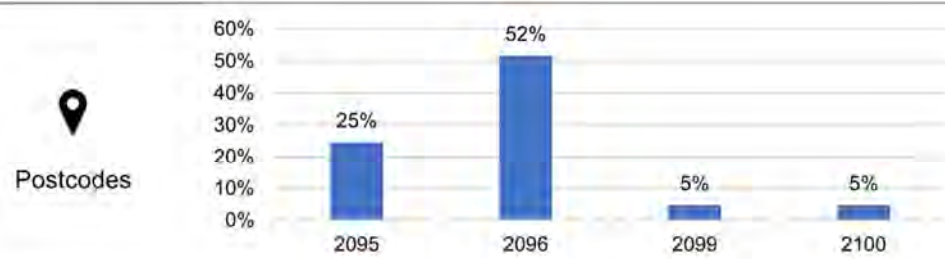

Print media and collateral
Site signs: Yes Number: 2


Electronic direct mail (EDM)
Community Engagement Newsletter: 2 editions Distribution: 20,000 subscribers

1.3 Who we engaged²



² Demographic data was captured by request only. The data represented only includes those respondents who provided this detail.



2. Background

At its meeting on 24 September 2019, Council resolved to further explore a footpath on the north side of Greycliffe Street as the preferred concept option to improve accessibility to Queenscliff Headland.

Potential concept designs were developed aimed at providing improved pedestrian access between Bridge Road and Greycliffe Street, including upgrading of the crossing point in Greycliffe Street.

An initial site investigation was undertaken, including a geotechnical assessment to determine the site constraints and potential issues that would require engineering solutions to provide a path connecting the Stuart Somerville Bridge to the residential area of Queenscliff, based on the geotechnical investigation, service locations and the design parameters to achieve access for a wider range of users, 3 options were developed.

Option one was a simple ramp connecting the base of the existing stairs to Upper Greycliffe Street. This option allows for all users to access the upper level using a 2-metre-wide path that connects with existing footpath on northern side of Upper Greycliffe Street. This option has grades of up to 1 in 7, which exceeds the desired accessibility standard (1 in 14 with 1 in 20 preferred), however it is noted that the existing footpath connections further north towards Queenscliff Road along Bridge Road are also non-compliant (1 in 7).

Option two is a switch back design that meets the 1 in 14 but reduces the width to 1.5 metres (footpath standard) and has an entry and exit point location adjoining the existing stairs. This option requires a significant amount of additional rock excavation, impacting on the neighbouring resident's amenity and extending the construction program. This option also requires significant service and stormwater relocation to facilitate the required grades.

Option three was considered to minimise the relocation requirements, however this option results in almost as much impact on the adjoining residents, significant visual impact, and resulted in a multi-leg switchback that was not a practical solution. This option was not considered suitable for consultation and was not progressed to costing or review.

3. Engagement objectives

Our engagement objectives were to:

- build community and stakeholder awareness of project
- extract local knowledge affecting the ability to install either option
- understand community preference between the two presented options and why
- provide accessible information through a variety of channels to ensure the community and stakeholders could participate in a meaningful way.

4. Engagement approach

Community and stakeholder engagement for the proposed access improvements to Queenscliff Headland was conducted from 19 November to 20 December 2020 to provide an opportunity for community and stakeholders to provide comments on the options prior to Council choosing a solution.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017). A documented engagement approach is outlined in the Access to Queenscliff Headland Community and Stakeholder Engagement Plan (October 2020).

The Community and Stakeholder Engagement Plan established the approach to promote the project engagement, identify risk, map key stakeholders and identified easy and accessible ways to collect feedback that reflected local community sentiment including levels of support, opportunities and issues.

Engagement was conducted through the Have Your Say project page with concept designs and technical plans made available on the page. Behavioural economics principles guided the development of our online content to ensure clear and consistent information was provided to our community.

To understand community sentiment on key elements of this proposal, two quantitative questions were asked. These related to the support for access improvement overall and a preference on each of the options provided.

In addition, an open-field comments box provided an opportunity to contribute further feedback including identifying other potential solutions and comments to support the response to the quantitative questions.

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

5. Findings

Overall, 82 percent of respondents would like to see improvements in access to the Queenscliff Headland. Most comments received outlined the benefit of improved access for pedestrians, pram users, elderly and wheelchairs.

When presented with the two concept designs; Option A (straight ramp) and Option B (switch back ramp) the majority of respondents indicated a preference for a switchback ramp.

The loss of vegetation was mentioned by some with an overarching desire for council to ensure we protected the natural local environment as much as possible regardless of the option selected.

Some submissions mentioned the need to improve the safety of users in design and the request to protect the current aesthetics of the area (in particular the 'natural' look of the rock face).

A few of the community members raised concerns over potential impacts on the existing staircase. However, this will not be impacted as part of this work, with the potential to improve safety by providing a better landing point at Lower Grey Cliffe Street.

Many submissions made reference to access for bicycles and the need to increased safety for both pedestrians and people riding bicycles. Neither option has been designed for bicycles riders due to the cost and impact of providing the necessary 2.5 metre path width.

Option A (straight ramp)

32 percent of respondents indicated that they supported the straight ramp option primarily as they believed it would be the more cost-effective option. Aesthetic reasons were also raised with many indicating this was the more visually appealing option. Some believed this option would encroach on the privacy of more homes in the area.

Option B (switch back ramp)

61 percent of people supported this option. The main reason given were that it was a safer and more accessible alternative due to the more gradual (less steep) incline. Other comments highlighted the switch back ramp option would result in noise for residents. Some concerns were raised about the excavation of the rock face and removal of vegetation.

No support or neutral

A small percentage of respondents did not support any access improvement outlining concerns about impact on aesthetics of the area, loss of vegetation and rock bedding, additional traffic congestion and impacts on the historical staircase.

The cost benefit ratio was mentioned a number of times and of those respondents who did not favour the project, the majority indicated it was due to cost efficiently concerns.

Appendix 1 Verbatim community and stakeholder responses*

Number	Comment/submission
1.	Option 1 proposes a wider shared path which is important for multiple users. It's also indicated tone less intrusive and more cost effective.
2.	So stupid. Waste of money and people will just get knocked over by mountain bikers and skateboarders. Another STUPID COUNCIL PROPOSAL.
3.	This project description is to provide better access for pedestrians, prams, wheel chairs and bike riders. However, Option 2 is for a 1.5 metre wide path which is not suitable for use as a shared path. Therefore Option 1 is the only option meeting the stated project description.
4.	Option 2 (switchback ramp) is the preferred and safest. With Option 1, wheelchairs or mothers with prams would be required to cross the road two times (Upper Greycliffe Street) without a cross walk - both at Bridge Road and in front of 29 Greycliffe Street. Option 2 starts from the sidewalk, and does not need to cross either time. There is also less disruption to the reserve overall.
5.	A travelator
6.	Please also keep the current stairs for quick access.
7.	The switchback ramp is better along as there is ample room at the junction to turn a bike or pram around the corner.
8.	This option allows pedestrians that walk from Queenscliff to Freshwater and visa versa to start and finish as with the existing stairs and not have to walk up the street on a skinny path past residents houses with a possible noise problem for them
9.	Don't ruin the natural landscape for this not important feature!
10.	Switchback option is preferable as it starts and ends at the existing stairs thereby is a proper alternative. The other option increases foot and bicycle traffic along a residential road which is a less safe choice. It also has more of an adverse impact on the local residents of that street.
11.	Either access option would be okay
12.	I think it would be important that the natural rock and vegetation would be kept and other vegetation planted to "screen" the ramp.
13.	waste of money there is already a road there you can walk around if you need to. don't waste our tax payer dollars on a ridiculously ugly sandstone ramp when there is beautiful vegetation there already
14.	option A seems less steep, so better for bicycles, prams etc. Also the option A can provide more green space, so you dont look to a blank wall
15.	Is there to be a footpath along Upper Greycliffe Street to this straight ramp to keep mothers and prams, and the elderly and the disabled, off the road? Is there going to be a zigzag type fencing at the bottom of the ramp to make bike riders dismount to go in and around fencing so that they do not fly down ramp and across the entrance to Greycliffe St below? I do not see such fencing pictured. This will be a major safety problem if not addressed properly.
16.	If this goes ahead it will be like the pedestrian crossing in North Steyne, at the intersection of Collingwood street, where the pedestrians cause massive traffic congestion. Will the residents of Greycliffe street, east of Bridge Road, have right of way at the intersection of Bridge road and Greycliffe street? I don't think this matters as Council doesn't take any notice of local input.
17.	If this goes ahead it will be like the pedestrian crossing in North Steyne, at the intersection of Collingwood street, where the pedestrians cause massive traffic congestion. Will the residents of Greycliffe street, east of Bridge Road, have right of way at the intersection of Bridge road and Greycliffe street? I don't think this matters as Council doesn't take any notice of local input.
18.	Option 1 does not provide the same level of safety as Option 2. The purpose of the ramp is to ensure safe and equitable access for those families, cyclists and walkers coming and going to and from the queens cliff headland.

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

Number	Comment/submission
	Option 1 forces them to still cross a busy road, as a lot of people use the pedestrian path on the east side (steps & handrail) then they have to cross road then cross again to access the start of the new ramp. That is a complete nonsense. Why Council even considering promoting Option 1 to the public is beyond me. Please do not waste anymore precious community time and resources on Option 1. Thank you.
19.	Pram friendly please
20.	Option b with a flatter gradient will be much easier for people heading back up the ramp especially someone like me pushing a heavy double pram. The council needs to stop delaying and build the ramp
21.	It lands you in Bridge Road and able to keep going up Bridge Rd. The straight ramp requires navigation down a narrow road
22.	I can see the benefits for those with prams, cycles or possibly even the elderly who would feel safer. Unless sufficiently wide, I would suggest that cyclists dismount and the railing be high to avoid falling onto the road below. I have a strong preference to ensuring we take efforts to maintain any of the plants/life that exists.
23.	Make it safe for everyone who uses it. Keep as much green as possible.
24.	is this why the trees have disappeared? I wouldn't like to walk on either pathway, as it is too close to the road, though if I have to choose, I go with Plan B
25.	Straight ramp is visually more appealing & cost effective & ensures house still have privacy from the road / ramp. It is also greener, taking less away from the environment
26.	Switch Back ramp looks a lot safer, as you don't have to go on the road at all. It also offers a nice cascading landscape if vines and plants are planted.
27.	Option B is more accessible and inclusive to people with all different physical needs. Option A is likely to be prohibitive to some users given the varying gradients - which means the overall goal was not achieved. Inclusion in the community is for everyone and option B will ensure that the needs of people with varying physical abilities & needs are as important as others in the community - everyone can and will belong. Option A will not achieve this.
28.	I believe the proposed option 1 will be a danger to pedestrians walking along the narrow street, with cars reversing from driveways and will be difficult for pedestrians to follow/find the ramp. Currently there are a lot of drivers who drive west along Upper Greycliffe Street, notwithstanding the "no through road" sign and then realise when they get to the end of the street that it is a no through road and either have to reverse and turn around or what we see happening on more occasions than not, cars ignore the no through road sign and turn onto the road leading down to the bridge and often nearly causing collisions.
29.	A switchback ramp with stairs at the switchback would add options for pedestrians and reduce walking distance for some users.
30.	Wider, straighter option is better for prams and bikes and pedestrians to not collide.
31.	An elevator (Disabled Lift) should also be installed at top of stairs (End of Bridge Rd) to meet Undercliff Rd that leads to freshwater beach.
32.	No sure we need his ramp to cater for bikes: they can take the existing road
33.	This will destroy vegetation, and sandstone wall
34.	Both options make your journey much longer in time and distance, but necessary for less able pedestrians and wheelchairs. The switchback option is shorter option, therefore better. The stairs need to remain in place as option for able pedestrians.
35.	I think option B would be safer
36.	It's fine the way it is! It's wonderful that we still have so much natural vegetation next to a busy road and it doesn't need to be destroyed. It's also great exercise taking the stair over to Freshwater and vice versa and we could put the funding towards something more useful and necessary to the community.
37.	In my opinion the Switchback option provides a more direct route to walk from Queenscliff beach to Freshwater , otherwise you would be backtracking if option 1 was to be installed
38.	Switchback ramp is superior because it creates a dedicated walking ramp from the upper road all the way down.
39.	No this is a historic headland and this modern looking trash will ruin the whole aspect! Keep it original and untouched!!

Number	Comment/submission
40.	Proposal B especially is a huge scar on the landscape.
41.	There's no need to damage the existing wall, vegetation and stone structure. Leave it as is and save the money.
42.	Leave it how it is
43.	Please ensure adequate lighting for safety at night.
44.	It will ruin what is there from the sandstone, waterfall when there is nothing wrong with it.
45.	Both options an improvement
46.	The straight ramp provides a wider share path and adequate room for soft landscaping.
47.	Option 2, only because Option 1 does not seem to include a protected pedestrian path on bridge road. I feel that Option 1 is a better looking solution, but option 2 brings users back to the top of the existing stairs without the need to walk along the road.
48.	The stairs MUST be retained for easier access for able bodied people. The stairs are also used as part of people's exercise regime. If the budget is a problem the straight ramp is satisfactory
49.	Waste of time and money. This will destroy the sandstone wall, the 1880 steps, the water fall and all the vegetation. There are already many great footpaths to get access to Queenscliff headland, to be accurate this isn't even direct access to Queenscliff Headland. I do think there needs to be something at the bottom of the steps like a fence, as cars do turn fast into that street, but not this massive footpath ruining what is a beautiful view driving up the bridge.
50.	This will destroy the sandstone wall, the 1880 historic steps, the waterfall and vegetation.
51.	Option 2 provides safer pedestrian access and ends at top of existing stairs in Bridge Road where pedestrians would want to go. Option 1 may be cheaper but is less desirable and pedestrian friendly.
52.	First option would be completed before option 2 as not so much rock cutting
53.	actually either suits me - option 2 is less to walk so probably better for people with a disability. Can I ask that the stairs remain.
54.	Either option will be an aesthetic blight -option A is the better of 2 ordinary options; pedestrian safety via a raised intersection are however, long over due not only at Greycliff St but also where walkers cross at Queenscliff Rd and Pavillion St . Surely if the coastline is worth walking a modicum of basic fitness is required; are we rewarding sloth? Locals otherwise have plenty of options and frankly I'm not hearing complaints from them. The stairs ought remain no matter what - they have historical value
55.	Include a ramp option to access Queenscliff Headland is supported. Please consider how the existing road width be maintained, without extensive excavation of the existing retaining wall?
56.	Having studied both options in detail, I feel that the high cost and impact on the Queenscliff Headland environment is far too great for such a proposal to proceed. It concerns me that the premise this development of giving 'access to Queenscliff Headland' isn't accurate. Both options proposed only create access from Greycliffe Street, 30m up to Bridge Road. For someone wanting to venture any further along Bridge Road and have full access to the headland there are more steps on Bridge Road and if they wanted to go to the top of the headland there is an entire maze of steps and ramps to navigate between Queenscliff Road and Pavilion Street. And if they wanted to go further down into Freshwater there is another maze of steps and even steeper ramps. So, to spend so much time and money on such an intrusive and expensive development that doesn't fulfil its objective of 'access to Queenscliff Headland' seems to be extravagant to say the least. Surely the funds could be better used else where in the community.
57.	There needs to be speed humps placed at the bottom of the stairs at Greycliff St and also at Queenscliff road. The stairs are constantly used each day and I'm concerned it's only a matter of time that a child or any pedestrian gets hit by a car as they come off the stairs. I also think that the section at the top of the stairs coming from both Queenscliff and freshwater on Bridge Rd is paved to indicate to cars that it's a high pedestrian area. Everyone walks on the road in this section. Thank you.
58.	Having resided in (Upper) Greycliffe St for 22 years, I am aware of some of the topography buried at the start of the proposed ramp. Around 10 years ago, Council sprayed bitumen over the dirt on the western side of the top of the steps to prevent the dirt washing down the steps. I believe that once that bitumen and soil is scrapped away, as well as the soil, bushes and trees

Number	Comment/submission
	around the bend, it will reveal a decent slope downhill, Looking over the edge near the open drain, it appear that to that point would be at least a third of the height down to the finishing point. Also once the tree immediately west of the open drain is removed, it is then uphill to the proposed switchback opposite No 23. I am of the opinion that taking the proposed ramp only as far as the eastern boundary of No 21, the only rock that may need removing is from there to the existing steps. It seems to be a pointless exercise to excavate another 40 odd metres of rock before coming the switch to head east. The preferred Option A would involve denuding many shrubs from 29 to 33, excavating far more rock than required for Option B. I have spoken to some residents and they would consider that many people would not bother to walk the extra about 100 metres for Option A. Surely the costs of an extra 100 metres of concrete path needing to be formed up, poured and finished off would be at a greater cost than that of the switchback ramp. It might be noted the northern side of the proposed switchback has not been Bridge Rd, since Warringah Council changed it to Greycliffe St around 15 years ago, (gave the old corner shop a Queenscliff Rd address and gave the house on the south side of it a Greycliffe St number) and signposted the street accordingly.
59.	This is a complete and utter waste of money. An expensive eyesore. This path leads to further stairs up the headland and then more stairs down to Freshwater. Nobody needs this construction as the people I see on this path are joggers, walkers and people with dogs. We are all happy to use the stairs. People with prams and bikes use the path on the other side of the road so there is a happy separation. Why is Council pursuing this and other frivolous projects that nobody wants? It's just a waste of ratepayers' money. If you have spare funds then reduce our rates! Alternatively address serious problems that have been around for over 20 years like the resident parking problem on Queenscliff headland! Absolutely nothing has been done to address this problem for over 20 years and it continually gets worse and worse with boats, caravans, trailers, trucks and commercial vehicles parking permanently and taking all residential space. Seriously – start fixing real problems not frivolous projects for 1 or 2 people.
60.	1. Why has the northbound route, on the southern side of Greycliffe St (ie. via Lower Greycliffe St), had signage removed which previously directed road cyclists to use it (for safety)? This route/signage needs to be re-established (for safety). 2. The ramp concept of this proposal should be similarly considered for improving pedestrian access between the upper & lower level paths adjacent to Manly Life Saving Club.
61.	I have submitted a more detailed analysis by email.
62.	The cost benefit for this project would be very low unless Council is planning to put in ramps all the way to Freshwater Beach. It seems this project would really only benefit a small number of people for which there is already a footpath. Perhaps a pedestrian crossing to cross Greycliff Street would help and be much cheaper.
63.	Wider and straight ramp in option A is safer.
64.	Is it really needed? Also, just don't think it's feasible. People with disabilities have good access to and between Queenscliff, North Steyne, Manly, Fairy Bower and Shelly beaches. And Manly Warf. Accessible access from Queenscliff beach to Freshwater beach is unlikely to be achievable any time soon given the very steep stairs and lack of space around the stairs from Bridge Road to Undercliff Road. Nor are the following proposed accessible sections likely to be suitable or complying: 1. Queenscliff bridge, given the uneven surface and gaps in the concrete 2. The proposed ramp, given its width, gradient, lack of passing areas and landings 3. Upper Greycliff Street Bridge Road, given its steepness 4. The stairs at the top of Bridge Road 5. The stairs from Bridge Road down to Undercliff Road 6. The steep Undercliff Road and stairs down to Freshwater beach If the proposal is just to make the section from Queenscliff beach to (upper) Greycliff Street accessible, the ramp (if it can be made to comply) will have little benefit for people with disabilities as the ramp (if people can get to it over Queenscliff bridge) will only get those people to upper Greycliff Street (the bottom of the steep Bridge Road) with 3 more sets of stairs to get down to Freshwater beach. There is nothing at the top of the proposed ramp,

Number	Comment/submission
	unless you are a resident of that part of Queenscliff Road, or Greycliff Street, comprising perhaps 60 houses / residences. Are there any wheelchair users that live in those 60 odd houses? Cyclists are also unlikely to use the proposed ramp (if they are allowed to, given the proposed use by wheelchair users) given that it is out of the way of the established bike path from Freshwater to Manly and given the remaining 2 sets of stairs between Undercliff Road and Queenscliff – that is, the proposed ramp only addresses 1 out of 3 lots of stairs.
65.	Option B is less intrusive on local residents.
66.	Switchback ramp is shorter!
67.	Council should check the proposed ramp's compliance with disability and accessibility standards as I think it may be hard to design a compliant ramp, given the limited space and steepness of the steps. Suggest Council engage an independent disability consultant to assess: compliance, safety, utility and demand for the ramp by disabled visitors or residents. Proposal really needs careful independent assessment given the likely cost and disruption - will make traffic very bad getting out of Queenscliff and Freshwater during construction given likely closure of 1-2 lanes on northern side of Queenscliff bridge (Bridge Road).
68.	Ensure stairs are avoided so that less mobile citizens such as ones in wheelchairs can access the new works.
69.	Both options very welcome. The straight ramp would be simpler to negotiate, but less direct. Are there specific suggestions regarding bikes?
70.	We have young grandchildren and currently need to walk west along Queenscliff road and cross at the island which is dangerous. We are excited to see the project progressing. Either option is ok but B is preferable
71.	We live on Queenscliff road and are very keen to see this ramp built as soon as possible. We support the switch back method as it has a lower gradient and thus allowing us , nearing 70 a much easier access to Queenscliff road with our grandchildren , some in strollers and prams. One thing we would like to ensure is that the width of both down and up paths are wide enough for pedestrians to pass easily if they have bikes and or strollers.
72.	I believe this is a safer option for pedestrians and bike riders.
73.	We believe that option 1 would be safer for pedestrians and bike riders.
74.	The switchback plan creates a pinch point and exposes more rock, removes more vegetation and is visually unattractive. Hence the straight ramp is preferable and visually less intrusive. I trust that the existing stairs will be retained as well.
75.	Switchback seems safer for pedestrians and prams against speeding bicycles.
76.	Please add some width at switch back since it will be a little pinch point for prams/bikes etc Also there might need to be signage if it's ok to ride ramp or push bike only.
77.	I live on the Queenscliff headland with a young child and use these stairs many times a day. Many times I have witnessed people carrying prams, strollers and bikes up or down the stairs. A ramp in this area would improve the area both for residents and the many tourists who do the beaches walk with children. It would also improve access for the elderly and less mobile population to the headland or crossing the headland. The existing stairs are a major impediment for many. While any solution is better than none Option B is preferred because- - convenient, easy, intuitive (it starts and finishes in same location as stairs) - safer (less road crossings, no conflict with cars and reversing from parking on Upper Greycliffe) - doesnt empty pedestrians onto Upper Greycliffe and create a dangerous traffic crossing for prams etc
78.	Either option would be very useful. If option 2 is a lot more expensive then option 1 would be good.
79.	Great idea. Bike riders really need this
80.	I suggest that the proposed new bicycle connection between Manly and Freshwater should be integrated with the suggested work. The current route along Greycliff Street is piecemeal at best.

Number	Comment/submission
81.	Smart & simple solution that does not make those who need the ramp to feel separate. They start & finish adjacent the step climbers. Great option
82.	As no one seems to have commented on the proposed access options, and the numbers of people affected seems to be small, I think that Council has a duty to ratepayers to minimise costs while continuing to upgrade safety and amenity for its ratepayers.
83.	Please complete as soon as possible, we've seen several prams nearly end up at the bottom of the stairs as people struggle to get down them - it's only a matter of time.
84.	there is no greenspace left at this end, please leave it alone as a natural cliff face to drive past and appreciate
85.	Seem to be a good idea to make this access more secured for any user as you are proposing. Both solutions seems okay. What is the cost difference? Over the years the current access has been utilised in an exponential increase. Only having stairs is disadvantaging those who are less mobile who live on Queenscliff headland. It also disadvantages those who have prams and families with young children on bikes.
86.	Switchback ramp appears to provide easier access with the shallower grade and flat rest stops. I believe the cost should not be at the expense of greater public accessibility and the obvious improved pedestrian safety.
87.	There are many other areas with greater priority where this money can be spent. There are very few people who would benefit from this, who are not slightly worse off with alternative sloped routes such as via Queenscliff Road. Building either ramp will remove an aesthetic wall of green that softens the area and helps make the area feel less 'over developed' and helps retain a beachside feel. It will be replaced with a hard wall of black / concrete. Greycliffe Street / Bridge Road already provides a steady gradient footpath ramp to connect to Queenscliff. Improvements for pedestrians/cyclists to cross the road at the western intersection between Greycliffe and Bridge Road should be made instead. Of the two options, option A is preferable. The ramp would be heavily used by cyclists and the switchback would be very difficult to negotiate, especially when there is traffic in the opposite direction. The path is wider and it would leave more greenery on the bank and slightly reduce the visual scarring.
88.	This option is more practical in that it is a shorter route (i.e. from the top of the stairs to the bottom of the stairs) and is easier for people to identify from the existing pathway. The path leading down to the stairs from Queenscliff Rd should also be widened.
89.	As a family we use the Queenscliff to Manly walk regularly and the steps are no problem for the able users but a big problem for the prams, wheelchairs and cyclists it causes issues, a switch back is the best option with out adding a lot of users onto the length of Greycliffe St into Bridge Road.
90.	Any access for less ambulant people or strollers should begin and end near where normal access points are. We do not ask people to go around the back to gain access anymore. Further, the switchback might reduce the speedsters going down the long slope and colliding with stair walkers.
91.	The entry and exit point of option B make is safer and simpler than the other option.
92.	While any solution is better than none Option B is preferred because- - convenient, easy, intuitive (it starts and finishes in same location as stairs) - safer (less road crossings, no conflict with cars and reversing from parking on Upper Greycliffe) - equitable (DDA compliant) - amenity (doesn't empty pedestrians onto Upper Greycliffe, less signage) - width (can incorporate 'passing' points to make it just as wide as straight ramp) - cost (with two street crossings included in Option A the costs are similar if not less for Option B - aesthetic (less length means a quality landscape and retaining walls design will result in a more attractive design)
93.	Is this just another survey? To receive the same inaction as the many we have seen about parking , etc. . in the area.
94.	Option two would be great, I feel less invasive to the people residing on upper Greycliffe. What a fantastic proposal

Number	Comment/submission
95.	Option one will result on added length and possibly less safety as there is not footpath on upper bridge road. Option 2 seems the more reasonable and safest of the two. Thanks
96.	It is easier to get to and will provide safer access as well as providing an amazing panorama
97.	Option A. Straight ramp. Much easier to pass others than the narrower switch back option. Faster install time and cost saving. Great work getting it this far team
98.	The switchback ramp would be more convenient to most pedestrians who are seeking to come and go between Queenscliff and Freshwater.
99.	Option 2 would mean that there would be no need to cross the road as it would be a straight walk to the ramp from the foot path . It would also be shorter and more scenic
100.	If I am unsure of which option I favour why do I have to choose one in order to submit a comment? Does the gradient of either option comply with the wheelchair gradient of 1:14? What is the approximate cost of each option?
101.	All that is needed is two "LOOK" signs painted on the roadway at the bottom of the stairs on the northern side of Greycliffe street and on the roadway on the southern side of Greycliffe street at Bridge Road. The majority of pedestrian traffic will use the stairs. Waste of money.
102.	Maintaining the existing stairs for those capable and wanting to use them makes sense. Able bodied people may object to the ramp as it will be a longer and thus time intensive route, the routing the the west is not as desirable. The less expensive option looks just as good as the more expensive and longer term switchback project. However, gradient requirements may dictate how useful this is for users requiring a ramp.
103.	Should the Council decide there is actually a real need for a ramp rather than using the existing means of access/egress for prams etc the I am of the opinion that Option 1 will have the least detrimental impact upon the existing rock and the visible impact of this option reduce "visual pollution" Whilst I agree that Council could/should provide increased mobility options for residents and visitors I remain unsure that any "ramp option" will be utilised for the original intent. Currently the steps provide a natural barrier and parental "alert" for young children on scooters and bikes who gain too much speed descending Greycliff St. Sadly I believe that either ramp will become a playground for cycles, scooters and skateboards and will, at some stage challenge the risk management profile of the works.
104.	I think this kind of detail is important and encouraging to pedestrians.
105.	The switchback options provides for a safer egress point so is preferred.If ancillary areas could provide for improved landscaping this would be beneficial
106.	Why not just put a crossing point opposite no 41 Greycliffe St? Ramped access is already available to that point along the current shared bike path on the south side of Bridge Rd. No rock work needed.
107.	Current access must be improved especially for prams and wheelchairs.
108.	I believe most people use the existing track to access walks/cycle over the hill to destinations north. So your Option A deposits them off their track whereas Option B does not. Option B increases the throughput of the existing track and does not create a new 'destination'. Oh and if either options goes ahead it is important to keep the existing track and keep it open while works are there.
109.	The second option seems more convenient as most traffic seems to come down Bridge rather than along Greycliffe. Also, Greycliffe is quite narrow and could be unsafe to mix additional pedestrians and prams, wheelchairs etc. with cars. However, both options seem highly costly and though I'm not against either, I do wonder what proof of demand there is to justify this expense. I won't be surprised to see the finished structure very little used.
110.	I like the straight path option 1 visually and economically but we are not shown any new footpath at the top of greycliff st. this seems a little dangerous. So I will opt for No 2 as there seems to be a safer landing at the top. Would it be bicycle friendly or would the bicycle path on the other side remain the only way to get up the hill.

Number	Comment/submission
111.	The switchback ramp is better and so much safer because then you either start or finish still next to the stairs and not on the middle of the road where there isn't any footpath. That is so dangerous for kids on bikes or pushing prams to start or finish on the road if it is a straight ramp. This spot is so close to the corner of Greycliffe St where cars come around the bend and straight into the street and it's also opposite the large driveway section of the units opposite. A really bad design!!
112.	provides better access but consistent with road & other path slopes in the area (I think) - I don't see the point in building lower slope paths if surrounding roads & paths are higher slope. Also the extra width will likely be higher utility for many users.
113.	The switch back is ugly, costly and not suited to cyclists.
114.	Why are residents of Queenscliff receiving special consideration. This access has always required using stairs. Why now do residents require something different. Push bikes can be wheeled up the narrow ramp that is next to the stairs. Just because a vocal minority have now had babies and use prams does not mean the community should alter the access. This is the equivalent of new residents at Mascot complaining about noise from aircraft . It has always been. Should council put in a level access path between Curl Curl and Dee Why to allow easy access for mothers wheeling prams? What about access from the Spit Bridge to Seaforth. What a nonsense .There are more important things for Council to spend money on, than an expensive level ramp scarring the rockface for a privileged outspoken few
115.	<p>I have completed the online form in brief, so that the engagement criteria council seeks is recorded, but I would like to provide more detail in relation to my preferred option.</p> <p>As a walker and a bike rider, the proposal to improve pedestrian and cyclist access between upper and lower Greycliffe has great merit, although council conveys mixed messages in its accompanying explanatory text.</p> <p>It advises that:</p> <p>Two potential concept designs have been developed which would provide improved access between upper and lower Greycliffe Street for pedestrians, prams, wheel chairs and bike riders. (emphasis mine)</p> <p>Oddly, the options are variously described as A and B or 1 and 2, but more confusingly both options are described as footpaths rather than shared paths. Also, Option B/2 is for a 1.5m ramp, which does not meet the minimum shared path standard of 2m, meaning it can't legally be used by cyclists (although most likely they would still do so).</p> <p>I do not support Option B/2 therefore, both for this reason and the fact that it will have a far greater negative visual impact on the vegetated cliffside.</p> <p>Option A/1 is less intrusive, cheaper to construct and, as a shared path, provides the stated desired access for both pedestrians and cyclists - even though on the Photomontage, it's titled the Queenscliff Pedestrian Access Ramp and a 2m wide footpath...</p> <p>Council has also recently sought resident views on bike infrastructure proposals in this same area, ie from Greycliffe to Queenscliff Rd etc, so it would seem logical to integrate both these welcome initiatives.</p>

Document administration

Version	1.0
Date	7 April 2021
Status	Final
Related Projects	N/A

ITEM 4.9	NARRABEEN WARD - ELANORA ROAD AT WEEROONA AVENUE ELANORA HEIGHTS - RAISED PEDESTRIAN CROSSING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/772907
ATTACHMENTS	1 Narrabeen Ward - Elanora Heights Public School, Elanora Heights - Plan 2 Narrabeen Ward - Elanora Heights Public School, Elanora Heights - Table of Consultation

GEOCODES: -33.704944, 151.282664

REPORT

BACKGROUND

Council has received ongoing concerns from a local resident and parent from Elanora Heights Public School regarding safety for students crossing Elanora Road between Elanora Heights Public School and the footpath steps leading to Dewrang Avenue. A request was made by the resident for a pedestrian crossing. Elanora Heights Public School has verified that this is a concern for the school and has identified that there are a number of students that walk to school via the Dewrang Avenue footpath and support the request for a pedestrian crossing.

LOCATION

- Both Elanora Road and Weeroona Avenue are local roads with signposted speed limit of 50km/h. The School Zone speed limit of 40km/h applies during school hours north of the proposed crossing on Elanora Road.
- The road width of Elanora Road is approximately 5.7m between kerbs south of the intersection with Weeroona Avenue, and 7.1m between kerbs north of the existing raised threshold (which will be converted to the pedestrian crossing).
- There is footpath on the eastern side of Elanora Road connecting Weeroona Avenue and Anana Road.
- There is no footpath on the western side due to limited space from bedrocks until the raised threshold outside No. 74 which is about 170m to the north of the proposed crossing.
- The road width of Weeroona Avenue is approximately 7.5m near the intersection.

ISSUES

There are concerns about pedestrian safety where students access Elanora Heights Public School via Dewrang Avenue. Students need to use the narrow staircase located on the opposite side of the P2 Timed Parking zone on Elanora Road where there is no footpath and cross near the intersection with Weeroona Avenue.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to convert the existing raised threshold at this location to a raised pedestrian crossing, extend the footpath from the stairs to the crossing and install additional lighting and signage to improve pedestrian safety. This proposal will require a reduction of the existing 2 minute parking area to improve visibility on the approach to the crossing.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal improves pedestrian facilities and positively impacts walking paths.

CONSULTATION

Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. All feedbacks are in support of the proposed change. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Conversion of the existing raised threshold to a raised pedestrian crossing.
-

www.invarion.com

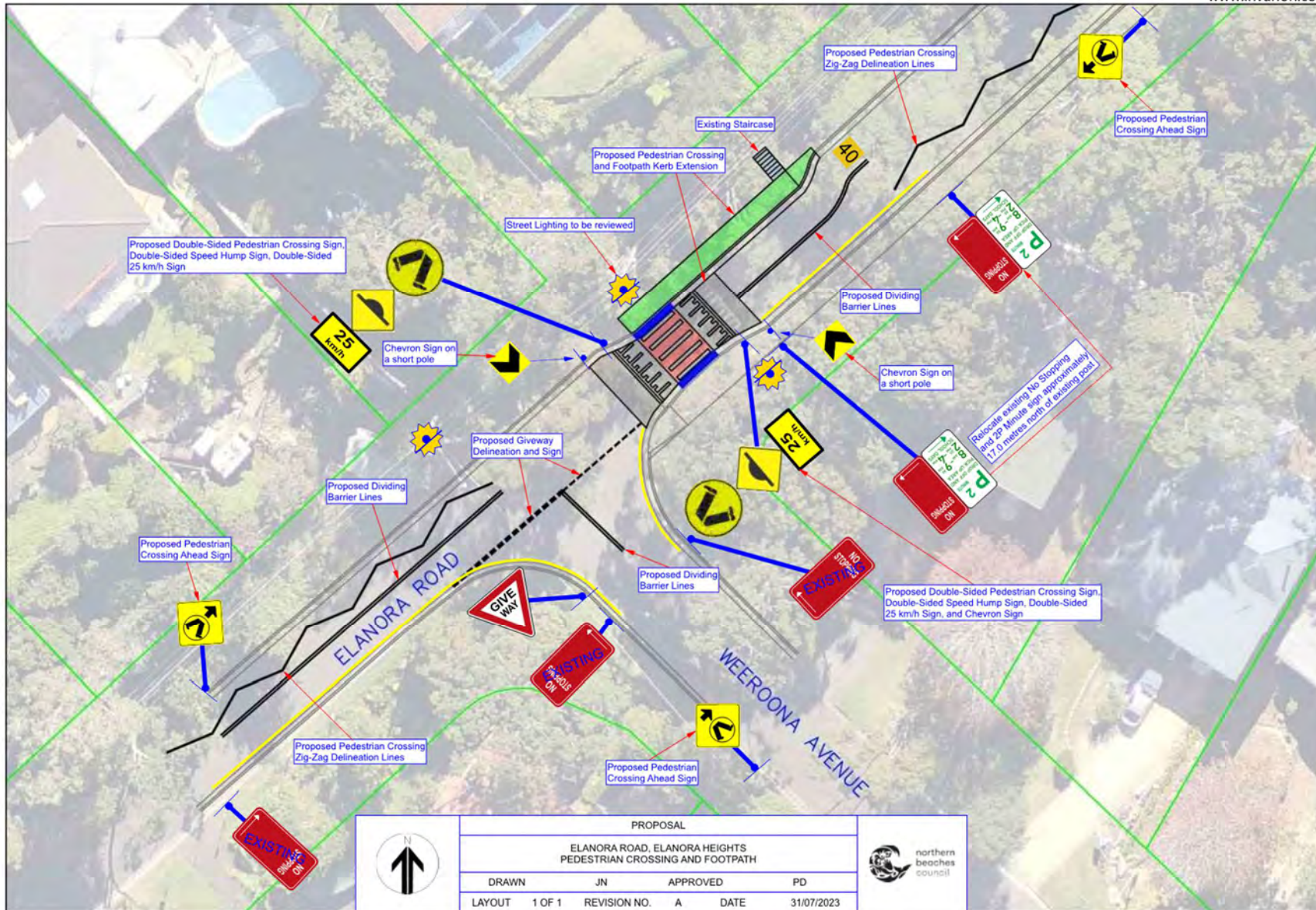


Table of Consultation

Address	Elanora Heights Public School
Proposal	Raised Pedestrian Crossing

Properties Consulted	35
Responses Received	17
Support	17
Do Not Support	0

Issue	Resident Comment	Council Response
Enquiry about School Crossing Supervisor	Definitely required for children safety. This is a very busy road around school drop off and pick up. Will a lollipop person also be employed in line with other school crossings?	Council is not the delegated authority to appoint a school crossing supervisor. Should the school believe that a school crossing supervisor is required at this location then the school may directly apply to Transport for NSW (TfNSW).
Request for Footpath and Vegetation Maintenance	Fantastic idea, the council also needs to include a safe path from the proposed crossing to Woorarra Avenue and clear the vegetation at the corner. Most kids travel this way to and from school. Fewer children use the stair to Dewrang Avenue.	Council's Traffic team will put in a request to Council's Vegetation Maintenance team to clear the vegetation at the corner of Elanora Road and Weeroona Road to improve safety for pedestrians and school children.
Relaxation of Timed Parking Restrictions	Parking still remains a huge concern for parents of children at Elanora Heights. It takes children between 5-10 minutes to walk from class up to the collection points due to the long bush walks and 100 step exit. However, parking is permitted for 2 minutes. There are extremely limited spots to park, and of those spots the swell time is impossible to safely collect children. In the event rangers are pushing cars along to circle around the block, it takes 10 minutes to complete this action and during this time children are spilling onto the streets with more cars moving rather than stationary and waiting. This is a huge concern that continues to be raised to no change. At the same spot of the proposed crossing needs parking times changed to 15 minutes during school afternoon pick up times.	Council's Traffic team and Road Safety officers will further investigate the concern of the timed parking.
Relocation of Crossing	The crossing should be closer to the steps leading up to Dewrang Avenue. As proposed, children going to and from the school may bypass the crossing and cross directly to the steps.	The location of the crossing was investigated. The proposed location together with the newly proposed footpath is considered to have the least impact on safety and parking.

<p>ITEM 4.10 NARRABEEN WARD - POSSUM WAY, WARRIEWOOD - NO STOPPING</p>
--

GEOCODES: -33.688539, 151.293871

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles blocking the turning circle at the northeastern corner of Possum Way, Warriewood. There have been reports that trucks and waste collection service vehicles are forced to reverse out the cul-de-sac, creating a hazardous environment for pedestrians and road users.

LOCATION

- Possum Way is a No Through Road of approximately 80m length that runs slightly northwest-southeast. The hammerhead dead end is at the eastern end.
- Possum Way is a Shared Zone with a speed limit of 10 km/h. It joins Fantail Avenue which has a posted speed limit of 50 km/h.
- Possum Way has kerb and gutter on the southern side and only dish drain on the northern side along the road. The road width is approximately 5.0m.
- The southeastern end of the hammerhead connects with the joint driveway for residents at No. 3 Possum Way, Warriewood. The driveway is separated by a top gate.

ISSUES

There are no existing Parking restrictions on Possum Way to prevent vehicles from occupying the turning space at the hammerhead, limiting the turning capacity for vehicles, especially large trucks. Considering the road is a Shared Zone with a bend at the entrance limiting the sightline, it is unsafe for vehicles to approach Fantail Avenue in reverse.

Although the problem is only reported for Possum Way, Bandicoot Close which is parallel to Possum Way about 80m to the south could potentially face the same problem.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install No Stopping Unbroken Yellow Kerb Line at the northeastern corner of the hammerhead on Possum Way until the dish drain in front of the top gate at No. 3 Possum Way, Warriewood. The proposed measure will provide the necessary turning space for vehicles to turn and exit Possum Way in a forward direction, improving the road safety.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 28 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of No Stopping Unbroken Yellow Kerb Line at the northeastern corner of the hammerhead on Possum Way, Warriewood

REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2024/087509
ATTACHMENTS	1 Narrabeen Ward - Possum Way, Warriewood - Plan (Amended) 2 Narrabeen Ward - Possum Way, Warriewood - Table of Consultation



Table of Consultation

Address	Possum Way, Warriewood
Proposal	No Stopping

Properties Consulted	28
Responses Received	9
Support	8
Do Not Support	1

Issue	Resident Comment	Council Response
On-street Parking Availabilities	Street parking is already very limited. Nearly every resident along my section of MacPherson Street parks across their driveway in addition to inside their garage because there isn't enough street parking (so many residents from the Meriton apartments park across from us). To make that small section of Possum Way No Parking would push another 4 vehicles on to street parking, thus limiting it even further.	Possum Way is a public road that does not have sufficient space to provide safe on-street parking. The long-term parking of vehicles should be the responsibility of the property owner on private property, with any additional vehicles sharing the available on-street parking.
Extension of Proposed No Stopping Line	Please consider extending it even farther towards the south end of Possum Way towards the gate of 3 Possum Way, as the current boundary line would insinuate parking along the fence line would be allowed. Leaving room for interpretation could potentially mean blocking the bins on a Friday or causing issues for anyone coming or going from 3 Possum Way, be that residents, delivery trucks or bin collection vehicles.	Council has reviewed the plan and agreed that the proposed No Stopping line should be extended to avoid misunderstanding about the clearance distance. Since the original plan might encourage drivers to park at the centre of the hammerhead, Council has amended the plan to extend the No Stopping line to the edge of dish drain in front of the top gate at No. 3 Possum Way
Limited Turning Space	This is a great idea! At times there have been up to 5 vehicles parked here. This must make it incredibly hard for garbage collection etc on a Friday morning. In addition as a resident of XX Possum Way we regularly have to reverse into that area if a vehicle is coming out the driveway. In its current state (with numerous cars parked here), we are often unable to. I visited my father today to drop off something to his garage at XX Possum Way. I have to reverse back out the full length of Possum Way as 4 cars and a trailer were parked in the turning bay.	The proposed plan will maintain access at the turning bay and allow Give Way space at the corner of Possum Way for vehicles to avoid opposing traffic when necessary.

**ATTACHMENT 2 : NARRABEEN WARD - POSSUM WAY, WARRIEWOOD - TABLE OF CONSULTATION - ITEM 4.10 -
NORTHERN BEACHES COUNCIL MEETING - 5 MARCH 2024**

Additional Comments	My understanding is that the residents of XX and XX use the space at the rear, which in my opinion is fair as it's right outside the rear of their property. I haven't found them to park in such a way as to prevent vehicles from turning around at the end.	The existing road layout of Possum Way does not provide sufficient space for parking at the turning bay without affecting the turning capacity. The proposed plan aims to prevent vehicles from reversing in a Shared Zone.
---------------------	--	---

ITEM 4.11	NARRABEEN WARD - ELANORA ROAD, ELANORA HEIGHTS - BARRIER LINES
------------------	---

GEOCODES: -33.695873, 151.277148
 -33.697079, 151.277548
 -33.699488, 151.276407
 -33.700745, 151.278016

REPORT**BACKGROUND**

Council has received concerns from local residents regarding safety when travelling around the bends on Elanora Road, Elanora Heights. There are several reports about speeding concerns and obstructed visibility caused by parked vehicles near the bends along Elanora Road.

LOCATION

- Elanora Road is a local road of approximately 8.5m to 9.0m in width between Powderworks Road and The Fairway, before narrowing to about 7.0m at the bend near Illuka Avenue, then widens to about 9.0m past the bend after Kywong Road and before the roundabout with Lumeah Avenue.
- Elanora Road carries medium volumes of two-way traffic at the proposed locations.
- No bus route that services Elanora Road. However, School Bus 201 for Mona Vale Public School uses the section of Elanora Road north of St Andrews Gate.

ISSUES

- Cars parked on both sides of the road around the bends restrict visibility at these locations and force cars into oncoming traffic.
- Vehicles travelling around the bends are not staying on the correct side of the road. Restricted visibility around these bends, coupled with inappropriate speeds creates a safety risk to other motorists, cyclists and pedestrians.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install Barrier Lines on the bends in Elanora Road, between St Andrews Gate and Lumeah Avenue.

Three of the four lines would be offset at least 5m away from the kerb on one side of the road, as it is illegal to park within 3m of an unbroken centreline, parking would only be permissible on the outside radius of road. The presence of parking activity assists in limiting vehicle speeds. The bend near Illuka Avenue is unfit for this treatment because of the sharp turning angle, steep gradient and narrow road width. It is considered that vehicles should not park on this bend, in view of the associated safety risks.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 69 properties within the immediate vicinity of the location providing notification of the proposed changes. Out of the 14 responses received, 12 support the proposed plan and 2 object. The responses are noted in Attachment 2 – Table of Consultation.



RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of two-way Dividing Barrier Lines on Elanora Road, Elanora Heights

REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2024/087779
ATTACHMENTS	1 Narrabeen Ward - Elanora Road, Elanora Heights - Plan 2 Narrabeen Ward - Elanora Road, Elanora Heights - Table of Consultation



	PROPOSAL						 northern beaches council
	Elanora Road, Elanora Heights Installation of Two-way Barrier Lines						
	DRAWN	LC	APPROVED				
	LAYOUT	1 OF 2	REVISION NO.	A	DATE	07/12/2023	





	PROPOSAL						
	Elanora Road, Elanora Heights Installation of Two-way Barrier Lines						
	DRAWN	LC	APPROVED	JB			
	LAYOUT	2 OF 2	REVISION NO.	A	DATE	07/12/2023	

Table of Consultation

Address	Elanora Road, Elanora Heights
Proposal	Two-way Dividing Barrier Lines

Properties Consulted	69
Responses Received	14
Support	12
Do Not Support	2

Issue	Resident Comment	Council Response
Concerns about Speeding	<p>I support the proposal but I don't believe it goes far enough. Taking away parking on the western side of the bend from 164A to 97a only encourages speed on that corner, thereby making it more dangerous for residents to enter Elanora Road from their driveways. For example, 3 houses use the 164A driveway to Elanora Road and 2 of those need to back out. It is a matter of time until a serious accident occurs.</p> <p>Thank goodness this problem is being addressed. My only concern is that there is no consideration given to the section between Kywong Rd and Iluka Ave. So many vehicles park on both sides of the road in this section, making it extremely difficult to see and pass other vehicles. Speed through that section is also a concern.</p> <p>If this slows the speeding traffic on Elanora Road, especially going downhill towards Powderworks Road, it is a good idea.</p>	<p>The proposed Barrier Lines provide guidance to assist in keeping traffic in their correct lanes around bends. Council has reviewed the road topography at No. 164 and amended the plan to shift the lines roughly 10m to the north to improve sightline at No. 164 as well as discouraging speeding as vehicles approach the bend in the northbound direction.</p> <p>The proposed plan addresses the issue where vehicles travel in the wrong lane at sharp bends. The section between Iluka Avenue and Kywong Road (southern end) has sufficient road width and bends at a small angle. A similar Barrier Line treatment would only encourage speeding by removing parking.</p> <p>The proposed measures do not target speed reduction however may have some effect on speeds by visually narrowing the carriageway.</p>
Request for Traffic Calming Devices	<p>I believe speed humps similar to those near the shops on Anana Road would be appropriate to slow down traffic.</p> <p>The solution should also include speed hump to slow the traffic down the hill. I've been told by council when I first raised the issue that you don't do that anymore. However, I've seen them installed near Elanora Heights Primary School, Pittwater High & across the bridge on Macpherson St Warriewood near Arcare Aged care.</p>	<p>Council will monitor the vehicle speeds in the area and evaluate the need for additional traffic calming devices. It is noted that there is already a speed hump to the south of intersection with The Fairway before the downhill slope towards Iluka Avenue.</p>

**ATTACHMENT 2 : NARRABEEN WARD - ELANORA ROAD, ELANORA HEIGHTS - TABLE OF CONSULTATION -
ITEM 4.11 - NORTHERN BEACHES COUNCIL MEETING - 5 MARCH 2024**

Request for Speed Limit Sign	Installation of speed limit signs indicating 50km/hr since cars are frequently travelling in excess of 60km/hr	The general urban speed limit of 50km/h applies on this part of Elanora Road and the default speed limit is not generally signposted. The installation of advisory speed signs can be considered in specific locations where advice on appropriate lower speed might be required.
Request for Vegetation Maintenance	<p>Remove vegetation north of 101 Elanora Rd driveway as it blocks visibility of cars travelling around sharp bend and car backing out onto Elanora Rd from driveways. Pedestrians must also step off onto road right on blind corner. Vegetation is a mix of sprouting weeds/jacaranda/wisteria on Council and private property and has been requested several times to be removed due to posing high risk of collisions when exiting #101's driveway</p> <p>There are tall shrubs in front of 164 that block our view and the oncoming cars from seeing cars exiting our driveway that is shared by 3 large homes.</p> <p>Also, limit the height of vegetation on the sharp corner in front of 164 Elanora Rd.</p>	A separate request has been sent to Council's Parks team to trim vegetation around the bends, near the corners at the southern end of No. 103 and No. 164 Elanora Road, Elanora Heights.
Affects Residents	<p>We have had many near misses with cars that speed down from the top of the hill at 156 Elanora Rd and cut the corner in front of 164 Elanora road.</p> <p>Also, if large SUVs or vans are parked to left (north) of 164 driveway, we need to pull out across the barrier line to get around them. Cars from the 2 other homes on our driveway reverse out onto Elanora road as they can't turn their cars around. This is so dangerous! One home has a severely disabled son and they need reverse a van out regularly.</p>	Council has reviewed the plan and amended it to shift the proposed Barrier Line roughly 10m to the north at the bend near No. 164 Elanora Road. The modification relocates the 2 parking spaces north of the driveway at No. 164 past the bend, to the north of the driveway at No. 162 before the bend to improve overall road safety and driveway access without unduly restricting sight distance at the bend.

**ATTACHMENT 2 : NARRABEEN WARD - ELANORA ROAD, ELANORA HEIGHTS - TABLE OF CONSULTATION -
ITEM 4.11 - NORTHERN BEACHES COUNCIL MEETING - 5 MARCH 2024**

<p>Request for Pedestrian Refuge</p>	<p>There is currently no safe way to cross the street at that junction when walking west up Powderworks Rd (after leaving Kalang Rd shops). There is no footpath on the east side of Elanora Rd forcing pedestrians to be under unreasonable risk when crossing that intersection. The better approach would be to put a lane separator, the same that has been installed at the Merridong Rd (south side) and Powderworks Rd intersection. The Elanora Rd corner is the main pedestrian crossing for all eastbound pedestrians and the 1st corner after Kalang Rd. It requires a re-think to produce a better outcome at this corner for both vehicular and pedestrian safety.</p>	<p>This comment is associated with a concurrent proposal for linemarking at the intersection of Elanora Road and Powderworks Road.</p> <p>The request for a pedestrian refuge can be investigated separately and will require monitoring of vehicle and pedestrian numbers to provide more insights on this matter.</p>
--------------------------------------	---	---

ITEM 4.12 NARRABEEN WARD - WESLEY STREET, ELANORA HEIGHTS - BARRIER LINES

GEOCODES: -33.693940, 151.276418

REPORT

BACKGROUND

Council has received concerns from local residents regarding obstructed vision at the western end of Wesley Street where it joins Powderworks Road. The lack of sufficient sight distance leads to collision hazards for vehicles to turn into Wesley Street from Powderworks Road.

LOCATION

- Wesley Street is a local road with a 50km/h speed limit.
- There are speed limit signs and pavement marking about 30m from the intersection of Wesley Street and Powderworks Road, Elanora Heights.
- The road pavement width in Wesley Street is approximately 7.0m to 7.5m between kerbs.
- Elanora Road is a local road with 50km/h speed limit, which is indicated by signage and pavement marking about 25m from the intersection with Powderworks Road.
- No bus route that services Wesley Street or Elanora Road. However, School Bus 201 for Mona Vale Public School uses the section of Elanora Road north of St Andrews Gate.

ISSUES

It was reported that vehicles turning into Wesley Street from Powderworks Road are doing so at inappropriate speeds and may not be able to slow down in time to avoid vehicles exiting driveways or trying to exit the street.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to

1. install a 22m length of unbroken barrier lines from the intersection to the northern side of the driveway of No.56 Wesley Street, similar to what is already present at the eastern end of Wesley Street.
2. In addition, 15m of double barrier lines are also proposed on Elanora Road where it meets Powderworks Road. This will be consistent with what is present at most intersections that meet Powderworks Road and will assist in keeping traffic to the correct side of the road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.

- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 30 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

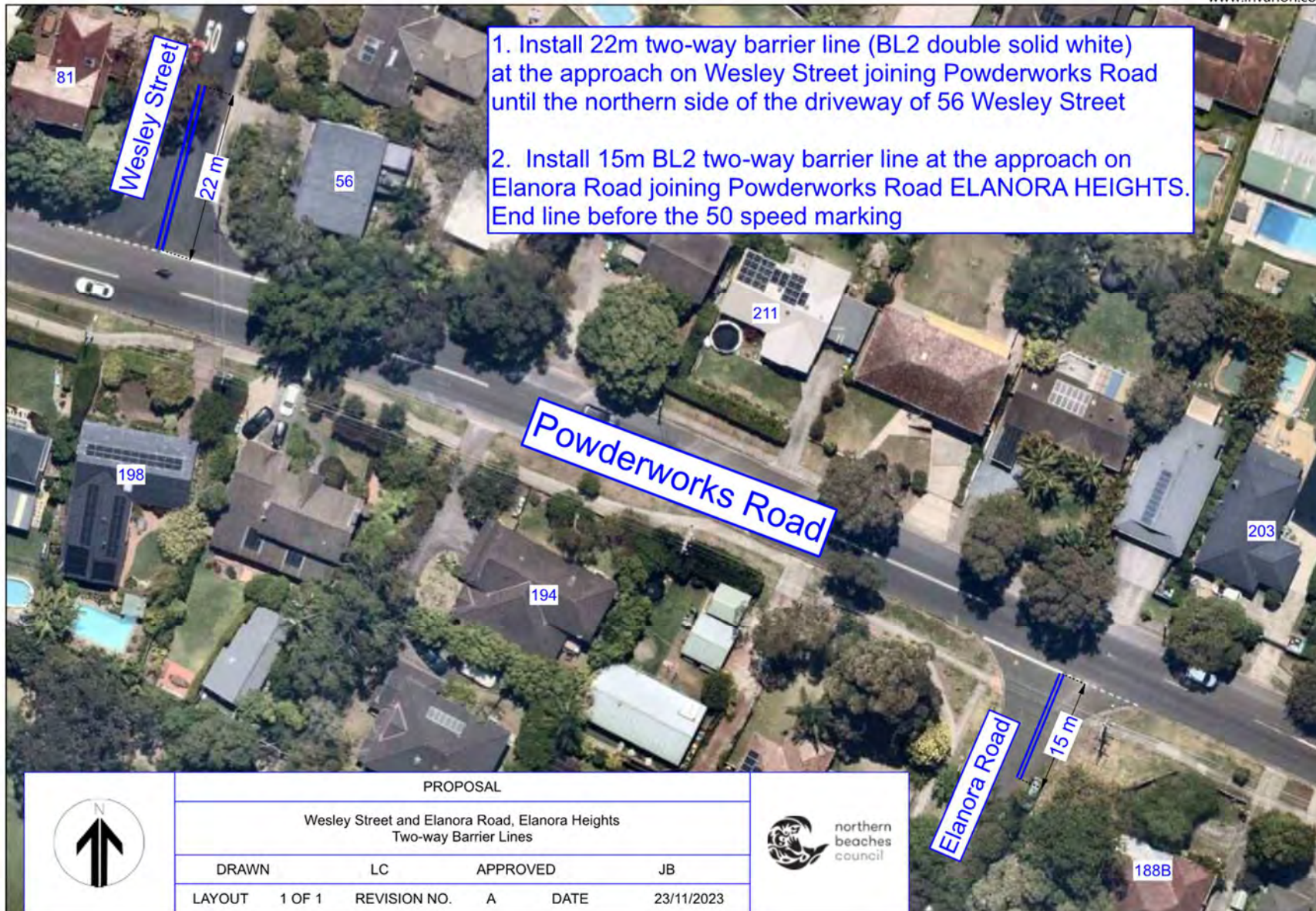
RECOMMENDATION

That the Traffic Committee supports the:


1. Installation of 22m of double Dividing Barrier Lines on Wesley Street at the intersection with Powderworks Road, Elanora Heights
2. Installation of 15m of double Dividing Barrier Lines on Elanora Road at the intersection with Powderworks Road, Elanora Heights


REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2024/096578
ATTACHMENTS	1 Narrabeen Ward - Wesley Street, Elanora Heights - Plan 2 Narrabeen Ward - Wesley Street, Elanora Heights - Table of Consultation

www.invarion.com



1. Install 22m two-way barrier line (BL2 double solid white) at the approach on Wesley Street joining Powderworks Road until the northern side of the driveway of 56 Wesley Street
2. Install 15m BL2 two-way barrier line at the approach on Elanora Road joining Powderworks Road ELANORA HEIGHTS. End line before the 50 speed marking

	PROPOSAL				
	Wesley Street and Elanora Road, Elanora Heights Two-way Barrier Lines				
	DRAWN	LC	APPROVED	JB	
	LAYOUT	1 OF 1	REVISION NO.	A	DATE



northern
beaches
council

Table of Consultation

Address	Wesley Street, Elanora Heights
Proposal	Two-way Dividing Barrier Lines

Properties Consulted	30
Responses Received	3
Support	2
Do Not Support	1

Issue	Resident Comment	Council Response
Request for Line Extension on Wesley Street	<p>We strongly support this new line, as I feel extremely unsafe manoeuvring in and out of my driveway so close to the corner with so many parked cars to navigate around. Combined with obstructed views of Powderworks Rd traffic entering Wesley St (often at excess speed) it is quite precarious.</p> <p>Furthermore we request the line be extended to the 50 speed marking on the road as vehicles are often parking in the narrow space between driveways of 79 and 81 Wesley St further blocking access to these driveways. We have had to contact council to attend and issue warnings due to this common occurrence.</p>	<p>The proposed Barrier Lines provide guidance to assist in keeping traffic in their correct lanes at the intersection. They aim to improve the visibility near the intersection for safer driveway access.</p> <p>The proposed Barrier Lines have sufficient lengths to ensure clearance at the intersections. There is no plan to extend the lines which removes more parking and may encourage speeding as vehicles enter Wesley Street. Residents may consider applying for Driveway Delineation lines to indicate the driveway edges.</p>

**ATTACHMENT 2 : NARRABEEN WARD - WESLEY STREET, ELANORA HEIGHTS - TABLE OF CONSULTATION -
ITEM 4.12 - NORTHERN BEACHES COUNCIL MEETING - 5 MARCH 2024**

<p>Request for Pedestrian Refuge</p>	<p>The entrance to Merridong Rd (south) to / from Powderworks Rd has the necessary vehicular calming device amalgamated with a pedestrian refuge at its entrance. This is a more appropriate solution to the Elanora Rd entrance than barrier lines. There is no information as to whether this type of solution was considered for the Elanora Rd intersection. This intersection has one of the highest traffic volumes of the local Elanora roads and yet no consideration has been given to a more effective solution, particularly for pedestrians. This is the main pedestrian route west from Kalang Rd shops.</p> <p>There has been a recent Council notice about a change to pedestrian refuge adjacent to Dan Murphy's. Currently there is at least a pedestrian refuge in place there and yet council has seen the necessity to replace this with a pedestrian crossing and not consider better pedestrian safety at the Elanora Rd corner.</p>	<p>The request for a pedestrian refuge can be investigated separately and will require monitoring of vehicle and pedestrian numbers to provide more insights on this matter.</p>
<p>Request for Traffic Calming on Elanora Road</p>	<p>It is proposed to introduce barrier lines on the bends in Elanora Road, between St Andrews Gate and Lumeah Avenue. This would indicate that council is aware of traffic not keeping to existing speed limits and is seeking to influence better adherence with speed limits on Elanora Rd. Despite this there is no consideration to the reduction of speed at the entry to Elanora Rd by the introduction of a traffic calming device.</p> <p>There are no traffic calming mechanisms on Powderworks Rd west of Kalang Rd. So there are no deterrents for motorists speeding on Powderworks Rd once they leave or approach the Kalang Rd intersection. There has been no answer provided as to why traffic calming devices are necessary east of Kalang Rd on Powderworks Rd but none west of Kalang Rd. This links directly into the inadequacy of the barrier lines proposal at the Elanora Rd which is the closest corner to Kalang Rd and a street with one of the highest volumes of traffic in Elanora next to Powderworks Rd.</p>	<p>Council will monitor the vehicle speeds in the area and evaluate the need for additional traffic calming devices. The main purpose of the Barrier Lines is to guide traffics to stay in their lanes. However, they may also affect vehicles speeds by visually narrowing the road.</p>

**ATTACHMENT 2 : NARRABEEN WARD - WESLEY STREET, ELANORA HEIGHTS - TABLE OF CONSULTATION -
ITEM 4.12 - NORTHERN BEACHES COUNCIL MEETING - 5 MARCH 2024**

<p>Other Comments</p>	<p>There are at least 3 current consultation / notices regarding proposed traffic improvements in the vicinity of Powderworks Rd and Elanora Rd. This is a piecemeal approach to the problem. It does not demonstrate how the various proposals come together as a better overall solution when considering traffic and pedestrian patterns on these roads. It also creates difficulties for the residents to keep track of proposals and outcomes, interact with council and provide feedback.</p> <p>The consultation periods end at different times. The council is not forthcoming on what it considered apart from the option put forward. The public has not been involved in any consultation about alternative options.</p>	<p>Council is aware of the concurrent proposals which are minor adjustments of a localised nature. These proposals address different issues and are consistent with each other. Consultation is carried out based on the affected area and the scale of proposed works.</p> <p>Council provides concept plans for the public consultation and evaluates the feedback to develop potential improvements and/or alternatives. It is a more efficient way to utilise resources for proposals with specific and direct outcomes.</p>
-----------------------	---	--

ITEM 4.13	NARRABEEN WARD - JACKSONS ROAD, WARRIEWOOD - 15MIN P TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2023/819903
ATTACHMENTS	1 Plan

GEOCODES: -33.697368, 151.298170

REPORT

BACKGROUND

Council has received concerns from Narrabeen North Public School regarding the limited options for drop-off and pick-up of students attending the school.

LOCATION

Jacksons Road is a local road carrying high volumes of traffic. Warriewood Square and the Boondah Playing Fields are located on the north side of Jacksons Road and the Narrabeen North Public School is located on the south side. Jacksons Road also provides an east-west connection between Pittwater Road and Garden Street.

ISSUES

Parents currently have limited options to drop off and pick up children attending Narrabeen North Public School. There are no “kiss and drop:” restrictions on the school Namona Street frontage which is dedicated to Bus Zones. Much of the pick-up and drop-off activity currently occurs within the NBISC carpark.

The school is currently undergoing renovations with construction access via the abovementioned carpark. This is exacerbating concerns about a lack of facilities for safe pick-up and drop-off of students.

Along the southern side of Jacksons Road between Boondah Road and the roundabout near Warriewood Square, there are on-street parking spaces (approximately 12 spaces) currently with a “2P 8:30am-6pm Everyday” parking restriction. To support the school, particularly during the period of building works and to improve parking turnover in the area to the benefit of the school, Council is proposing a change to the time restriction of “15 minute P 8am-9:30am School Days Only, 2P all other times” 2P all other times” in the abovementioned location. From this zone, students will be able to safely access the school grounds via the newly constructed footpath connection into the adjacent playing fields and a short walk (approx. 100m) across the playing fields to the school.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to amend existing “2P 8:30am-6pm Everyday” restrictions to “15 minute P 8am-9:30am School Days Only, 2P all other times”

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.


CONSULTATION

Consultation letters have been distributed to 14 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses have been received.

RECOMMENDATION TO TRAFFIC COMMITTEE


That the Traffic Committee supports the:

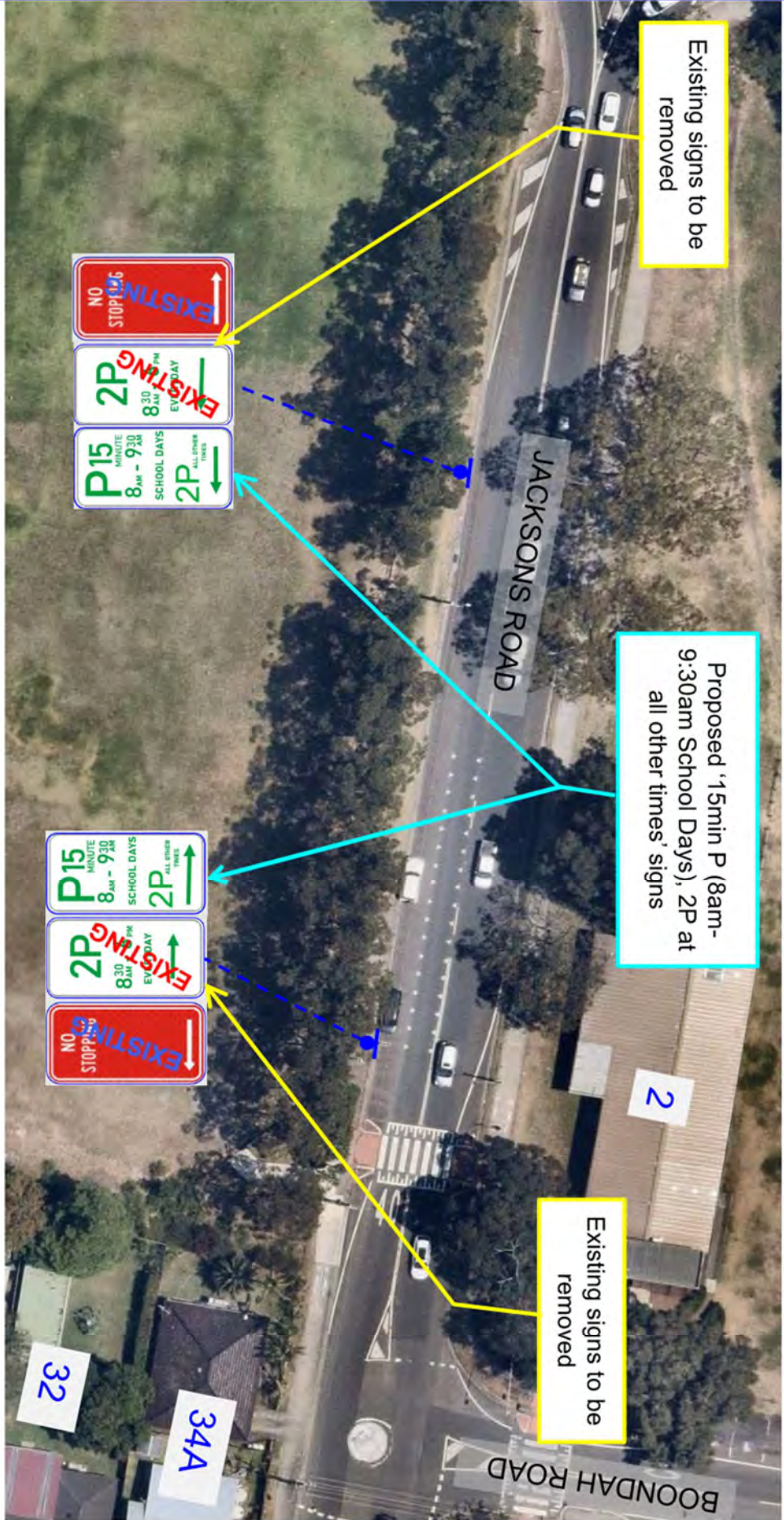
- A. Conversion of approximately 70m of 2P “2P 8:30am-6pm Everyday” restrictions on the south side of Jacksons Road west of Boondah Road to “15 minute P 8am-9:30am School Days Only, 2P all other times”
-



PROPOSAL

Jacksons Road, near Boondah Road, Warriewood
Time Restricted Parking

DRAWN	DN
LAYOUT 1 OF 1	REVISION NO. B
APPROVED	DATE
	27/02/2024



Existing signs to be removed

Proposed '15min P (8am-9:30am School Days), 2P at all other times' signs

Existing signs to be removed


JACKSONS ROAD

BOONDAH ROAD

2

32

34A



northern
beaches
council

ITEM 4.14 PITTWATER WARD - COOYONG ROAD, TERREY HILLS - NO PARKING MOTOR VEHICLES EXCEPTED
--

GEOCODES: -33.685843, 151.225850

REPORT

BACKGROUND

Council has received concerns from local residents regarding the increased number of boats and trailers parking for long periods impacting the Bridle Trail along Cooyong Road, Terrey Hills and limiting the availability of parking for residents and visitors.

LOCATION

Cooyong Road is a local carrying moderate volumes of traffic. The subject section of Cooyong Road connects Mona vale Road at its eastern end and Myoora Road at its western end. The Flower Power Nursery is located on the south side of this section fo Cooyong Road with residential premises being sited on the north side. The Terrey Hills Public School is located on Cooyong Road west of Myoora Road.

ISSUES

- Large numbers of boats and trailers are parking on an ongoing basis on the south side of Cooyong Road between Mona Vale Road and Myoora Road (along the frontage of the Flower Power Nursery). At the time of commencing consultation on the matter, there were 16 such vehicles parked on a 225m length of road
- These boats and trailers and are limiting parking opportunities for residents and their visitors.
- Unless permitted by parking control signs, the parking of vehicles on the nature strip is illegal
- The boats and trailers, and other vehicles are parked on an unformed gravel edge strip which for enforcement purposes, could be deemed a nature strip. The introduction of parking control signs will formalise parking activity.
- There is a Development Application for expansion of the Flower Power site currently under consideration by Council. In conjunction with any Development Approval for that site, Council would be requiring that the developer construct kerb and gutter along the full length of the eastern side of Cooyong Road between Mona Vale Road and Myoora Road which would prevent nature strip parking activity and more appropriately, define where parking activity can take place.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install No Parking Motor Vehicles Excepted Parking signs to formalise parking by cars and other motorised vehicles which will prevent parking by boats trailers and other non-motorised vehicles.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 26 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of a No Parking Motor Vehicles Excepted parking restriction on the south side of Cooyong Road between the existing No Stopping zone 60m west of Mona Vale Road and a point 20m east of Myoora Road with No Stopping introduced between that point and Myoora Road

REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2024/074558
ATTACHMENTS	1 Plan 2 Table of Consultation

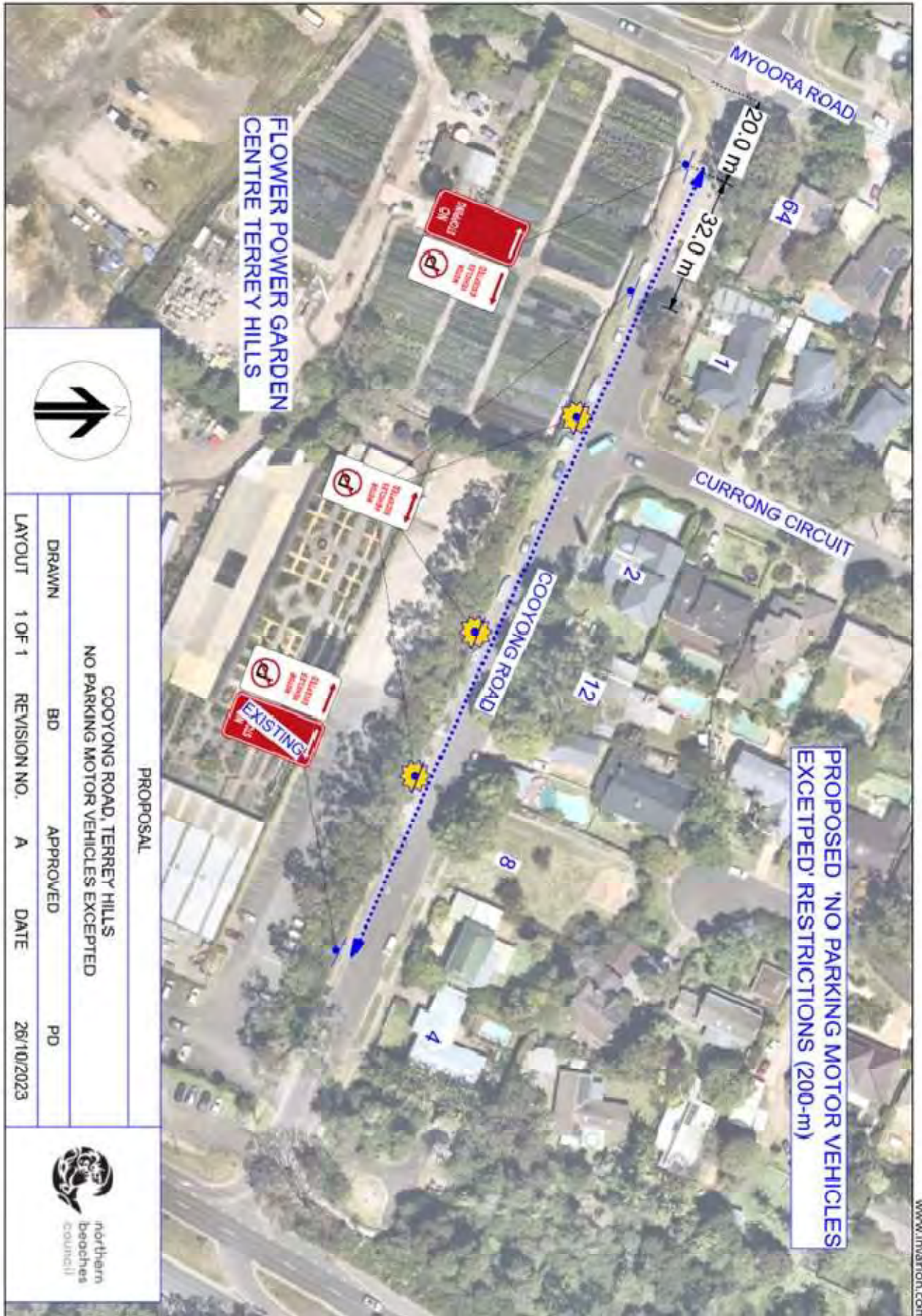


Table of Consultation

Address	Cooyong Road, Terrey Hills
Proposal	No Parking Motor Vehicles Excepted

Properties Consulted	26
Responses Received	22
Support	20
Conditional Support	0
Do Not Support	2

Issue	Resident Comment	Council Response
Dangerous for horses	The parking of large numbers of boats and trailers on the Flower Power side of the road is an unwanted obstruction to the bridle trail.	The proposed parking restriction will clear the area of boats and trailers and it is expected that parking activity will be light. It is proposed to kerb and gutter the west side of Cooyong Road and implement a shared path. This work would be completed in conjunction with any development approval for the proposed Flower Power expansion.
clear and maintain nature strip	Clearing and Maintenance along Flower Power Fence: Cooyong Road, specifically along the Flower Power fence, needs to be regularly cleared and maintained. This is crucial for horse riders to access the Mona Vale Rd Underpass and Equestrian grounds beyond. Clear pathways will enhance safety for both riders and pedestrians.	As outlined above Flower Power has lodged a development application for a significant expansion of the ir premises. It is proposed to require Flower Power to construct kerb and gutter along their Cooyong Road frontage together with a 2.5m Shared Path which will ensure access for pedestrians, cyclists and horse riders is available along the south side of Cooyong Road
Parking for residents	The parking of boats and trailers is very inconsiderate to residents, visitors and customers of the Nursery. Thank you for taking action.	Noted

**ITEM 4.15 PITTWATER WARD - QUEENS PARADE, NEWPORT - TIMED
PARKING RESTRICTION**

GEOCODES: -33.659945, 151.309989

REPORT

BACKGROUND

4. Council has received concerns from local residents regarding the limited parking available within the carpark on Queens Parade, Newport. As the Kindergarten drop-off and pick-up area is no longer required. Council is proposing additional parking space available to improve parking turnover.
- 5.

LOCATION

- Queens Parade Carpark is located on Queens Parade between Kalinya Street and King Street, Newport.
- Queens Parade Carpark currently has 18 parking bays with timed parking restriction will be '1P 8:30am – 8:00pm MON to SAT' and '4P 8:30am – 8:00pm SUN & PUBLIC HOLIDAYS'.
- Queens Parade Carpark currently has 24 parking bays with timed parking restriction will be '2P 8:30am – 8:00pm MON to SAT' and '4P 8:30am – 8:00pm SUN & PUBLIC HOLIDAYS'.
- Queens Parade Carpark currently has 6 parallel parking spaces available side adjacent to No.7 Kalinya Street, Newport with timed parking restrictions will be '2P 8:30am – 8:00pm MON to SAT' and '4P 8:30am – 8:00pm SUN & PUBLIC HOLIDAYS'.
- Queens Parade Carpark currently has 2 accessible parking bays and 9 parking bays with timed parking restrictions will be '1/4P 8:30am – 8:00pm EVERYDAY Including public holidays" on the southern side.

ISSUES

6.
 - Limited parking within the carpark on Queens Parade, Newport.
 - Kindergarten drop-off and pick-up areas is no longer required.
 - Illegal parking limiting parking turnover.

7. PROPOSAL

Council has undertaken a review of the location and proposes timed parking restrictions will be '1P 8:30am – 8:00pm MON to SAT' and '4P 8:30am – 8:00pm SUN & PUBLIC HOLIDAYS'. This will align with the existing parking restrictions in the area.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 103 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION

That the Traffic Committee supports the:

1. Introduction of timed parking restriction will be ‘1P 8:30am – 8:00pm MON to SAT’ and ‘4P 8:30am – 8:00pm SUN & PUBLIC HOLIDAYS’ align with the existing parking restrictions in the area.

REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2024/107001
ATTACHMENTS	1 Queens Parade, Newport - Plan 2 Queens Parade, Newport - Table Of Consultation

Queens Pde

1m

9

11

N

* NOT TO SCALE

PROPOSAL

Queens Parade, Newport
Proposed Timed Parking Changes

DRAWN	HMI	APPROVED	DATE
LAYOUT	1 OF 1	REVISION NO. A	06/11/2023

Proposal timed parking restriction to match similar restriction in the carpark

Table of Consultation

Address	Queens Parade, Newport
Proposal	Timed Parking Restriction

Properties Consulted	103
Responses Received	7
Support	6
Do Not Support	1

Issue	Resident Comment	Council Response
Safety concern	It is so narrow there already, having cars parked would make it difficult to drive through for bigger cars.	The location had a legal parking space as a kiss-and-drop zone previously for the Kindergarten. It is a 2.5-metre wide parking bay with approximately 3.5-metre clearance alongside. This complies with the Australian Standard for street parking to ensure pedestrian and road safety.
Additional Comment	Support but still awaiting road markings/ one way signage- faded	Council has repainted the faded line marking for Queens Parade Carpark in November 2023
Additional Request	Would it be possible to mark out the parking bays between 6 and 14 Queens parade, in the unrestricted area where the residents of the units park. Because of the limited parking in the area, often the spaces aren't used correctly and the parking is inefficient allowing less cars to fit in	Council will continue to monitor the location and Council Ranger can investigate breaches of the Public Spaces Unattended Property Act (2021).

5.0 MATTERS FOR NOTATION

ITEM 5.1	REQUEST FOR WORK ZONES
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2024/042825
ATTACHMENTS	NIL

GEOCODES: Various

REPORT

BACKGROUND

Council has approved the following Works Zones under delegated authority from the Northern Beaches Council Local Traffic Committee to the Traffic Engineer. The Works Zone signs are installed by Council and the applicant is to reapply to Council if the approved Works Zone period is inadequate for completion of their work. The extension is subject to approval by Council's Traffic Engineer and payment of additional Works Zone application fees.

Applicant	Location	Works Zone Length and Time	Requested Period
Johns Lyng Group Limited	10 Amiens Road, Clontarf NSW 2093	Length: 54 metres (no signs) Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	30 January 2024 to 20 May 2024
Lords Property Group Pty Ltd	4 Collaroy Street, Collaroy NSW 2097	Length: 22 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	5 February 2024 to 28 July 2024
Izabella Dantas	37-43 Federal Parade, Brookvale NSW 2100	Length: 25 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	27 January 2024 to 23 February 2024
Intrec Management Pty Ltd	Stella Maris College, 52 Eurobin Avenue, Manly NSW 2095	Length: 30 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	22 January 2024 to 10 March 2024
Tsingtao Builders Pty Ltd	9 Ernest Street, Balgowlah Heights NSW 2093	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	5 February 2024 to 1 August 2024
St Bernard Constructions Pty Ltd	26 Avon Road, Dee Why NSW 2099	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri	1 March 2024 to 1 August 2024

Applicant	Location	Works Zone Length and Time	Requested Period
HR Building Pty Ltd	8 Battle Boulevard, Seaforth NSW 2092	Length: 14 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	5 February 2024 to 29 July 2024
Bluzone Constructions	195 Sydney Road, Fairlight NSW 2094	Length: 25 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	5 February 2024 to 3 March 2024
Momentum Project Group Pty Ltd	52-56 Darley Road, Manly NSW 2095	Length: 20 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	19 February 2024 to 18 March 2024
Jayde Elizabeth Sadler	9 Lower Beach Street, Balgowlah NSW 2093	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	12 February 2024 to 13 October 2024

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the delegated approval or Works Zones described above.

ITEM 5.2	ONGOING ACTIONS UPDATE
-----------------	-------------------------------

REPORT

The previous matters have been raised during General Business and this report provides an update on the progress of the items raised:

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
TRANSPORT FOR NEW SOUTH WALES CONTROLLED ROAD NETWORK :				
7.2.23	6.4	4 Delmar Parade, Dee Why – Development Application Samantha Morley is still waiting for Peter Carruthers' response re: the final decision regarding turning ban/median closure options. Ongoing	TfNSW	6/2/24 Pending
7.2.23	6.6	Hilmer Street, Frenchs Forest – stop line Queue sensors are still waiting to be installed. Ongoing	TfNSW	6/2/24 Pending
4.7.23	6.3	Forest Way, Belrose – pedestrian safety On behalf of MP's Michael Regan's and Matt Cross' requests, Sally Carmody has asked TfNSW to look into this matter urgently, due to pedestrian safety issues on Forest Way. An extension of the 40km/h School Zone is being considered for Wakehurst Public School, ie: lengthen it to extend to Forest Way and potentially onto Forest Way. 6/2/24: Sally Carmody requested that she be advised of any incoming responses from TfNSW re: the Wakehurst Parkway upgrade, and requests that her emailed questions to the Traffic Committee regarding Wakehurst Parkway be included in the Minutes. Sally Carmody enquired when the 40km school zone can be extended. Clr Jose Menano-Pires advised the extension of the 40km school zone will take a while, even though it has been reviewed by TfNSW. Ongoing	TfNSW	6/2/24 Pending

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
10.10.23	6.2	<p>Relocation of Bus Stops along Narrabeen Park Parade, North Narrabeen</p> <p>6/2/24: James Makasiale requested whether the buses can be re-routed to go up further into Cook Terrace and past the hospital (travelling north), as buses are encroaching on the wider footpaths and driveways, especially around the corner where possible head-on collisions may occur due to parked cars on the roadside, which has become a major safety issue.</p> <p>Craig Sawyer said that even though it is not Council's decision, Council does work with the bus companies, and we can consult with TfNSW to request moving the existing bus stop further north to Cook Terrace, cnr Narrabeen Park Parade.</p> <p>Ongoing</p>	<p>TfNSW</p> <p>Keolis Downer</p>	<p>6/2/24</p> <p>Pending</p>
10.10.23	6.3	<p>Wakehurst Parkway, Deep Creek, North Narrabeen – Safe Road Crossing</p> <p>There is no safe crossing for bike riders at this location. To cross the road from the northern side bike trails to the formal trail around Narrabeen Lagoon, mountain bikers need to either cross Wakehurst Parkway between fast-moving high-volume traffic, or cross over the narrow vehicle bridge and then access the under-bridge path. Both options are dangerous and a better solution needs to be found</p> <p>It was noted that a makeshift path had been constructed by cyclists under the bridge.</p> <p>Sam Morley advised that this matter is currently sitting with management in TfNSW. An update to Michael Regan's office will be given shortly.</p> <p>6/2/24: Sam Morley advised she will update the Traffic Committee about this matter as soon as possible.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>6/2/24</p> <p>Pending</p>

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
5.12.23	6.5	<p>Oxford Falls Road/ Dreadnought Road, Oxford Falls – pedestrian safety improvements</p> <p>Sally Carmody requested that this matter remain on the monthly “Ongoing Actions Update” list until the Wakehurst Parkway upgrade has been completed and requested the Traffic Committee keep her informed with monthly updates.</p> <p>Ongoing</p>	<p>Council</p>	<p>6/2/24</p> <p>Pending</p>
5.12.23	6.8	<p>Pittwater Road, North Manly – pedestrian refuge</p> <p>Adele Heasman requested an update on the pedestrian refuge at this location.</p> <p>Samantha Morley, TfNSW is waiting for the updated design and will advise Adele Heasman of any outcomes.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>6/2/24</p> <p>Pending</p>

RECOMMENDATION

That the Traffic Committee notes the Updated Actions Table.

REPORTING OFFICER	SPECIALIST ADMINISTRATION OFFICER - BUSINESS SUPPORT
TRIM FILE REF	2024/117698
ATTACHMENTS	NIL