



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 6 AUGUST 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 'Campbell Pfeiffer'.

Campbell Pfeiffer
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 – Senior Network & Safety Officer	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

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 Dolma Negi
Traffic Engineer	Ms Jackline Shahho
Traffic Officer	Mr Luke Nickson
Traffic Officer	Ms Gabriela Grano
Traffic Officer	Mr Linji Chen
Traffic Officer	Mr Nicholas Murace
Engineering Intern	Mr Malik Elatrach
Road Safety Officer	Ms Robynann Dixon
Road Safety Officer	Ms Pavica Kupcak
Strategic Transport Coordinator	Ms Felicity Shonk
Transport Project Officer	Ms Kajal Todd
Transport Project Officer	Mr Alex Yuen
Manager - Rangers	Mr Roy Cottam
Coordinator - Rangers	Mr Michael Davey
Specialist Administration Officer	Jordan Dussek
	Coral Appel

Visitor

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

to be held on Tuesday 6 August 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 the Northern Beaches Council Local Traffic Committee Meeting held on 2 July 2024.....	3
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	6
4.1	Curl Curl Ward - Federal Parade, Brookvale - Raised Pedestrian Crossing	6
4.2	Curl Curl Ward - Lawrence & Rowe Street, Freshwater - Lane Delineation & Traffic Calming.....	17
4.3	Frenchs Forest Ward - Glenaeon Avenue, Belrose - Lane Delineation	39
4.4	Frenchs Forest Ward - Fitzpatrick Avenue East, Frenchs Forest - No Entry to Warringah Road.....	43
4.5	Frenchs Forest Ward - Kentwell Road, Allambie Heights - 90° Angle Parking and Bollards.....	94
4.6	Frenchs Forest Ward- Glen Street, Belrose - Pedestrian Refuge.....	100
4.7	Frenchs Forest Ward - Skyline Place, Frenchs Forest - Raised Pedestrian Crossing	105
4.8	Manly Ward - Ocean Lane, Manly - No Parking	111
4.9	Manly Ward - Griffiths Street, Fairlight - No Parking Motor Vehicles Excepted	118
4.10	Manly Ward - West Street, Balgowlah - Timed Parking.....	123
4.11	Manly Ward - Cove Avenue, Manly - No Parking Restrictions.....	128
4.12	Narrabeen Ward - Long Reef Headland Access Road, Narrabeen- No Parking Vehicle Washdown Excepted.....	134
4.13	Narrabeen Ward - Dumic Place, Cromer - Timed Parking.....	137
4.14	Pittwater Ward - Cabbage Tree Road and Pittwater Road Bayview - Black Spot Project.....	140

4.15	Pittwater Ward - Park Avenue, Avalon Beach - Two-way Barrier Line Extension.....	191
4.16	Pittwater Ward - Pacific Road, Palm Beach - No Stopping and Intersection Linemarking	195
4.17	Pittwater Ward - Forest Road, Warriewood - Raised Pedestrian Crossing	198
5.0	MATTERS FOR NOTATION	206
5.1	Report - Ongoing Actions Update	206
5.2	Report - Approved Workzones.....	211

NEXT MEETING Tuesday 3 September 2024

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

2.1 MINUTES OF THE NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING HELD ON 2 JULY 2024

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee Meeting held on 2 July 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.

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	CURL CURL WARD - FEDERAL PARADE, BROOKVALE - RAISED PEDESTRIAN CROSSING
-----------------	--

GEOCODES: -33.758815, 151.274300

REPORT

BACKGROUND

Council has received concerns from Brookvale Children's Centre regarding pedestrians, especially children's safety, while crossing Federal Parade, Brookvale.

LOCATION

- Federal Parade is a local road with an average width of 8m and a speed limit of 50 km/h.
- Federal Parade has an existing 1.5m wide footpath on both the northern and southern sides of the street.
- The surrounding area along Federal Parade at the subject location is low-medium density residential housing with Brookvale Children's Centre and Brookvale Park.

ISSUES

- There are concerns about the children's safety while crossing Federal Parade, Brookvale.
- Concerns were raised that the Federal Parade is too busy with vehicle traffic.

PROPOSAL

Council has undertaken a review of the location and issues and proposes removing the existing Pedestrian Refuge on Federal Parade and constructing a raised pedestrian crossing in its place. This will provide a greater level of safety and clearer priority for pedestrians crossing the road. In addition, Council proposes the installation of a new footpath (approximately 30m west of the proposed pedestrian crossing) as part of the evacuation plan for the Childcare 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 facilities and positively impacts walking paths.

CONSULTATION

Consultation was conducted through Council’s Your Say page with 52 responses. Letters were distributed to 272 homes near Federal Parade. The full engagement report is seen as Attachment 2 – Engagement Report.

FINANCIAL CONSIDERATIONS

If approved, this proposal currently unfunded and will be considered for funding in the 2025/26 New Traffic Facilities Program subject to program priorities. Should suitable grant funding become available, staff will consider this project for that opportunity within available resources.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed when funding is available.

RECOMMENDATION

That the Traffic Committee supports the:

1. Removal of the existing Pedestrian Refuge and construction of a raised pedestrian crossing in its place.
2. Installation of a new footpath (approximately 30m west of the proposed pedestrian crossing) to support the evacuation plan for the Childcare Centre.

Reporting officer	Engineer - Traffic
TRIM file ref	2024/513892
Attachments	1 Plan 2 Engagement Report



* NOT TO SCALE



PROPOSAL

Federal Parade, Brookvale
 Remove the Existing Pedestrian Refuge and Install Raised Pedestrian Crossing and Construction of a new Footpath



northern beaches council

DRAWN	LK	APPROVED	<i>P. Deva</i>
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	09/04/2024



Community Engagement Summary Report

Project name	Safer Neighbourhoods, Federal Parade, Brookvale
Consultation period	18 April – 21 June
Background	<p>We received concerns from the local community regarding pedestrian safety when crossing Federal Parade, Brookvale. As a result, we undertook a review of the site and proposed to remove the existing pedestrian refuge on Federal Parade and replace it with a raised pedestrian crossing. This will provide a greater level of safety and clearer priority for pedestrians crossing the road.</p> <p>We are also proposing to install a new footpath (approximately 30 metres west of the proposed pedestrian crossing) as part of the road safety improvement project.</p> <p>A letter and Blink form link was sent to 34 local residents on 18 April 2024; and another letter was sent to a wider distribution area (272 residents) on 20 May 2024 pointing to our project Your Say page and encouraging feedback. Stakeholder meetings/calls were also held with Brookvale Children’s Centre.</p>
Total number of submissions	52 people provided responses via both the Transport Blink form and the Have Your Say page.
Project support	<p style="text-align: center;">Level of support</p> <p style="text-align: center;"> ■ I do not support this proposal ■ I support this proposal </p> <p style="text-align: right;">Total responses = 52</p>
Summary of findings	<p>Over 98% of respondents were in favour of the proposed raised pedestrian crossing, stating that it was required to improve pedestrian safety.</p> <p>Most respondents cited the need to slow traffic in the area due to the number of school children in the vicinity. It was noted by the majority of respondents that a raised pedestrian crossing would make it easier for childcare; playground; school users and general pedestrians to safely cross the street. Safety and a more pleasant user experience was the dominant theme in all submissions.</p>



	Only one respondent (less than 2%) did not support the proposal stating that a pedestrian refuge would be more suitable, which would mean maintaining the status quo.
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 to read format. The page was promoted through resident letters and on our website via the "Your Say" Page.</p> <p>Feedback was captured through an online submission form. 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. Emails and written submissions were also invited. Contact details were provided should people have questions.</p>
Signs	Five signs were installed on-site during the engagement process and removed after the submission deadline.

* <https://yoursay.northernbeaches.nsw.gov.au/safer-neighbourhoods-federal-parade-brookvale>

How we notified	
Properties notified by letter	306 letters to 272 properties
Visitors to Your Say page	286 unique visitors

Findings		
Theme	What we heard	Council response
Retain Pedestrian Refuge Island	One resident expressed a view that a pedestrian refuge island is the more desirable option at this location.	Raised pedestrian crossings are preferable to a pedestrian refuge as pedestrians have a priority over motor vehicles when they cross. Motorists have to stop until pedestrians complete their crossing. This proposal will provide a greater level of safety and





		clearer priority for pedestrians crossing the road. The change has been supported by the adjacent childcare centre with the pedestrian refuge found to be unsafe for users of the centre.
Pedestrian Safety	<p>Most of the submissions highlighted that the proposed raised pedestrian crossing is an efficient traffic calming measure and is much better than a pedestrian refuge for ensuring pedestrian safety. This crossing makes it apparent to drivers that they need to be cautious at this spot, even if there are no pedestrians in sight.</p> <p>Some residents pointed out that this will make the street safer and more pleasant for pedestrians.</p> <p>Some residents also noted that the proposed crossing will provide a safer route for children and families who are using the local playground, going to and from Brookvale Public School, St. Augustine's School, and Brookvale Children's Centre. It will also offer a safe crossing for local residents walking to bus stops on Pittwater Road.</p>	Council undertook a review of the location and proposed removing the existing pedestrian refuge and constructing a raised pedestrian crossing in its place. It is agreed that this will provide a greater level of safety and clearer priority for pedestrians crossing the road.
Speeding	<p>Some respondents requested additional traffic calming measures in the area to slow down traffic further.</p> <p>Some residents have pointed out the need for a speed limit reduction to 30 km/hr along Federal Parade, around</p>	The need for additional traffic calming is beyond the scope of this project however we can investigate the need for further traffic calming separately. The proposed raised crossing will assist to slow down motorists using Federal Parade.





	Brookvale (Four Pines) Oval, and past the local schools.	Transport for NSW (Transport) is the only roads authority with powers to set or amend speed limits in NSW. A 30km/h speed limit is not widely implemented, and their use is reserved for areas where there are very high pedestrian volumes. While we agree that lower speeds improve safety before a lower speed limit can be introduced Transport would require that traffic calming measures were present to physically enforce the lower speed limit environment.
Trees and vegetation obstructing visibility	Concerns were raised about the tree growing on the Brookvale Children's Centre side (northern side) of Federal Parade as it obstructs the view of oncoming traffic. This makes it difficult for pedestrians to cross as they must be very close to the road to see approaching vehicles. It was requested that the pedestrian's ability to properly see and judge whether it is safe to cross should also be considered.	The tree is on the departure side of the crossing so the view to approaching traffic is not impacted. The proposal also includes small kerb blister islands which will mean pedestrians can stand proud of the kerb and clear of the tree before being exposed to traffic.

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

Question raised in feedback	Council's answer
Can you look at the pathways around these areas and St Augustine's School. Consul Road and Federal Parade have poor walkways, no crossing anywhere and at school times is sheer dangerous with all ages of children, dogs, parents getting children to school whether walking or driving.	We propose the installation of a new section of footpath (approximately 30 metres west of the proposed pedestrian crossing) to provide an enhanced pedestrian connection and aid the evacuation plan for the Childcare Centre. There is an existing footpath connection along the full length of at least one side of Federal Parade. To ensure we best meet our community's pedestrian needs,





	<p>Council adopted the Northern Beaches Walking Plan (The Plan) at its meeting on 16 April 2019. The Plan was developed based on an audit of the current network and future walking links to connect our community to local destinations.</p> <p>As we currently have over 920km of roads with no footpath, The Plan informs the way footpath priorities across the Northern Beaches are set and lists the proposed future footpath program based on available funding every financial year.</p> <p>The construction of a footpath on Consul Road has not been included in The Plan at this stage due to the large number of footpaths that have been included as a higher priority.</p> <p>The request for a pathway on Consul Road has been recorded for when we undertake a review of the walking network and it may be considered for inclusion in The Plan at a future time.</p>
<p>Would you please also consider installation of another speed bump and speed limit reduction to 30km/h along Federal Parade and around the oval and past the schools.</p>	<p>We will investigate the need for further traffic calming on Federal Parade The proposed raised crossing will help to slow down motorists.</p> <p>Transport of NSW is the only roads authority able to set or amend speed limits in NSW, we are in regular communication with Transport on local speed limits.</p>

Verbatim Responses received via Online Blink Survey form

** Note 29 out of 52 submissions made comments other than answering the project sentiment question and these are shown below.*

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

No.	Comment / Submission
1	Though I do not use this street, I remember it as a ratrun. With children from the local St. Augustines walking to and from school I imagine a refuge island the more desirable option.





No.	Comment / Submission
2	Seems as though it will slow traffic down, plus new 30 m path will make it easier for Childcare centre users/ pedestrians to make their way safely along that side of the street.
3	This will make the street safer and more pleasant for pedestrians.
4	I support this initiative to make it safer for pedestrians
5	Great idea converting the refuge island to a pedestrian crossing. It would be nice if yiu altered the design slightly to reduce the crossing distance and make the crossing one grade between the top of kerbs. Could easily be achieved by removing the refuge blister islands.
6	However, whilst you are there can you look at the pathways around these areas and Saint Augustines. Consul road and Federal Pde have poor walkways, no crossing anywhere and at school times is sheer dangerous with all ages of children, dogs, parents getting children to school whether walking or driving. Also, the gym equipment is used so regularly but is so poor. When you look at other areas with the newer equipment, it is much better. This area is so busy for fitness from school kids to adults. Please consider upgrading. Thank you
7	As a car driver, I support this proposal. Raised pedestrian crossings are an effective traffic calming device and far superior to a pedestrian refuge for protecting pedestrians. Better to be forced to slow down in my car than hit a pedestrian, particularly a child. This device makes it clear to the driver they must take care at this location, even if they cannot see any pedestrians.
8	This will make the the crossing much safer than the pervious situation. A raised crossing is also required at Manly Boy Charlton pool and at Harris Farm on Pittwater Road as well
9	Great Idea
10	We would really LOVE some pedestrian crossings within Brookvale Arts District, as mentioned repeatedly before. We are even offering to paint them for you! Make them arty!? There is literally NOWHERE safe to cross the roads in BAD Brookvale East – and with more venues and foot traffic than ever before this needs to be addressed, someone WILL get hurt.
11	yes please lots of children around and people drive too quick along this road.
12	This is a much needed addition. All Positive feedback from me. It doesn't take away any car parks, but makes the whole area safer and more accessible. I have two kids at the Brookvale Children's Centre Federal Parade and feel this will make the road crossing and walk to the street parks much safer and easier. Thank you!
13	This crossing will be safer for children and families using the local playground, going to and from Brookvale public school, St Augustines and Brookvale Childrens Centre. It also creates a safe crossing for local residents walking to bus stops on Pittwater Road.
14	I live in Brookvale and I am raising 3 young children who attend the local daycare, preschool and primary school all within the Federal Parade area. I have resided here for the last 2 years and worry about the speed at which the cars move down Federal Parade and Pine Avenue.





No.	Comment / Submission
	<p>I support the proposal but also being a resident on federal parade I believe there should also be a speed bump before and after our street to slow down the traffic further.</p> <p>From what I have witnessed it is manly the youth that speed up along this street so if you could place more measures to stop them, not just one - all residences would greatly appreciate it.</p> <p>Many thanks for your support.</p>
15	<p>I'm very concerned about the safety of my children in this area, so many speeding cars in this area where there is a day care centre and pre-school in the same road.</p>
16	<p>As a parent that crosses that road every morning and afternoon with my small children, this would be a great outcome.</p>
17	<p>I cross this road a few times a day and currently cars don't stop. Pedestrian crossing will be great. Plus families of the childcare centre and local school cross daily. This supports our commitment to their safety.</p>
18	<p>We are very fearful when crossing this street. There are lots of negligent drivers, most seemingly attached to St Augustines, that accelerate as fast as possible along this straight road. Kids and caregivers are constantly crossing this road between council sites...I mean it's right on a playground too!</p>
19	<p>Although I was unaware that this was being raised with Council, I 100% support this initiative. Both my kids go to this center and my wife and I juggle pickups that require crossing here pretty much daily. Cars along this stretch of Federal Pde regularly exceed the speed limit which poses a safety danger for young children (and adults) crossing the road. This plan would be universally embraced by all parents in the area, not only those whose kids go to the adjoining centre.</p>
20	<p>Would you please also consider installation of another speed bump and speed limit reduction to 30km/h along Federal Pde and around the oval and past the schools. I live at [REDACTED] and have 3 children and have found it very dangerous on the Road here with which everyone drives past at all times of the day and night.</p> <p>Thank you</p>
21	<p>I have two children in attendance at Brookvale Children's Centre, one is across the road which means daily crossings in peak hour while holding an infant. It can be very dangerous at times especially when buses pass.</p>
22	<p>Relieved that the crossing is going to be added between the two centres. On many occasions, cars have cut the corner going too fast from Shackel Avenue and we have only narrowly avoided an accident while crossing the road with my children. It is only a matter of time before someone is seriously injured or killed without intervention.</p>
23	<p>Excellent proposal to make arrival and departed from the centre safer for children , families and staff. As a parent and staff member at the Centre it will improve safety outcomes for all and make navigating the road around the Centre easier especially with speeding cars who can not see the current pedestrian island.</p>
24	<p>I support this and use this crossing area everyday! Please implement as quickly as possible. Also there is probably a need for another speed bump further down the road between Binba Place and Alfred Rd. The school traffic</p>





No.	Comment / Submission
	going in and out of St Augustine's is terrible and people speed along this road, it is reckless. Thank you for helping to improve the safety of our community.
25	<p>Thank you for planning this. I support.</p> <p>I will also note as an extra comment that the tree which grows on the Brookvale Children's Centre side (not Brookvale Pine Preschool side) also hides oncoming traffic until the last second. It makes it tricky to cross as the pedestrian must almost be on the road to be able to see oncoming vehicles. Please also consider the pedestrian's ability to view and judge whether it is safe to cross.</p> <p>Please do not print or share my personal details.</p>
26	Brilliant idea as this connects two daycare centres, as well as a huge pathway for a primary school and secondary. This would make it safer for all young kids and families
27	Extremely necessary! This area is so dangerous for young children and families
28	<p>My child attends Brookvale Preschool and previously was at the Brookvale Children's Centre - I fully support this proposal to make it clearer that pedestrians have priority.</p> <p>Especially as it's not only used by the Children's Centre and Preschool across the road but there is a playground that other children also use.</p>
29	This would make it a lot safer for the family who use this crossing daily.

Document administration	
Version	1.0
Date	16 July 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 4.2 CURL CURL WARD - LAWRENCE & ROWE STREET, FRESHWATER - LANE DELINEATION & TRAFFIC CALMING

GEOCODES: -33.778193, 151.280249, -33.778176, 151.278575, -33.779085, 151.278832 & -33.780200, 151.278553

REPORT

BACKGROUND

Council has ongoing concerns from local residents regarding the inappropriate speed of vehicles and reduced visibility in sections of Lawrence and Rowe Street, Freshwater. Further, the existing conditions present a 'rat run' to and from Harbord Road at the northern end and Pittwater Road at the southern end with residents reporting vehicle speed, consistent breaches of the No Right Turn restriction into Lawrence Street and dangerous driving affecting pedestrian and road safety.

Recent improvements to the existing speed zone signage and linemarking has been installed in Rowe Street and Lawrence Street. Staff have also reviewed the signage related to the AM Peak right turn ban from Harbord Road into Lawrence Street and have issued a work instruction to provide improved signage to reinforce the restriction at this intersection.

Staff have also forwarded the Traffic Management Plan to TfNSW to consider the PM right turn ban from Pittwater Road North Manly into Girard Street.

LOCATION

- Rowe Street varies in width from 9.6-9.8 metres, with double barrier lines located from the northern intersection with Palomar Parade and around the bend to near Harbord Road. Vehicles parked in the section between Palomar Parade and the bend to Lawrence Street, would effectively be parked within three metres of the double barrier lines.
- Rowe Street provides a link between Harbord Road and Pittwater Road and one of the only streets that provide access to the residential area, as well as the commercial/industrial area, which is located at the southern end of the area near Pittwater Road. This includes Girard Street, Rowe Street and Palomar Parade. The northern end of Rowe Street becomes Lawrence Street near the intersection with Harbord Road. The two roads join at a tight bend on a steep gradient at a point where the road narrows to around 9.3m in width.
- Lawrence Street is of variable width but typically 10m to 11m in width with parking permitted on both sides. Lawrence Street meets Rowe Street on a tight bend on a significant slope. The Traffic Committee approved the introduction of unbroken yellow No Stopping lines around this bend.
- A 40km/h traffic calming scheme has been in place on Rowe Street for many years. This consists of entry thresholds as well as an intermediate raised threshold located near No.24 Rowe Street. A 40km/h local traffic speed limit applies to Girard Street, Rowe Street and Palomar Parade.
- The grades on Rowe Street are steep with a low-speed corner signposted with a 35km/h advisory speed sign, a raised threshold between the Palomar Parade intersection and the bend and a median island at the intersection with Waine Street and Palomar Parade.
- Girard Street has commercial/industrial uses on both sides, with 'No Stopping' restrictions on the western side of the street, due to the narrowness of the street. It provides the connection for Waine Street, Rowe Street and Palomar Parade to Pittwater Road.
- 'No Stopping' is signposted in Rowe Street near the intersection with Waine Street/Palomar Parade from the start of the double barrier lines, approximately 40 metres north of the intersection, to the statutory distance in Waine Street and Palomar Parade on the northern side.

- Rowe Street is subject to a 3-tonne load limit and has a cul-de-sac at the southern end which provides access to commercial /industrial properties located along the southern side of the street.
- Speed humps and a 40km/h speed limit have been introduced along the two roads to manage speeds.
- Traffic data reveals peak hour volumes well in excess of 400 vehicles per hour using Lawrence Street, Rowe Street and Girard Street. This volume of traffic on these roads is hazardous.
- There is a strong right turn movement into Lawrence Street from Harbord Road in the am peak (207 vehicles in the hour between 7:30am and 8:30am). This traffic is making this turn to avoid congestion on Oliver Street and much of it exits left out of Girard Street onto Pittwater Road (194 vehicles per hour between 7:30am and 8:30am).
- There is a strong right turn movement into Girard Street from Pittwater Road in the pm peak (190 vehicles in the hour between 4:30pm and 5:30pm). This traffic is making this turn to avoid congestion on Oliver Street and much of it exits left out of Lawrence Street onto Harbord Road (232 vehicles per hour between 4:30pm and 5:30pm)
- Crash data reveals a number of crashes involving the right turn into Girard Street. Between 2010 and December 2019 there were 12 right through crashes (RUM code 21) involving a vehicle turning right into Girard Street with 10 of those occurring between 3pm and 7pm. Over this timeframe there has only been one crash involving a right turn out of Girard Street. Banning the right turn into Girard Street in the pm peak would address this crash problem while reducing the traffic volume in Girard Street to below the 300 vehicles per hour desirable maximum for a local road.
- Northern Beaches Council Local Traffic Committee approved proposed item 4.8 on 7 June 2022, for speed cushions to be installed outside the boundary of No.18 & No.20 Rowe Street, south of the intersection of Palomar Parade, Freshwater. Additionally, outside No.12 Rowe Street, Freshwater. To enhance the visibility of the speed cushions, warning signs are included in the proposal. Further, to improve visibility concerns, install approximately 18 metres of No Parking beginning on the existing power pole FF46612 outside No.16 to the north side of the driveway at No.18 Rowe Street, Freshwater. However, the item was not installed due to multiple resident requests.

ISSUES

- Local residents have raised ongoing concerns in relation to excessive speed and dangerous driving.
- High volumes of traffic use Rowe Street and Lawrence Street in peak periods to short cut between Harbord Road and Pittwater Road. Morning and afternoon traffic increases due to the 'rat run' to improve travel time to an alternative access to Pittwater Road or Lawrence Street, rather than queue on Oliver Street, Freshwater.
- Traffic and speed counts were undertaken on Rowe Street and the results indicate inappropriate speeds.
- A review indicates there has been one accident, at the intersection of Girard Street and Rowe Street, Freshwater in 2011.
- The high residential densities lead to high demand for on-street parking with some residents resorting to parking too close to the bend where the two roads meet.
- The narrow width of the road in the vicinity of the bend means vehicles are often parked too close to existing unbroken centrelines.
- Parked vehicles impede sight lines from driveways sited close to the bend which are already obstructed by the topography.
- Lack of enforcement.

PROPOSAL

Council has undertaken a review of the location and proposes that speed cushions be installed outside the boundary of No.18 & No.20 Rowe Street, south of the intersection of Palomar Parade, Freshwater. Additionally, outside No.12 Rowe Street, Freshwater. To enhance the visibility of the speed cushions, warning signs are included in the proposal. Further, to improve visibility concerns, install approximately 18 metres of No Parking beginning on the existing power pole FF46612 outside No.16 to the north side of the driveway at No.18 Rowe Street, Freshwater. The above proposal was approved by Council's Local Traffic Committee as Item 4:8 on 7 June 2022. However, due to ongoing concerns raised by residents, Council did not proceed with installation.

An additional review has since been completed. Council proposes a raised pedestrian crossing at the intersection of Lawrence Street and Harbord Road, a raised speed hump outside No.126a Lawrence Street, upgraded lane delineation outside No.126 to No.128 Lawrence Street, a raised speed hump outside No.10 Rowe Street and a raised speed hump at the intersection of Rowe and Waine Street, Freshwater

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

A Community Engagement was undertaken within the vicinity of the location providing notification of the proposed changes. Letters were distributed to 1,062 properties notifying residents of the proposed changes and there were 492 visits to the 'Your Say' page. The responses are noted in Attachment 2 – 2024 Community Engagement Summary Report - Safer Neighbourhoods - Lawrence & Rowe Streets, Freshwater.

FINANCIAL CONSIDERATIONS

If approved, this proposal currently unfunded and will be considered for funding in the 2025/26 New Traffic Facilities Program subject to program priorities. Should suitable grant funding become available, staff will consider this project for that opportunity within available resources.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed when suitable funding is identified.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of speed cushions outside No.12 Rowe Street, Freshwater with applicable TfNSW approved warning signs.
2. Installation of a raised pedestrian crossing at the intersection of Lawrence Street and Harbord Road, Freshwater with applicable TfNSW approved warning signs.

3. Installation of a raised speed hump outside No.126a Lawrence Street, Freshwater with applicable TfNSW approved warning signs.
4. Upgrade of lane delineation with the installation of edge lines, outside No.126 to No.128 on both sides of Lawrence Street, Freshwater
5. Installation of approximately 18 metres of No Parking beginning on the existing power pole FF46612 outside No.16 to the north side of the driveway and a Watts profile speed hump outside the boundary of No.18 & No.20 Rowe Street, south of the intersection of Palomar Parade, Freshwater with applicable TfNSW approved warning signs.
6. Installation of a raised speed hump outside No.10 Rowe Street, Freshwater with applicable TfNSW approved warning signs.
7. Installation of a raised speed hump at the intersection of Rowe and Waine Street, Freshwater with applicable TfNSW approved warning signs.

Reporting officer	Traffic Officer
TRIM file ref	2024/510108
Attachments	1 Lawrence & Rowe Street, Freshwater - Plan 2 2024 Community Engagement Summary Report - Safer Neighbourhoods - Lawrence & Rowe Streets, Freshwater

ATTACHMENT 1 : LAWRENCE & ROWE STREET, FRESHWATER - PLAN - ITEM 4.2 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 6 AUGUST 2024





Community Engagement Summary Report

Project name	Safer Neighbourhoods - Lawrence & Rowe Streets, Freshwater
Consultation period	15 May – 12 June 2024
Background	<p>This local road safety project aims to introduce traffic calming measures that will reduce speed and through traffic, and prevent rat running through Lawrence and Rowe Streets, Freshwater.</p> <p>We have conducted investigations in this area after receiving several concerns from local residents. We have put together concept plans that aims to address the speed and visibility of vehicles to improve safety in this area. See what we're proposing, and the concept plans below.</p>
Total number of submissions	<p>63</p> <p>62 via Blink Form 1 email</p>
Project support	<p>A horizontal bar chart showing the distribution of responses. The x-axis represents percentages from 0% to 120% in 20% increments. The y-axis is labeled 'Total'. There are two bars: a blue bar representing 'I support this proposal' at 84%, and an orange bar representing 'I DO NOT support this proposal' at 16%. A legend below the chart identifies the colors. The text 'Total responses = 62' is located at the bottom right of the chart area.</p>
Summary of findings	The feedback received during consultation indicated a high level of support for the local road safety project. 84% of respondents supported the proposed traffic calming measures and said it was much needed in the area.
Engagement approach	<p>The engagement was planned, implemented and reported in accordance with Council's Community Engagement Strategy (2022).</p> <p>A Your Say project page was established with information provided in an accessible and easy to read format.</p> <p>Local residents received notification letters requesting feedback on the proposed traffic calming measures.</p>





	<p>The project was primarily promoted through our regular email newsletter (EDM), media channels and signage in the affected location to reach those travelling frequently through the area.</p> <p>Feedback was captured through the Blink Form embedded onto the have Your Say project page. The form included a question that directly asked respondents for their level of support on the proposed changes. We also invited comment through email and in writing.</p>
--	---

How we notified	
Properties notified by letter	1,062 letters
Visitors to Your Say page	492 visits

Findings		
Theme	What we heard	Council response
Extend traffic calming measures to other areas	Some respondents suggested implementing traffic calming measures in Waine Street, Wyndora Street and Oliver Street.	These requests are noted but are beyond the scope of this proposal. Council has been and continues to consider options for separate Transport management proposals on Oliver Street and for works towards introduction of a 40km/h speed zone in the Freshwater area
Pedestrian safety	<p>Most respondents felt the proposed traffic calming measures would improve pedestrian safety.</p> <p>Some respondents suggested a pedestrian crossing at the intersection of Rowe and Waine Street.</p>	Noted- The proposed speed hump on Rowe Street at Waine Street will create a safer environment for pedestrians to cross Rowe Street. The location of driveways, trees and drainage pits makes siting a raised pedestrian crossing at this intersection difficult.
Parking	People commented on the lack of on street parking and cars	There is a high demand for on-street parking due to the high proportion of units in the area,





	parked illegally which limits visibility of vehicles.	many of which have limited off-street parking some of which is used for purposes other than parking. The high parking demand leads to illegal parking activity. This can be managed by Council's Rangers
Enforcement	Some respondents commented on the Right hand turn from Harbord Road onto Lawrence Street and the need for monitoring.	The Police are aware of the location and do conduct enforcement activity within the limits of available resourcing. Council staff have requested an increased Police presence at the location to increase compliance levels.

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

Question raised in feedback	Council's answer
Can you please trial a sign board or two with "your" speed, pass fail smiley face display.	Council does use Variable Message Signboards (VMS) to educate motorists about their speeds in problem locations. Should the current proposals not be progressed Council may use the VMS in Lawrence and Rowe as an alternate option.
Further, previous Council approved remedy included No Parking from approximately No.16 Rowe Street to 22 Rowe Street providing clearer visibility on exit for those houses uphill of the blind bend. I notice this has been removed and question why this is so?	Council is currently reviewing the subject location and as part of the wider road safety upgrade this proposal remains under consideration by Council
Have the prior concerns raised about cars speeding around the corner, where Lawrence Street, meets Rowe Street, been addressed in this plan?	The proposed works are intended to create a lower speed environment throughout Lawrence and Rowe Streets including for vehicles travelling around the bend.
This plan still does not address the need for residents to cross the road safely on Rowe Street. The pedestrian crossing proposed, will not help residents with children, needing to cross to 26-28 Rowe	There is a continuous footpath along the eastern (odd numbered) side of Rowe Street and the south side (even numbered) of Lawrence Street. It is not possible to construct pedestrian





<p>Street, given there is no path on this side. This is a very dangerous part of the road, given the blind spot here.</p>	<p>crossings at every point where pedestrians might want to cross the road. It is acknowledged that there are sight line issues for pedestrian wanting to cross near the tight bend where Rowe Street meets Lawrence Street, however, these sight line issues mean the location is inappropriate for a marked pedestrian crossing.</p> <p>Pedestrians wishing to cross should do so at a location where sight lines are adequate.</p>
<p>The raised speed bump proposed to be installed outside number 10 Rowe should be moved further up the hill. On this picture, it looks like it is to be installed outside number 16 which would be more effective in my opinion. Please do confirm.</p>	<p>The reference to No.10 on the concept plan is a typographical error. The raised speed hump is proposed to be installed at No.16</p>
<p>This existing speed bump north of the intersection of Rowe Street and Palomar Parade is highly ineffective.... Cars seem to speed up after going over it. Can this also be upgraded to be made more effective as part of the proposed works?</p>	<p>Yes, the speed hump which is currently present at this intersection, and which covers only the western side of the road is proposed to be reconstructed and will both the north and southbound travel lanes. It should be a more effective traffic calming device.</p>
<p>What I am not clear about is if having the hump includes no parking either side of it - is this what you mean by 'parking delineation'?</p> <p>Can you please explain this?</p>	<p>The edge line delineates parking from the trafficable lane. The trafficable lane requires a 3 metres road width; therefore, the edge line delineates where it is legal and safe to park.</p>



Verbatim Responses received via Online Blink Survey form

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	Thank you for the proposal. I agree with all parts. The 40km signage is constantly ignored. The no right turn AM restrictions also needs more signage and enforcement.
2	I live on this street and fully support this proposal. This section of Lawrence Street has been dangerous for years with excessive speeding by cars regularly. I would also suggest reducing speed limit to 30 km/h to further protect young pedestrians and road users. Thanks for this initiative.
3	I support any reasonable proposal for making roads safer, particularly for school children pedestrians who I see alighting from the 166 bus, often distracted.
4	I am one of the residents who raised some of the highlighted concerns, specifically about the very high speeds with which cars from Freshwater drive along Harbord Road, which endanger those turning into Lawrence Street from Harbord Road
5	Whilst I am completely for improved traffic calming measures, I don't understand why Rowe and Lawrence require further traffic calming (there are three speed humps in this section) and other streets, such as Wyndora which I live, are still waiting for any kind of solution. This is despite multiple meetings and discussions with council and with Councillor Glanville. I would prefer action being made to the precinct as a whole, further efforts to make the whole precinct 40km/hr, and efforts to reduce traffic numbers and speed at accident blackspots (the Wyndora/Oliver roundabout) - with the addition of pedestrian accessibility at these spots (put zebra crossings on each exit to the roundabouts)
6	<i>No further comment provided</i>
7	There are also many utes and vehicles speeding up and down Waine Street. It is particularly hard to get in and out of apartment blocks as it is due to the amount of large trucks. The day care car park is also tricky and if people are speeding up and down it is a huge hazard. I would suggest speed bumps along Waine Street too.
8	This area feels dangerous to walk in due to high vehicle speeds and lack of visibility. I feel these changes will improve feelings of safety for pedestrians.
9	It would also be great to have a pedestrian crossing on the intersection of Rowe and Waine Street for everyone dropping their young children at the day care on the corner. There isn't an appropriate spot to cross with a lack of footpath for buggies.
10	I would also recommend a pedestrian crossing near the speed bump on the intersection of Rowe and Waine Street.
11	Fed of seeing people race through this street that's full of kids, also regularly get tailgated cycling up Rowe Street, more speed bumps please
12	<i>No further comment provided</i>
13	<i>No further comment provided</i>





No.	Submission
14	<p>1. Stop the right turn from Harbord Rd onto Lawrence Street altogether rather than installing a raised pedestrian crossing at the intersection of Lawrence St and Harbord Rd. This right turn is dangerous altogether and should not be allowed.</p> <p>2. Further, there is already a zebra crossing on Harbord Rd / Wilson St, why not making pedestrians to use this zebra crossing that is only about 5m away?</p> <p>3. I live/have lived on Waine St for 28 years. Based on my experience, I don't see how a raised speed hump at the intersection of Rowe and Waine St will assist with improving safety.</p> <p>4. I don't believe there is rat running through Lawrence and Rowe Streets.</p>
15	Numerous cars/ vans/trailers parked in our streets have created many concealed driveways, plus vehicles parking on nature strips are destroying our streetscapes and creating dangerous pedestrian conditions. Traffic calming devices are urgently need in many Freshwater streets, mine included.
16	Also please put a camera in to stop people turning right from Harbord Road into Lawrence St between 6 & 9 am Monday to Friday
17	Traffic slowing is sound and essential. Please consider further attention to the Oliver Street situation. Adam's Street leading to Oliver Street requires urgent vehicle slowing, also the adjacent side streets. Brighton Street particularly and Soldiers Avenue. Also, the yellow line marking for people that have no sense and park right up to busy intersections.
18	<i>No further comment provided</i>
19	Turning left into Lawrence Street from Harbord Rd has no line of sight for cars leaving the side road of Lawrence due to shrubs and trees that need to be pruned back it is quite dangerous. The no right turn needs monitoring as cars regularly turn there especially between 6am and 7am
20	As a resident of Waine Street, I regularly use this crossing, often with my two children. I believe these changes would make it much safer for us and others.
21	Thank you for proposing these changes. I live on Waine St and cross at this section multiple times a day with my children. The changes would make this so much safer for us and others.
22	<p>Additional safety reviews are required at the top of Waine Street at the sharp hairpin corner. Two issues (1) cars parking on the bend (in a clearly demarcated No Stopping zone) creating a dangerous blind spot on the corner when heading down Waine Street and (2) speeding up Waine which is still child and dog friendly.</p> <p>Recommend building out a raised concrete curb side so that it is not possible to park on the bend and second recommendation is to place a speed bump near the top of Waine Street approaching the corner to slow vehicles down in both directions.</p>
23	<p>The raised speed bump proposed to be installed outside number 10 Rowe should be moved further up the hill. On this picture, it is looks like it is to be installed outside number 16 which would be more effective in my opinion. Please do confirm.</p> <p>Also, this existing speed bump north of the intersection of Rowe Street and Palomar Pde is highly ineffective.... Cars actually seem to speed up after going over it. Can this also upgraded to be made more effective as part of the proposed works?</p>





No.	Submission
	Finally, it was proposed that a no right turn sign be installed on Pittwater Rd turning north into Girard St during the afternoon peak period. Can you please follow this up with the NSW Government?
24	I have never contacted the council regarding the matter, but I have had so many near misses trying to cross the road at the corner of Lawrence and Harbord Rod. It is incredibly dangerous for pedestrians, and I am very glad to hear that this is being addressed. I can't wait for the zebra crossing to be installed.
25	Agree, lots of people use a short cut through Lawrence Street and drive fast, however I think the speed bump at Rowe St no 16 is overkill....
26	<i>No further comment provided</i>
27	We have lived here for 40 years, and the traffic has more volume and has become a constant rat run. This will be great for reducing traffic.
28	Text indicates speed hump outside 10 Rowe St. Diagram indicates outside 16. Outside 16 is best. No parking area on NE side of lane opposite 16 Rowe St should be better delineated or No Stopping. It is often impossible to see traffic coming down the hill when exiting this lane especially if commercial vehicle parked north of lane
29	<i>No further comment provided</i>
30	I support this proposal and am thankful also, I have lived in Rowe Street for 24 years and have seen many poor driving displays with 90 % being on the bend where Rowe meets Lawrence Street. As per plan this will see still be open to the same behaviours. I believe a speed bump on the bend would easily be the best solution and would also have nil parking spaces lost
31	This is a really dangerous road so good to see it is being fixed. I also think as part of this you should be looking at the parking at the top of Lawrence Street, where the side street / driveway access for multiple properties joins Lawrence Street near the speed hump. Allowing parking right up to the edge of the side street means that when you are exiting this side street you have limited visibility of cars coming up the road and do you to angle of the vehicles you need to temporarily pull out into the opposite lane to drive down the hill. This is exacerbated with large vans and trucks with extended trays.
32	I support this proposal, speeding from cars using Rowe St to cut around traffic on Oliver St is a big problem. An additional problem however is lack of on-street parking, which leads to some cars squeezing into spaces on the side of the street that causes them to stick out, and cars driving past sometimes have to swerve around them. Palomar parade is a nightmare, and I believe this should be changed to a one-way street as it's too narrow for 2 cars to pass through. It is one self-contained loop so I believe this should not be too disruptive (I personally already drive one way already).
33	Thank you for taking into account my past submissions of 2022 and 2023. I believe that the solution you have now arrived at regarding Rowe Street is a fair and balanced one which hopefully will have the desired effect. I and I am sure many other residents are particularly grateful that you are not continuing





No.	Submission
	with the previous proposal to install speed humps outside No 12 Rowe Street although of course I have no problem with warning signs being erected as proposed in this latest notification. Many thanks
34	<i>No further comment provided</i>
35	Pedestrian crossing up by Harbord Road may cause congestion for Harbord Road. Perhaps if this were down outside 126A Lawrence st (in place of the speed cushion). Also, the difficulty is between 16 Rowe St and 128 Lawrence St where the road is steep and curves. Suggest adding a 'children about' sign or zigzag on the road to slow people down around the blind corner
36	<p>Hi - I am supportive, however is it possible to please seek clarification on the following?</p> <ul style="list-style-type: none"> - have the prior concerns raised about cars speeding around the corner (where Lawrence St meets Rowe St) been addressed in this plan? - this plan still does not address the need for residents to cross the road safely on Rowe St. The pedestrian crossing proposed will not help residents with children in particular, needing to cross to 26-28 Rowe St, given there is no path on this side. This is a very dangerous part of the road, given the blind spot here. <p>I would appreciate a response on the above.</p> <p>Thank you.</p>
37	However, do not agree with the part about no parking, as parking is already really limiting out on the street so will make it even more challenging.
38	It would also ease congestion if there was a "no right turn" from Girard Road onto Pittwater Rd between 7am and 9 or 10am
39	<i>No further comment provided</i>
40	<i>No further comment provided</i>
41	This is a huge step forward for the security and safety of the residents who live in this area. We have been advocating for change for over a decade, and I know history regarding the safety of this street goes back many years, further than that. Further to the proposal, I would also like to see the existing speed hump in front of 22 to 24 Rowe Street elevated as well. I have literally seen cars become airborne over that speed hump as they go down the Street over this speed hump. Please consider that amendment to this plan. otherwise, I am fully supportive, it's well and truly overdue, that something is done to slow down traffic in this area.
42	I am very appreciative that council has listened to the concerns of residents on this street and reprised this plan for speed bumps. I wholly approve and support this plan; it would make a huge difference to the many of us who live on this street with young children. Thank you!
43	<p>Great idea.</p> <p>I have always felt extremely unsafe crossing Rowe st with my child due to speeding cars and motor bikes. Anything to make the street safer for parents and children is a good thing!</p> <p>Thanks Council</p>





No.	Submission
44	Highly supportive. At the moment traffic speed and noise are concerning
45	Anything to slow that traffic down is a good thing. People use this Street as a thoroughfare
46	I support this but the most dangerous section of roads in this area is the pedestrian crossing on Harbord Road between Martin Street and Wilson St which vehicles very rarely slow down for and often go straight through nearly hitting people. That crossing needs to be raised to force vehicles to slow down. It is only a matter of time before someone is seriously hurt there.
47	Much needed, the speed with which people come up the hill is horrendous, they use the existing speed hump like it's a fun thing to speed over, I think it doesn't have enough of a hump to it. The extra ones should help reduce the speed enough. I'm all for the no parking, you might get some push back from other residents about that. The crossing at the Lawrence is also a great idea. It's a big YES from me.
48	This & your previous efforts in these streets are very good. While you are at it the Girard Rd-Pittwater Rd intersection should be visited as it is quite a dangerous bottleneck at times, particularly exiting Girard onto Pittwater. I believe an exclusion zone rectangle painted on Pittwater Rd (west to east lane) at the Girard intersection that leaves the space open when the traffic lights towards Manly are red on Pittwater Rd & traffic is banking up. This will allow the orderly exit/entry of vehicles out/into Girard rather than the current 'running the gauntlet' which is quite 'hairy' at times. There is also often quite a bit of impatience by drivers lined up trying to exit Girard particularly those wanting to turn left but held up for lengthy periods by a vehicle wanting to turn right.
49	<i>No further comment provided</i>
50	<i>No further comment provided</i>
51	<p>As the tenant of [redacted] Rowe Street, I am very supportive of this proposal. Indeed, I have recently emailed asking why the council approved works have not yet happened and shown photos of the lack of visibility as I exit my driveway.</p> <p>I would like to clarify the location of the proposed speed humps. The description states, "outside 10 Rowe Street" and "intersection of Rowe and Wayne Street". This is essentially the same location.</p> <p>The visual on the QR code shows a second hump at about 16 Rowe Street which is a far better option.</p> <p>The danger is care speeding up the hill, slowing them before the blind corner is the safest outcome.</p> <p>Further, the previous council approved remedy included no parking from approximately 16 Rowe Street to 22 Rowe Street providing clearer visibility on exit for those houses uphill of the blind bend.</p> <p>I notice this has been removed and question why this is so? You will notice (and I have an email from council confirming this) that contractors did install a no parking sign outside number 16 but inexplicably had the sign down hill not</p>





No.	Submission
	<p data-bbox="389 412 759 441">uphill rendering the sign useless.</p> <p data-bbox="389 468 1206 497">Photos attached show the lack of visibility exiting number 20 Rowe Street.</p>  <p>The first photograph is taken from the driver's perspective inside a car, looking out the front windshield. A white pickup truck is visible in the distance on a road that appears to be curving or uphill. The second photograph shows a white van with a black bullbar parked on the side of a road. A black trash bin with a green lid is in the foreground on the right. The background shows a residential street with trees and utility poles.</p>





No.	Submission
	
52	<p>To reduce speed (limit is 40 kph in both sections of road) and volume of traffic using Lawrence Street and Rowe Street as a rat-run between Harbord Road and Pittwater Road.</p> <p>On 30 November 2023 [REDACTED] and I discussed 2 speed humps in Lawrence Street – one outside No. 122 to emphasise the 40 kph speed limit and to prevent Westbound traffic from accelerating downhill, early after they have turned into Lawrence Street, and one nearer the bend, outside No. 128, to slow traffic down before the dangerous sharp bend (also downhill) where Lawrence Street becomes Rowe Street.</p> <p>The proposal only has a single speed hump in the section between 110 and 128 Lawrence Street. Much of the traffic is already travelling at 50 kph by the time it reaches 126a Lawrence Street.</p> <p>These speed humps were also discussed with [REDACTED] on 24 November 2020 and documented in an email from me to Phillip the same day.</p>





No.	Submission
	<p>Additional submission uploaded:</p> <p>_____ Lawrence Street, Freshwater, NSW 2096 mobs: _____</p> <p>Council ref: _____ 13th May 2024</p> <p>Traffic Calming in Lawrence Street and Rowe Street, Freshwater</p> <p>There are errors in the attached document and many omissions.</p> <p>"It is proposed that speed cushions be installed outside the boundary of No.16 Rowe Street".</p> <p>It was discussed with _____ on 30 November 2023 that speed cushions are inadequate in reducing traffic speed and Craig suggested flat-top speed humps are more effective (as per recent installations of pedestrian crossings in Adams Street, Curl Curl and Kenneth Road, North Manly). The speed humps need to be severe enough to have an impact on traffic speed – as per the speed humps in North Steyne, Manly (the one near the junction of Pacific Street is a good example).</p> <p>The location of the speed hump is incorrectly stated in the notes accompanying the diagram as "outside No. 10 Rowe Street"</p> <p>"An additional review has since been completed. Council proposes a raised pedestrian crossing at the intersection of Lawrence Street and Harbord Road"</p> <p>This is an excellent idea – it would also be useful to have a pedestrian refuge (or some other vehicle deterrent) midway in the crossing to prevent traffic from cutting the corner when turning right into Lawrence Street (West). A median strip or pedestrian refuge here would be a good site for No Right Turn signage.</p> <p>Incidentally, Lawrence Street (West) at this point was narrowed in the past and no-one appears to know why. This can cause issues when Eastbound traffic queueing at the junction fails to keep hard left and restricts the lane width for Westbound traffic turning into Lawrence Street (West). When constructing the pedestrian crossing I can see no reason why this part of Lawrence Street could not be returned to its full width.</p> <p>"... a raised speed hump outside No.126a Lawrence Street, upgraded lane delineation outside No.126 Lawrence Street"</p> <p>_____ and I discussed 2 speed humps in this stretch of road – one outside no. 122 and one nearer the bend, outside no. 128.</p> <p>These speed humps were also discussed with _____ on 24 November 2020 and documented in an email from me to _____ the same day:</p> <p>From: _____ Sent: Tuesday, 24 November 2020 9:29 PM To: _____ Subject: RE: Your ref. _____ SUPPORT</p> <p>Hi _____</p>





No.	Submission
	<p>Thank you for your time this morning. Regarding the discussion on speed bumps in Lawrence Street (West), near the junction of Harbord Rd, a location was identified by a street lamp close to 120 & 122 Lawrence St. You mentioned the speed bumps that do not cover the full width of the road (Speed Cushions ?) and I now wonder if they are severe enough to have a real impact on vehicle speed and are they a sufficient deterrent for traffic to cease using Lawrence St and Rowe St as a short cut ?</p> <p>We also discussed briefly that another speed bump would be needed by 128 Lawrence St.</p> <p>To explain: As soon as traffic turns into Lawrence Street (West) there is the temptation to accelerate because the road runs downhill. Currently it is common for drivers to be travelling at 50kms by the time they reach 126a.</p> <p>Not forgetting that most traffic using these streets as a rat-run are in a hurry, particularly in peak hours.</p> <p>On 30 November 2023 it was agreed with [REDACTED] that an early speed bump at 122 is required to slow traffic before it has a chance to accelerate AND to get the message across that the area is speed restricted.</p> <p>Also there is a 40kph sign at number 124 and this would emphasise the speed limit if it is immediately after a speed hump at no. 122 but would make no sense before a speed hump.</p> <p>Another speed bump is needed outside 128 before the tight corner into Rowe Street in order to slow traffic before the bend. A full-width speed bump in this location (no. 128) will also prevent Northbound hoons from attempting to drift round the corner. This is a particular problem on wet days and there have been documented accidents (the most recent that I am aware of was on 28th September 2023). This issue was discussed with you and documented in my email to you on 30th September 2020.</p> <p>40 kph Road and pole signs around 128 Lawrence Street for traffic travelling East – there are already signs for West-bound traffic.</p> <p>There is a telegraph pole opposite 128 Lawrence St and the vegetation in front of it will need to be cut back to make sign visible.</p> <p>The phone number provided for [REDACTED] is incorrect [REDACTED] – should be [REDACTED]</p> <hr/> <p>Ref. [REDACTED] Page 2</p>





No.	Submission
	<p>Diagram Page 1.</p> <p>In the box at the foot of Page 1:</p> <ul style="list-style-type: none"> • "Raised pedestrian crossing at intersection of ROWE Street and Harbord Road" This should read "Raised pedestrian crossing at intersection of LAWRENCE Street and Harbord Road" • On the plans there is one raised speed hump (at no. 126a) between the junction of Lawrence Street / Harbord Road and the bend where Lawrence St becomes Rowe Street [redacted] and I discussed 2 speed humps in this stretch of road – one outside no. 122 and one nearer the bend, outside no. 128. See notes above. • [redacted] has explained to me the meaning of the following, however this statement requires clarification for all recipients of the proposal. "Upgraded lane delineation to maintain 3m of the trafficable lane from no. 126a to no. 128 on both sides of Lawrence Street." <p>Additionally, the following items have been raised many times but do not appear in the proposal.</p> <p>Local Traffic Only sign Sign missing from entry to Lawrence St (West) at junction with Harbord Road. Replace with NO THROUGH TRAFFIC.</p> <p>No Right Turn signage Additional sign with 3T limit sign in middle of Harbord Rd at Junction with Lawrence St.</p> <p>Timing No Right Turn 5am to 9am, 7 days a week. As a minimum (and this has been requested many times since 30 September 2020) the No Right Turn should commence at 5am and should be all week – currently it is excluded on weekends. Having the No Right Turn enforced for 7 days would also mean less signage for drivers to read.</p> <p>I am still waiting for a complete response to my letter of 22 December 2023 and I have had nil response to my letter of 20 March 2024.</p> <p>I am very happy to discuss the above items and it is obvious to me that an on-site meeting would help to clarify the details. The traffic team need to witness the volume and speed of traffic, particularly during peak hours, in order to understand the issues.</p> <p>Regards [redacted]</p> <hr/> <p>Ref: [redacted] Page 3</p>
53	<p>Not required for local residents. The issue is those using it is a cut through to Pittwater who are not complying with existing signage. Enforcement required rather than additional measures.</p>





No.	Submission
54	I always thought this was Girard Road from the street sign on Pittwater Road. Strange it turns into Rowe St then Lawrence St.
55	I support the idea of slowing vehicles down but think you are missing a big opportunity to improve the look and feel of the street and promote active transport. Planted kerb extensions with kerb ramps and new footpath will achieve the goal of slowing vehicles down as well as make the street look and feel great
56	The proposed plan will also restrict parking in the street that is already stretched to capacity. This will force vehicles to park in other streets around the area, again limiting parking in a heavily concentrated area.
57	<p>SPEED HUMPS DO NOT MAKE ROADS SAFER .</p> <p>TRAFFIC DOES NOT SLOW DOWN .</p> <p>ALL IT DOES IS CREATE EXCESSIVE NOISE WHEN VEHICLES GO OVER THE SPEED HUMPS , ESPECIALLY TRADESMENS UTEs !!</p> <p>HAVE YOU EVER SEEN A TRADESMAN UTE SLOW DOWN OVER A SPEED HUMP ?? NO !!</p> <p>THE NOISE IS DEAFENING AT ALL HOURS OF THE DAY - 24 / 7 !!</p> <p>BECAUSE THEY INVARIABLY HAVE LOOSE TOOLS , WHEEL BARROWS , LADDERS , BUCKETS & BINS IN THE UTE TRAY WHICH THEN JUMP UP AND COME CRASHING DOWN WHEN THEY GO OVER A SPEED HUMP .</p> <p>ALSO VEHICLES TOWING TRAILERS WILL NOT SLOW DOWN OVER A SPEED HUMP - HAVE YOU HEARD THE NOISE WHEN A VEHICLE TOWING A TRAILER GOES OVER A SPEED HUMP ??</p> <p>CRASH , BANG , WALLOP !!</p> <p>AND THIS WILL HAPPEN AT ALL HOURS OF THE DAY 24 / 7 !!</p> <p>I PITY THE RESIDENTS LIVING NEAR THE SPEED HUMPS , ESPECIALLY THOSE RESIDING AT NUMBERS 126a & 128 !!</p> <p>PLEASE TAKE THIS COMMENT SERIOUSLY .</p> <p>IT IS NOT GOOD LIVING WITH SPEED HUMPS .</p> <p>YOU NEED ANOTHER FORM OF SPEED CONTROL & TRAFFIC MANAGEMENT .</p> <p>NOT SPEED HUMPS .</p> <p>PLEASE - THANK YOU !!</p>
58	You've only recently reduced the speed limit in the street to 40kph, with no consultation (signs were erected overnight). I have lived here 10 years and there has not been, to my knowledge, one accident. Since you changed the traffic conditions (entry times into Lawrence from Harbord) the Police sit at the top of the road waiting for someone to make a mistake, so its become a revenue generator for them. This will just give them more reason to lurk and fine unsuspecting drivers. The lighting is however poor at night and bends are blind, so perhaps some better lighting and some chevrons or sharp bend signs might be a better than speed bumps in dark streets.
59	Most of the ideas are great. However I live directly above the proposed speed device at 126 Lawrence . Whilst slower is appreciated a hump will add to noise and air pollution - as cars break then accelerate. Can you please trial a sign board or two with "your" speed, pass fail smiley face display. That might achieve the slow speed plus quiet more efficient driving. Thanks the rest looks excellent particularly improved crossing at top.





No.	Submission
60	<i>No further comment provided</i>
61	Equally important to this upgrade is removing the parking allowance between the top of Lawrence Street and Martin Street. Vehicles parking here restrict the vision of traffic turning right out of Martin Street. Cars generally drive fast coming around the corner on Harbord Road travelling north and this is a dangerous blind spot when cars are parked in this location.
62	I would suggest to look into the traffic coming from Waine St as well. There is a steep section that many cars see as encouragement for speeding. We had a severe accident at 5 Waine St recently with three cars completely destroyed, due to a car speeding down the hill and not seeing the car coming out of the driveway. Also the childcare place at 4 Waine St needs safer pedestrian access. There is no pedestrian crossing that allows parents to cross the street safely. It's all part of the same problem. So I suggest to add additional measurements to the current planning. A crossing across Waine st at the intersection to Rowe St would solve the problem. Indicated in red in the attached picture.

Verbatim Responses received via Email

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	<p>I live at [redacted] Lawrence St and have received your proposal to put a speed bump on the road outside our properties.</p> <p>What I am not clear about is if having the hump includes no parking either side of it - is this what you mean by 'parking delineation'? Can you please explain this?</p> <p>From our property, we are coming up to the road from a steep driveway so are at a real disadvantage in trying to see the road, something that is added to with people parking either side of our driveway blocking our view both left and right of the road. We also don't have an SUV so don't have a high car to see over other SUVs or trucks that park on the road.</p> <p>If there is no parking on the [redacted] side of the street either side of the hump I am happy for it to go ahead. If not I will not support having it outside [redacted] as it is another thing to worry about when trying to negotiate coming out of our driveway.</p> <p>I have no issue with the other measures listed in your letter but I'm not sure if having a hump at the Pittwater/Girard street intersection is necessary. People can't go fast coming onto or off this bit of road anyway as it is a busy intersection.</p>





Document administration	
Version	1.0
Date	11 July 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 4.3	FRENCHS FOREST WARD - GLENAEON AVENUE, BELROSE - LANE DELINEATION
-----------------	--

GEOCODES: -33.720208, 151.217254

REPORT

BACKGROUND

Council has received concerns from residents regarding safety for traffic turning into Glenaeon Avenue, from Forest Way, Belrose. With vehicles crossing over the double centre lines, creating a risk of collision with vehicles using the right turn bay to exit Glenaeon Avenue.

LOCATION

- Glenaeon Retirement Village has direct street frontage to Forest Way, a State road that runs between Warringah Road (to the south) and Mona Vale Road (to the north).
- Glenaeon Avenue is a local road and has a speed limit of 50km/h.
- Glenaeon Avenue serves as the only entry and exit to the Glenaeon Retirement Village (No.199 and No.207 Forest Way).
- There are internal private roads that provide access to the dwellings within the Glenaeon Retirement Village.
- Glenaeon Avenue has a measured road width of 8 metres and caters for two-way traffic movements.
- Glenaeon Avenue has an existing footpath on the northern side and connects to the footpath on Forest Way.
- There are raised traffic islands on the approach to the bend on Glenaeon Avenue to separate opposing traffic and restrict right-turning vehicles. This reduces the number of potential traffic conflicts.
- There are no bus routes that service Glenaeon Avenue, however, there is a bus stop located on Forest Way which is serviced by southbound routes (Routes 260, 270, 271, 283 and 284) travelling to Frenchs Forest, Chatswood, North Sydney and the Sydney Central Business District.
- There is a bus stop for northbound services located opposite the site on Forest Way, near Wyatt Avenue. The bus stop is serviced by several northbound routes (Routes 260, 270, 278 and 284) towards Duffys Forest.
- In June 2021, Northern Beaches Local Traffic Committee approved the installation of a roundabout at the eastern end of Glenaeon Avenue and the private roads. Further, the installation of a continuous footpath treatment (raised threshold style) with a minimum flattop surface of 2m width and 1:20 ramps on Glenaeon Avenue, Belrose, with all costs associated with the implementation of the above works borne by the developer as item 4.21.

ISSUES

- Vehicles are crossing the dividing lines, creating a risk of collision with vehicles using the right turn bay to exit Glenaeon Avenue.
- The restricted road width limits maneuvering space for large vehicles and can potentially impact pedestrian and road safety, especially when larger vehicles attempt to turn from Forest Way, Belrose.
- This situation not only causes inconvenience but also delays essential services, including emergency vehicles and waste collection.

PROPOSAL

Council has undertaken a review of the location and as Forest Way is a State Road and under Transport for NSW jurisdiction, Council is unable to make any changes on Forest Way. However, Council has undertaken a review of Glenaeon Avenue and proposes to shift the existing Dividing Lines approximately 1.5 metres to the south to increase the eastbound lane width on Glenaeon Avenue to approximately 4.5 metres.

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 5 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. amendment of the existing Dividing Lines approximately 1.5 metres to the south to increase the eastbound lane width on Glenaeon Avenue to approximately 4.5 metres.

Reporting officer	Traffic Officer
TRIM file ref	2024/373254
Attachments	1 Glenaeon Avenue, Belrose - Plan 2 Glenaeon Avenue, Belrose - Table Of Consultation

PROPOSED WORK

i. Move the existing Dividing Lines approximately 1.5 metres south to increase the eastbound lane width from approximately 3m to approximately 4.5m of consistent lane width on Glenaeon Avenue, Belrose.

ii. Removal of Left and Right Directional arrows on the existing dual carriageway (to be removed) westbound on Glenaeon Avenue, Belrose.

PROPOSAL

Glenaeon Avenue, Belrose
Dividing Lines

Drawn Approve

northern
beaches
council

Table of Consultation

Address	Glenaeon Avenue, Belrose
Proposal	Dividing Lines

Properties Consulted	5
Responses Received	87
Support	70
Do Not Support	17

Issue	Resident Comment	Council Response
Affects residents	If the two egress lane is reduced to one it will cause lengthy wait for cars turning in both directions.	The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and improving emergency vehicle and waste operator access.
Affects Traffic Flow	This will make the situation worse by creating an absolute bottleneck at the intersection attempting to turn either right or left out of Glenaeon Ave. My wife and I have lived at Glenaeon for 17 years. We find that Glenaeon Avenue has served us and I believe most residents quite adequately. We learnt at the Manager's monthly meeting that one resident had a scare when a truck was unable to turn left from Forest Way into Glenaeon. From the description of the resident, it appears that the truck driver was not sure of the road and/or made a delayed reaction to turn into Glenaeon Avenue. If we had only one lane, we would all be late to our appointments. Please retain the two lane exit.	Transport for NSW could investigate the possibility of a signalled intersection at the subject location to reduce congestion and improve traffic flow at the intersection.
Additional Comments	What is needed is the road widened to accommodate both a two egress exit out of Glenaeon Avenue and a slightly wider entrance into Glenaeon Avenue. If or when the next door property gets developed the street will have an increase in traffic demand making it impossible to exit onto Forest way. While the property is still vacant the Council use some vision and purchase enough land to widen the street.	Council has no intention of widening the road.

ITEM 4.4 FRENCHS FOREST WARD - FITZPATRICK AVENUE EAST, FRENCHS FOREST - NO ENTRY TO WARRINGAH ROAD

GEOCODES: -33.753795, 151.228425

REPORT

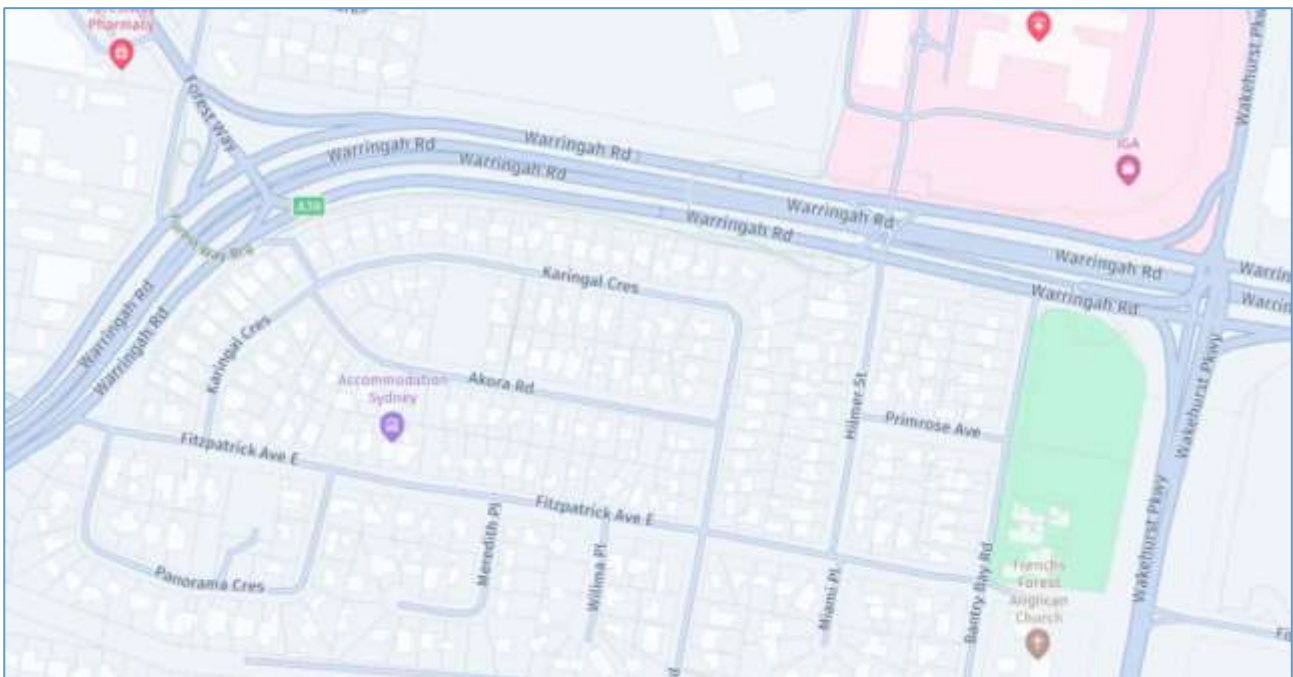
BACKGROUND

This local road safety proposal aims to address “rat-running” through the back streets to avoid congestion on Warringah Road and subsequent traffic congestion build-up on Fitzpatrick Avenue East.

This proposal also aims to address the impact that the increased merging traffic from Fitzpatrick Avenue East has on the overall road network operations.

As a result of the 5 March 2024 Local Traffic Committee meeting, Council conducted further investigations into this traffic issue and developed proposals which aim to improve access and egress for local residents, improve pedestrian safety, reduce congestion on local streets and redirect majority of traffic flow to the main roads.

LOCATION



Locality Plan – Not to Scale

- Fitzpatrick Avenue East is a local road with a 50km/h speed limit. It runs east to west and carries a moderate volume of traffic.
- Fitzpatrick Avenue East is regularly used as a ‘rat run’ as it provides a connection with Warringah Road to the northeast and to the west.
- The road is approximately 10m wide between kerbs, with a constructed shared path which alternates between the northern and southern sides of the road.
- Fitzpatrick Avenue East between Bantry Bay Road and Rangers Retreat is a Bus Route for the Bus Service 137 and School Services 252, 137, 722n and 737n.
- The surrounding area is made up of low-medium density residential housing.

ISSUES

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

Discussions with TfNSW have revealed concerns that traffic flow and safety on Warringah Road are being impacted by the traffic merging from Fitzpatrick Avenue East. It is therefore vital that Council improve traffic conditions by reducing the volume of AM peak traffic merging as this is adversely affecting the overall road network operations.

PROPOSAL

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

1. No Entry to Fitzpatrick Avenue East at Karingal Crescent (western end) and No Left Turn from Panorama Avenue into Fitzpatrick Avenue East between the hours of 7:00am – 8:30am.

The restrictions will be supported by advance warning signs “No Through traffic to Warringah Road from Fitzpatrick Avenue E - 7am – 8:30am Mon – Fri.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- A safer environment will be provided for pedestrians walking along paths and crossing the road, as the proposal will reduce traffic volume within the area.
- The proposal does not affect the pedestrian facilities or impact walking paths.
- This proposal will assist to improve road safety for people cycling.

CONSULTATION

Consultation letters have been distributed to 943 properties within the immediate vicinity of the location and a “Your Say” project page was established with information of the proposed changes. 342 responses were received.

Council investigated and presented three (3) options to the community to reduce congestion on local streets and redirect majority of traffic flow to the main roads.

Fifty seven percent (57%) of the respondents supported one or more of the proposals, some also made further suggestions. Those who responded with support for one or more of the proposals, welcomed the proposal to restrict access to Warringah Road from Fitzpatrick Avenue East, due to the benefits it provides.

There were several requests for a No Left Turn restriction to 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, with an exemption for local traffic only. However, this option is not legally enforceable. It is difficult to control and would put undue pressure on the local police resourcing to check the details of all motorists travelling through the area.

Of the three options proposed, Option 2 (No Entry to Warringah Road from Fitzpatrick Avenue East between the hours of 7:00am – 8:45am) appears to be the option supported the most by residents, followed by Option 3 No Entry to Fitzpatrick Avenue East at Karingal Crescent (western end) and No Left Turn from Panorama Avenue into Fitzpatrick Avenue East between the hours of 7:00am – 8:30am.

Option 2 however, is not supported by TfNSW or the local police as this would require enforcement on Warringah Road. Option 3 is supported by TfNSW and the local police as this would put less pressure on the road network and is easier to enforce from Fitzpatrick Avenue East.

Council has modified its proposal in light of concerns raised and recommends that the time for the restrictions cease at 8:30am, instead of 8:45am, to reduce the impact to school children.

The responses are noted in Attachment 2 – Summary Report of Community Engagement.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. No Entry to Fitzpatrick Avenue East at Karingal Crescent (western end) and No Left Turn from Panorama Avenue into Fitzpatrick Avenue East between the hours of 7:00am – 8:30am.

Reporting officer	Engineer - Traffic
TRIM file ref	2024/430375
Attachments	1 Plan 2 Community Engagement Summary Report

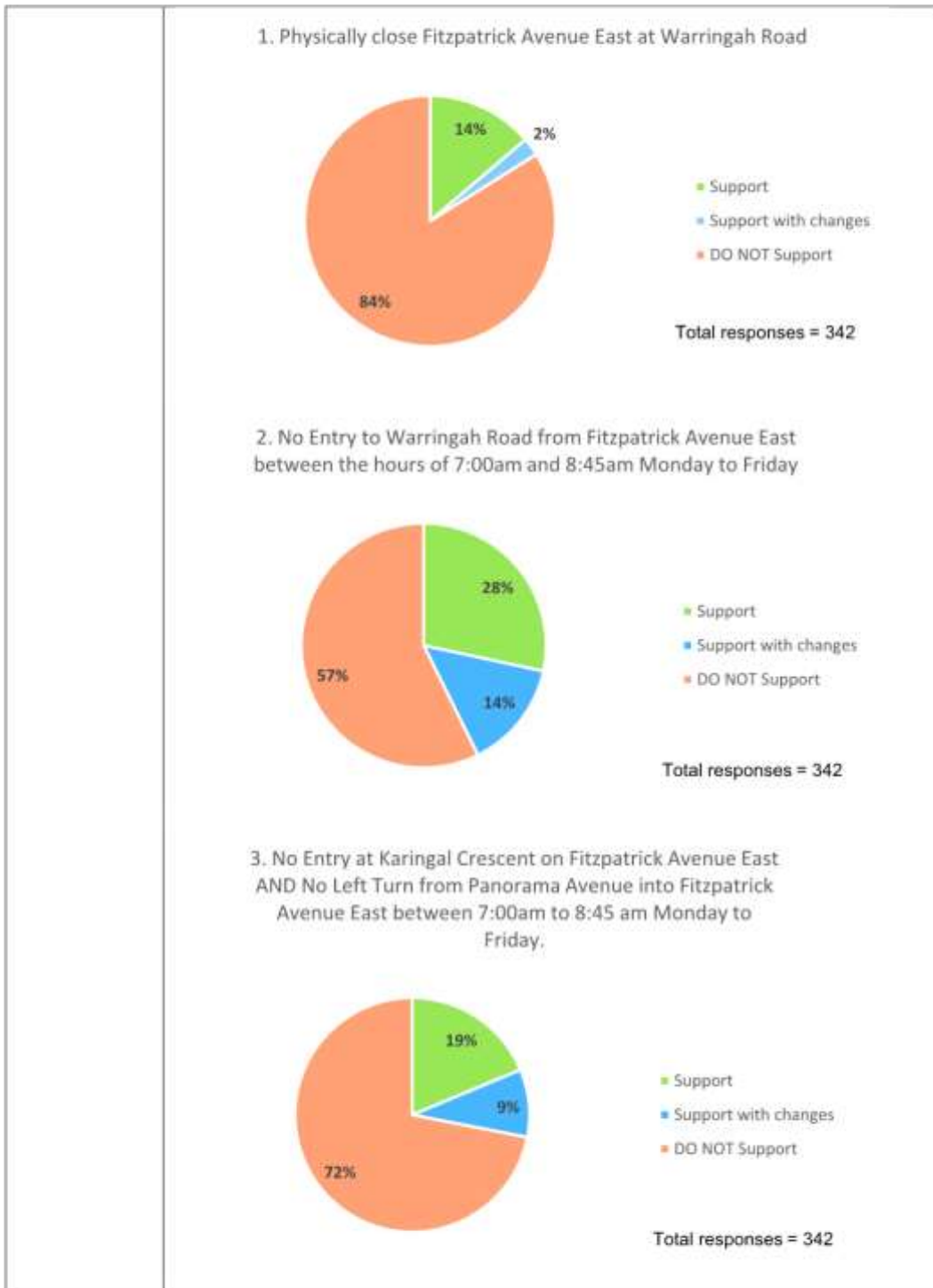




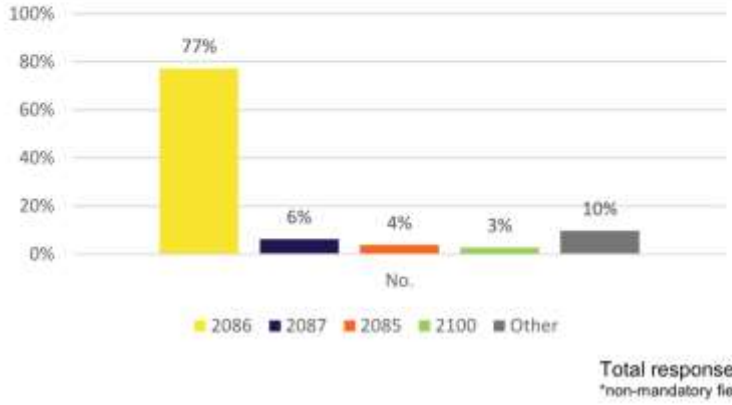
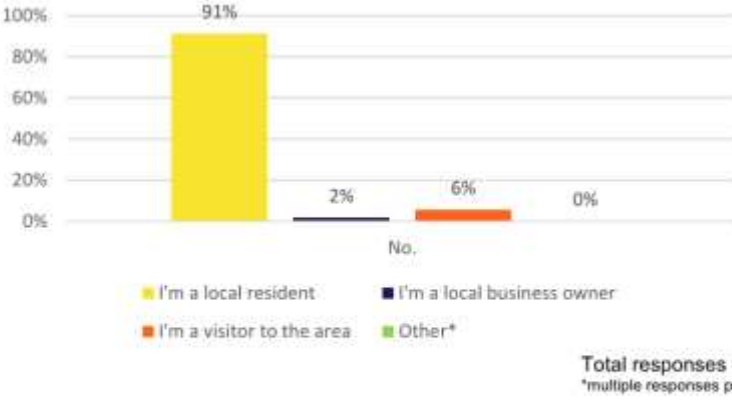
Community Engagement Summary Report

Project name	Safer Neighbourhoods - Fitzpatrick Avenue East, Frenchs Forest						
Consultation period	22 March – 28 April 2024						
Background	<p>This local road safety proposal aims to address rat running through the back streets to avoid congestion on Warringah Road and subsequent traffic congestion build up on Fitzpatrick Avenue East. This proposal also aims to address the impact that the increased merging traffic from Fitzpatrick Avenue East has on the overall road network operations.</p> <p>Discussions with Transport for New South Wales (TfNSW) have revealed concerns that traffic flow and safety on Warringah Road are being impacted by the traffic merging from Fitzpatrick Avenue East. It is therefore vital that Council improve traffic conditions by reducing the volume of AM peak traffic merging as this is adversely affecting the overall road network operations.</p> <p>As a result of the 5 March 2024 Local Traffic Committee meeting, we conducted further investigations into this traffic issue and developed a proposal which aims to improve access and egress for local residents, improve pedestrian safety and improve traffic flow.</p>						
Total number of submissions	<p>343</p> <p>342 via Your Say platform 1 email</p>						
Project support of proposed options	<p>A pie chart illustrating the community's support for the proposed options. The chart is divided into two segments: a green segment representing 'Support one or more options' at 57%, and an orange segment representing 'Do not support any option' at 43%. A legend to the right of the chart identifies the colors: green for 'Support one or more options' and orange for 'Do not support any option'.</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Support one or more options</td> <td>57%</td> </tr> <tr> <td>Do not support any option</td> <td>43%</td> </tr> </tbody> </table>	Response	Percentage	Support one or more options	57%	Do not support any option	43%
Response	Percentage						
Support one or more options	57%						
Do not support any option	43%						







<p>Who responded?</p> <p>Postcode</p>	 <p>Total responses = 287* *non-mandatory field</p>
<p>Who responded?</p> <p>Relationship to the area</p>	 <p>Total responses = 338* *multiple responses permitted</p>
<p>Summary of findings</p>	<p>Fifty seven percent (57%) of the respondents supported one or more of the proposals, some also made further suggestions. Forty three percent (43%) of responses received did not support any of the options proposed.</p> <p>Those who responded with support for one or more of the proposals, welcomed the proposal to restrict access to Warringah Road from Fitzpatrick Avenue East, due to the benefits it provides. The recommendations proposed will improve access to and from properties, deter motorists from using local streets as a rat run and redirect the bulk of traffic to the main road thereby reducing traffic volume, congestion and improving pedestrian safety in the local streets.</p> <p>Concerns were raised for the impact that the proposal would have on local residents, and requests were made for modifications to the proposals.</p> <p>There were several requests for a No Left Turn restriction to 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, with an exemption for local traffic only.</p>





	<p>Of the three options proposed, option 2 (No Entry to Warringah Road from Fitzpatrick Avenue East between the hours of 7:00am – 8:45am) appears to be the option supported.</p> <p>Council has modified its proposal in light of concerns raised and recommends that the time for the restrictions cease at 8:30am instead of 8:45am.</p>
Engagement approach	<p>The engagement was planned, implemented, and reported in accordance with Council's Community Engagement Strategy (2022).</p> <p>We distributed letters to 943 local residents and received 342 responses. A Your Say project page was established with information provided in an accessible and easy to read format.</p> <p>The project was primarily promoted through our regular email newsletter (EDM), media channels and signage in the affected location to reach residents and those travelling frequently throughout the area.</p> <p>Feedback was captured through an online comment form embedded onto the have Your Say project page. The form included a question that directly asked respondents for their level of support on the proposed changes.</p> <p>An open-field comments box was provided for interested participants to provide further feedback on how we could refine the proposal. We also invited comments through email and in writing.</p>

How we notified	
Properties notified by letter	943
Visitors to Your Say page	2,184 visits

Findings		
Theme	What we heard	Council response
Local residents impacted	<p>A number of respondents raised concerns that all three options impact local residents.</p> <p>Many supported one or more of the options, however some suggested that any restriction imposed should not apply to</p>	<p>A "Local Traffic Only" sign is not legally enforceable. It is difficult to control and would put undue pressure on the local police resourcing to check the details of all motorists travelling through the area.</p>





	<p>local residents for the impact it would have on travel times for local residents.</p> <p>Some parents and guardians of school children were concerned for the increase in travel time for parents to drop their kids to school before 9am.</p> <p>A suggestion was made that a restriction for left turn movements should cease at 8:30am allowing for parents to drop their kids to school before 9am</p>	<p>We have further investigated the impact to local residents.</p> <ul style="list-style-type: none"> • We recommend that the proposal be changed and that the restrictions should cease at 8:30am to reduce the impact to school children. • We will raise concerns for travel times for local residents with TfNSW and request a review of traffic light phasing on Hilmer Street and Warringah Road. • We will install advance warning signs and variable message signs (VMS) with any approved recommendation to reduce the number of vehicles attempting to 'rat run' through the area if and when devices are installed.
<p>No Left Turn restriction from Warringah Road into Hilmer Street 7am – 8:45am</p> <p>No Left Turn restriction from Warringah Road into Bantry Bay Road</p> <p>(Local Traffic only)</p>	<p>A number of residents have requested that we impose a No Left Turn restriction from Warringah Road to Hilmer Street during weekday morning peak periods with an exemption for "local traffic only"</p> <p>A number of residents have also requested that Council impose a No left turn restriction from Warringah Road to Bantry Bay Road to stop motorists from using Bantry Bay road as a rat run.</p> <p>Others have requested that an imposed No left turn restriction also be accompanied by an exception for "local traffic only"</p>	<p>Warringah Road is owned and managed by Transport for NSW (TfNSW). Any changes to traffic conditions including left/right turn bans on Warringah Road needs to be approved by TfNSW.</p> <p>Council has raised a request to TfNSW on behalf of residents for Left Turn bans into Hilmer Street and Bantry Bay Road. Both requests were not supported by TfNSW. A Left Turn restriction from Warringah Road to Hilmer Street and/or Bantry Bay will impact traffic light phasing.</p> <p>Reducing the left turn phasing of lights on Warringah Road at Hilmer Street is also not supported by TfNSW for the impact it would have on traffic travelling west towards the Forest Way intersection.</p> <p>This measure would also impact existing and planned businesses in the Bantry Bay area which form part of the Frenchs Forest Town Centre</p>





		Structure Plan (zoning is already in place).
Traffic Light Phasing	<p>Some respondents have requested the following changes to traffic light phasing to improve of traffic flow along Warringah Road.</p> <ul style="list-style-type: none"> • Modify the phasing of the traffic lights at the Warringah/Forestway intersection so that the 'rat-run' is no longer advantageous. • Reconfigure and increase the duration of the green lights on Warringah Road at Currie Road and Starkey Street at peak times to stop traffic banking up through the underpass. • Increase the light frequency and green light duration at Hilmer Street to exit out onto Warringah Road to ensure flow of traffic out of the neighbourhood. 	<p>We will continue to liaise with TfNSW and advocate for the improvement of traffic flow along Warringah Road on behalf of local residents.</p> <p>TfNSW have recently doubled the duration of phasing of the right turn lights from Hilmer Street onto Warringah Road. This has in turn increased the light phasing duration for left turn movements and therefore reduced waiting periods in Hilmer Street.</p> <p>We will continue to monitor waiting periods at the traffic lights on Hilmer Street and will request a further review of the traffic light phasing at this intersection, with the intention to improve traffic flow out of Hilmer Street onto Warringah Road if required.</p>
Congestion	<p>Closing Fitzpatrick Ave East will put pressure on Hilmer Street.</p> <p>All local residents will need to access Warringah Road via Hilmer Street thus creating congestion in Hilmer Street.</p>	<p>Not all local residents will use Hilmer Street. Residents will continue to have access to turn left onto Warringah Road via Bantry Bay Road. This remains unchanged.</p> <p>As mentioned above, TfNSW have recently doubled the duration of phasing of the right turn lights from Hilmer Street onto Warringah Road. This has in turn increased the light phasing duration for left turn movements and therefore reduced waiting periods in Hilmer Street.</p>





		We will continue to monitor waiting periods at the traffic lights on Hilmer Street and will request a further review of the traffic light phasing at this intersection, with the intention to improve traffic flow out of Hilmer Street onto Warringah Road if required.
Enforcement	Some respondents have requested additional Police patrols.	We will request an increase in the frequency of police patrols noting the high level of demand on local police resourcing.



Verbatim Responses received via Your Say platform

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

No.	Comment
1	No comment provided.
2	I would like no left turn from Warringah road into bantry bay road between 7.00-8.45am Mon-Friday
3	No comment provided.
4	As a local resident I support option2 assuming local residents are considered as authorised vehicles to use this left turn option. It is unfathomable to expect all local resident traffic to only exit from Hilmer Street lights, and is surely not to intent of this option.
5	No comment provided.
6	Hilmer street to exit out onto Warringah Road, the light frequency will need to increase to ensure flow of traffic out of the neighbourhood.
7	These suggestions all seem to punish local traffic. It's not local traffic that's the problem. It's people attempting to skip the underpass turning into Bantry Bay and Hilmer Rd from Warringah and then using Fitzpatrick to undercut traffic. Make it local traffic only and enforce it occasionally.
8	Will signage be enough to stop drivers using this road as a rat run?
9	These options only further inconvenience locals travelling to schools and work. Why can't council put up signs... " local traffic only between 7am- 8.45am" at the bantry Bay Rd and hilmer St exists off warringah road. This is what we keep asking for. There is a stream of non local rat run traffic turning off warringah Rd down bantry Bay Rd to Fitzpatrick ave Monday to Friday. This is the cause of the traffic problem so clearly stopping that would be the solution. Two signs and enforced by issuing of fines for a few days then that's it!. The word will get out and they will stop. Please just put up signs to stop non locals entering during morning peak hour and forget about the waste of money and time traffic calming devices that no one wants that will make no difference to the rat run traffic.
10	No comment provided.
11	Option 2 provides the simplest and logical solution and still allows access to warringah road during other times
12	No comment provided.
13	I strongly object to physically closing OFF Fitzpatrick Avenue East at Warringah Road. That would punish the residence rather than deter non-residence from using this route as a shortcut.
14	No comment provided.
15	I support the idea for no entry to warringah road during peak morning times. I DO NOT SUPPORT the Closure of Fitzpatrick Ave East permanently as it will cause significant traffic jams and delays on Hilmer street for all Residents. This will also cause additional traffic issues for Warringah Road near Hilmer St by adding to the current traffic problem. In addition the permanent closure will close significant inconvenience for Fitzpatrick Ave East and surrounding residents when the issue of traffic is only in peak hour in the morning, with the other 22hrs of the day being a non issue. The removal of physical traffic islands and replacing with paint on the roadway will have no impact at all on speeding and this inadequate solution causes ongoing safety risks for all road users and pedestrians. The nature of Fitzpatrick Ave East being a long, straight residential street encourages people to Speed and is not due to exit/ entry points to other streets.
16	Install speed humps and make it a 40km zone along Fitzpatrick Ave East, Frenchs Forest (similar to Oaks Ave, DY) due to the number of residents with young families





No.	Comment
	and the elderly walking at all hours of the day and evening with dogs. I've noticed an increase of noisy motor bikes and modified vehicles speeding past our place at 46A Fitzpatrick Ave East, FF at more than 50kms sometimes before they slow down at the intersection. There is great potential for accidents and hitting people that freely walk in this residential area which used to be quiet, less traffic and pleasant throughout any time of the day and night.
17	Op 1 - I do not support closing Fitzpatrick Avenue East at Warringah Road as this would permanently inconvenience local residents to fix a problem that lasts about an hour on some weekday mornings. This measure would most likely create congestion on Hilmer Street during peak hour thereby restricting those residents from exiting their driveways. Op 2 - Removing access to Warringah Road from Fitzpatrick Avenue East between 7.00am and 8.45am will, as above, create congestion on Hilmer to the detriment of all local residents. Op 3 - When there is congestion it has cleared before 8.30am so limiting entry to Fitzpatrick Avenue East between 7.00am and 8.45am is excessive and would inconvenience local residents rather than alleviate the rat run. Signs at Bantry Bay Road and Hilmer Street restricting traffic to local residents during the morning peak should deter some of the rat runners without punishing the local residents.
18	No comment provided.
19	These ideas are getting more ridiculous and still won't work. The only option is to make it no left turn from warringah Rd onto bantry Bay Rd and Hilbert St. Mon to fri 7am to 8.45am and forget every other idea.
20	There is no compelling reason to make this change. As a resident of Panorama Crescent I am immediately adjacent to this proposal. This would unnecessarily inconvenience me, my neighbours and all motorists. The local traffic, even in peak periods is both acceptable and expected. All of the proposed changes would negatively impact all the people this change purports to benefit and would be contrary to the community's interests.
21	No comment provided.
22	The whole project seems to revolve around excessive speed, there is very little excessive speed from local residents. The speeding vehicles are the rat runners. Keep non local residents out.
23	Suggest close off entry to Hilmer and Pantry bay road from Warringah road during peak hours EXCEPT for local residents.
24	Option 2: Support with changes. Exception to residents of Fitzpatrick Ave East, streets that intersect with Fitzpatrick Ave East, (excluding Bantry Bay Rd) and Akora St. Make sure it is policed like the Grace Ave restrictions are policed.
25	Option 1 is the best solution and will totally solve the problem.
26	These plans should include a no left hand turn from Warringah road into Bantry Bay Rd between 6:45am until 8:45am. This inclusion will stop cars at the source of the issue.
27	No comment provided.
28	No comment provided.
29	No comment provided.
30	These options all penalise the local residents of Bantry Bay more than they reduce rat run traffic. The most sensible option is to enforce and police a local traffic zone only entry at Bantry Bay Road and Hilmer Street from Warringah Road during rush hour.





No.	Comment
31	No comment provided.
32	People that live in this section of the suburb (south/east of warringah road) should be exempt from the no left turns - how else could people that live here get to the main road? It should only be to solve the issue of people from outside the area doing this as a rat run!
33	Local traffic should be able to exit the precinct with no restrictions. We live in Gilbert place and need to access warringah road at peak times. Closing it is a ridiculous knee jerk reaction.
34	This option ensures through traffic uses the new over/underpass as intended. Rat run traffic is also spilling into and speeding through Akora St and Karingal Cres through to the Fitzpatrick Rd East/Warringah Road junction making it dangerous for local residents
35	No comment provided.
36	The only solution to this problem it to restrict traffic flow off Warringah rd into Bantry Bay rd and Hilmer st during the morning peak! Closing off/ restricting access onto Warringah Rd off Fitzpatrick will adversely affect residents. All local residents will need to access Warringah rd via Hilmer, this will create unacceptable congestion. In Hilmer st. Does council have a solution to manage this congestion/ inconvenience?
37	good morning. Option One is not good. Thats is a very convenient access route to Warringah Road for local residents. Option Two is much better and I would support that. It will mean more traffic perhaps on Hilmer Street, but then it is only for those certain hours in the morning and only Monday to Friday. thank you. resident.
38	I can't support any of these "fixes" the issue lies with poor planning and management from State governments All streets should be open and accessible for local residents at all hours of the day If also like to see the no right turn into Kanya eliminated. And the Local traffics rules and laws reinstated Residents pay a lot to councils on rates and we should be allowed to use our own roads at all times. Times have changed there are now better technologies that exist to monitor licence plates and traffic flows. This sledgehammer approach that ultimately affects local more than anyone else should have died out in the 1980s-90s And the last fact I'd like to raise is a good percentage of our subdivision is bushfire affected. Closing roads closes possible escape routes of which there is currently 5 and only 2 support right hand turns.
39	Traffic calming request: exiting Milton Place can be dangerous as cars come southbound down Maxwell Parade at speed over the crest. I feel that the proposed raised threshold at 45 Maxwell would have no benefit. Instead a raised threshold in front of 38 Maxwell to slow traffic over the crest or a roundabout at Milton Place would be beneficial. Thank you.





No.	Comment
40	All terrible suggestions that will make life miserable for local residents. The only way to stop Fitzpatrick being used as rat run is to have Bantry Bay and Hilmer open for residents only. Please have your investigators monitor this area on a Tuesday, Wednesday or Thursday morning between the hours of 7 - 9am and they will see that the problems are caused by people trying to avoid Warringah Road. It is not locals causing these issues, please don't make our lives any harder in the mornings than it already is.
41	All of these suggestions will do nothing more than serve as more of an inconvenience to local residents. The only way to reduce traffic flow and help local residents is to close off Bantry Bay Road and Hilmer Street to non-locals during peak hours. Closing Fitzpatrick will simply push all of the locals up via Hilmer onto Warringah which will cause more chaos.
42	Who comes up with this idiotic nonsense???? How about you make it better for the people who live around here rather than adding to the inconvenience it already is. All of these suggestions are ridiculous and will only further inconvenience locals. CLOSE BANTRY BAY ROAD during peak hours or have NO LEFT TURN onto Bantry Bay during peak hours and NO LEFT TURN for non-locals into Hilmer at peak hours. Closing Fitzpatrick will hugely impact people living on Bantry Bay, Hilmer, Karingal, Akora, Rangers Retreat, Panorama, Meredith, Irma, Yarralong, Garner - shall I go on? Perhaps you should take ideas from locals rather than throwing stupid suggestions around and hoping something sticks.
43	Personally I think all of the proposed changes are ludicrous, you are planning to effectively force the residents of Panorama and Karingal Crescents to enter Warringah road via Hilmer street during rush hour. Due to the fact that there is no left turn option from Bantry Bay Rd during the morning rush hour period, Hilmer street is already has more traffic than it can handle without sending any more it's way. I leave every Monday to Friday from Panorama via Fitzpatrick East onto Warringah between 8 and 8:15 am for the school run and I have never encountered many more than two or three cars using Fitzpatrick East to turn left onto Warringah Rd. I can't see what all the fuss is about, but I'm pretty sure there will be a lot of problems if you implement any of your proposed suggestions. Also, changing the direction of priority at the intersection of Karingal crescent, Fitzpatrick East and Rangers wasn't one of the councils brightest ideas either...!
44	Better to prevent left turns from Warringah Road onto Bantry Bay Rd or Hilmer St. between 6:30 and 9am.
45	No comment provided.
46	As a resident of Hilmer Street, closing off an exit onto Warringah Road will have a terrible knock on effect . The issue is all to do with the changes to Warringah Road, too much merging from the underpass, it was always going to be a bottle neck, it's just getting worse now as more people are heading back into the office after Covid.
47	Preventing rat running is worthwhile, but all of these proposals make life awkward for locals. I live on Fitzpatrick Avenue West. Leaving Fitzpatrick Avenue West with a goal of heading west along Warringah Road in the morning is already a nuisance because of the timed no entry sign at Grace Avenue / Fitzpatrick Avenue West. Turning right from Russel Avenue is similarly disallowed in the morning (I'd strongly support permanently banning this turn, but that's another story).





No.	Comment
	<p>The proposals to close Fitzpatrick Avenue East to Warringah Road mean that in order to head West on Warringah Road in the morning From Fitzpatrick Avenue West I need to either: (a) drive all the way to Adams street which is quite painful in traffic, or (b) drive onto Hilmer street and perform a U turn there.</p> <p>I support your goal of ending rat running, but I think you need to think a bit harder about local traffic flows.</p>
48	No comment provided.
49	<p>These are ridiculous solutions for people living in the Bantry Bay area. It's a simple solution. The residents of the Bantry Bay area (Bantry Bay Rd, Fitzpatrick east, Karingal Cres, panorama Cres, Rangers Retreat Rd) all need to be able to turn left out of Fitzpatrick east to go city bound in the mornings. The alternative is to go via Hilmer and that is and ABSURD suggestion as it will not be able to handle to congestion. The only problem at the moment is the rat run people who aren't residents are doing. The Bantry Bay area should be RESIDENTS ONLY at that time of the morning.</p>
50	<p>The challenge i have with this proposal, as a resident of Tyalla Avenue, is that our local catchment primary school is Frenchs Forest Public School (FFPS), and on mornings where we are short of time OR it is raining, we need to drive our children to school / day care (MAD Frenchs Forest on the grounds of FFPS), and returning home is already a challenge due to Grace Avenue being closed during morning peak traffic.</p> <p>For us (and for anyone who lives in the Maxwell Parade area of FF, the optimal route home from FFPS is via Grace Ave, Deakin St, Bentley Ave, Brown Street and across Warringah into Currie Road. However due to Grace Ave being closed off, our current alternative is Fitzpatrick Ave West, Warringah Ave, Right onto Hilmer, Fitzpatrick Ave East, Warringah, Maxwell Parade. This often takes an extremely long time due to traffic Queuing on Fitzpatrick Ave East, however if Fitzpatrick Ave East is closed, our only options are:</p> <p>a) Grace Ave, Russel Ave, Left onto Forest Way and cut across 3 lanes of Peak hour traffic to turn right onto Naree Rd, Turning right onto Wakehurst Pkwy and be stuck in lengthy traffic (unacceptable due to unsafe crossing of 3 lanes within 100m of road lengthy travel time increasing journey on Naree Rd / Frenchs Forest Road W and Wakehurst Pkwy and Warringah Rd),</p> <p>b) Grace Ave, Prince Charles Rd, Adams St, Right onto Forest Way, Right onto Warringah Rd and then left onto Maxwell Pde (unacceptable due to increase in traffic on narrow residential streets, feeding traffic deeper onto Forest Way resulting in significant travel times due to Forest Way and Warringah Rd congestion.</p> <p>The only way these changes can be supported without significant travel impacts for residents of Maxwell Parade area who have children in FFPS or MAD Frenchs Forest day care is to permit local traffic through Grace Ave. It takes me</p>
51	No comment provided.
52	Please make it NO left turn onto Bantry Bay road and Hilmer street in the morning. Thank you.
53	Please make it NO left turn from Warringah Road into Bantry Bay Road 6.30am - 8.30am and NO left turn from Warringah Road into Hilmer Street 6.30am - 8.30am.
54	<p>Please make it NO left turn from Warringah Road into Bantry Bay Road 6.30am - 8.30am and NO left turn from Warringah Road into Hilmer Street 6.30am - 8.30am. This will fix the rat running ASAP.</p> <p>The Police could make a fortune with the current volume of people rat running or alternatively setup a camera and issue fines to those that do an illegal Left Turn from Warringah Road during those times.</p>





No.	Comment
	I don't believe the FF residents should be penalised and have Fitzpatrick Ave East closed off or you will create a bottle neck at the traffic lights on Hilmer street. Thank you.
55	Closing Fitzpatrick Ave permanently at Warringah Rd will create a bottle neck at the Hilmer Street lights and Bantry Bay Rd into Warringah Rd for those trying to head towards Forestville, Chatswood and the city. It will also punish the locals because of those using it as a rat run. The ability to be at Forestville shops in 2 minutes will be lost. It is only a problem in the morning so please only implement a morning solution.
56	Instead of restricting local roads from accessing main roads, making life more inconvenient for everyone, why not try to relieve the cause of "rat running"? A cost effective and immediate solution is to increase the duration of the green lights on Warringah road beyond Currie street at peak time to stop traffic banking up through the underpass. Longer term solutions should focus on bus bays to reduce left lane merging and implementation of the much vaunted but so far undelivered b line to Chatswood. It wouldn't take much to relieve congestion as evidenced on Mondays and Fridays when the need for rat running is far reduced. These local roads can then remain open to locals and to traffic relief during emergencies such as accidents.
57	We support option 2 but as a local resident of Karingal crescent we should get permit to turn left from Fitzpatrick to warringah road.
58	We support option 2 but as a local resident we must get a pass to use entry to Warringah road from Fitzpatrick Avenue east at any time.
59	I live in Karingal Cres and went for a walk this morning (27/03) around Karingal, Fitzpatrick and Hilmer. I counted at least 82 cars coming from Warringah Rd, down Bantry Bay Rd, turning into Fitzpatrick and following it to where Fitzpatrick Ave east meets Warringah Rd so they could merge into Warringah Rd there. I assume they think it saves some time when I don't believe it does as then they have to wait to get out on Warringah Rd in a big line. Many of them were driving way too fast for a suburban street at 7:30am and I observed most of them not properly obeying the rules at the stop sign where Fitzpatrick crosses Karingal & Rangers Retreat Rd. There was no proper stopping before driving through the intersection. This happens daily and it is dangerous and frustrating for local residents both driving and walking themselves or with their dogs. I am happy to see the council is doing something about it and hope to see changes very soon.
60	Local residents need to have authorised vehicle status for access to Warringah road from Fitzpatrick Avenue East as there is already accumulated traffic in Hilmer street from vehicles wishing to go to Forest Way or east to the beaches. As a local resident and ratepayer for 52 years there has to be an alternative to reducing the access points from five in the 1970s to one especially as the cars in this isolated pocket have increased at least tenfold and council has allowed zoning for more.
61	All options are not satisfactory as if we as residents need to go to Chatswood for medical, school or emergency reasons in that time frame it would only leave Hilmer st as an exit as previously changes were applied to Kanya st thus reducing exit roads to 2 options only, now with your suggested changes this would reduce to 1 exit only which is totally unsatisfactory. Currently in peak hours the queue of cars trying to exit Hilmer can cause several light changes to get out of our area and these would only increase enormously causing massive traffic problems within our sealed off area especially when the gazetted multi story developments come into the equation. I believe you need to find another solution or grant resident only authorised vehicle stickers to access our enclosed area during the peak times recommended.





No.	Comment
62	No comment provided.
63	No comment provided.
64	How about you focus on addressing the major congestion issues on Warringah road. Millions spent on that overpass but it's the traffic lights at Currie Rd and Starkey St which need to be reconfigured. I drive to the city every day and there is more traffic on this section of Warringah Rd than any other part of my trip to the CBD
65	As a local resident I support all options that will reduce congestion, noise and aggressive drivers in the mornings, and I think any of these options would help. Thank you for taking this matter seriously.
66	As a local resident I support all of the options above. I would also suggest considering local traffic only access or local traffic only exceptions in the times above. I would be interested to hear how the council intends to police the changes in Options 2 & 3.
67	No comment provided.
68	We support option 2, but being a local resident, we should still have access onto Warringah road within these hours.
69	The problem is Warringah Road. I don't see any solutions among these options that will solve the problem of the traffic bottleneck on Warringah Road
70	I do not support any of these options left turn in to hilmer street and bantry bay road from warringah road should be for local traffic only on weekday mornings 7 - 9 to stop rat running
71	Suggest make left turn into bantry bay road and Hilmer street from warringah road to be local traffic only between 730 and 845 on weekdays.
72	Option 2 is the best. Allows access normally at all other times. Bear in mind that Warringah road will be severely impacted over next few years with development of high school site.
73	The most simple solution is to block off the left hand turn into Bantry Bay Road from Warringah Road permanently and to restrict the left hand turn into Hilmer Street from Warringah Road between 7.30am and 9.00am (local resident exceptions). Why disadvantage those of us living in this area by restricting access to Fitzpatrick and Warringah Road. Two easy steps that will solve the problem.
74	No comment provided.
75	Physically closing or limiting access to Warringah Rd from Fitzpatrick Ave East between 7.00am - 8.45am Mon - Fri, will cause tremendous inconvenience to local residents in the south Frenchs Forest area. It will significantly increase commuter time for locals who use this entry point to Warringah Rd in their daily commute. I suggest the police start fining the 'rat runners' as they illegally turn left from Warringah Rd into Hilmer St and Bantry Bay Rd. I am strongly opposed to the above proposals.
76	We live in Rangers Retreat Road and need to be able to access Warringah Road in the morning to take child to school in the city. Closing the road would mean we would have to queue to turn into Hilmer Road and then turn onto Warringah Road. There has very occasionally been a tailback of cars trying to exit along Fitzpatrick Avenue onto Warringah Road but very rarely and it has never been a problem for us. I do not understand the need for any of this. If something must be changed and I would primarily advocate nothing being done, then residents should be allowed out onto Warringah road from Fitzpatrick Avenue East. Received via email 15.05: Further to my submission below I wanted to add the following please. As I said in my submission, I have not noticed a traffic build up being significant and I leave home between 7.30 and 7.45am.





No.	Comment
	<p>I have been watching in the mornings where the cars are entering our local area. The cars that are causing some congestion are turning off Warringah Road at Bantry Bay Road then turning right into Fitzpatrick Avenue. Some are also then turning into Rangers Retreat Road and right into Kanya Street which they are not allowed to do at that time of day.</p> <p>Rather than close off Fitzpatrick Avenue East to Warringah Road which would greatly inconvenience local residents could you put up a sign restricting entry to Bantry Bay Road at rush hours excepting local traffic? And possibly cameras to enforce this? Or, to enforce this you could try doing what you did at the back of Forest Way Shopping Centre when police were often present along the road to fine people who had entered the short cut heading toward Forestville (I cannot remember the name of the road) . This looked to be a very good deterrent and preferable to enforcing something which primarily negatively affects people living in and around Fitzpatrick Avenue East.</p> <p>If this road was closed at Warringah Road it would force local traffic to use Hilmer Street causing traffic issues for local residents and potentially would add a further 10-15 minutes to journeys into the city in the mornings.</p>
77	This one seems OK as long as residents count as an "authorised vehicle". We line on Rangers Retreat Rd and use that route to drive to Chatswood.
78	We are concerned about impact on Parni Place which at times has become a secondary rat run and is narrow street. Whatever solution is selected it must stop the rat runs.
79	Conditional support as closing East Fitzpatrick will make Parni Place, which is smaller & narrower, a rat run .. so just moving the problem! Current situation diabolical! Signs for restricted access into any road are not 100% effective. Monitoring needs to be every day during restricted hours to ensure their compliance ... this is not a feasible option!
80	No comment provided.
81	No comment provided.
82	<p>As the police said, enforcement of this would be difficult, with no easy way for them to safely pull over those that breach the condition.</p> <p>It noticeably impacts residents of the area, forcing some significantly backwards. Maybe an approach would be to stop the traffic entering this area - where do they do that from? Hilmer St? Bantry Bay Road? Could they be made no entry to non-resident or non-working traffic? It may be easier and safer to police. And it would stop the need for the No Entry at Kanya St.</p> <p>The point needs to be made that there wouldn't be a rat-run if the main road was flowing better. It should also be said that if public transport was better and more reliable, that too would take pressure off the roads.</p>
83	My issue with the three options above all restrict and punish local residents, when the actual problem is being created by residents outside of this local area. The most simple resolution would be to restrict the left hand turn from Warringah Road into both Bantry Bay Road and Hilmer Streets, during the hours 7.30 am - 8.45 am Mon - Fri (excluding local residents). This will stop the rat-running, but will not impact or impede local resident's access to Warringah Road via Hilmer Street or Fitzpatrick East. This "No Left Turn" on 2 roads only required some street signage and police presence to detect and book offenders. Please consider this option of simply removing the right for cars on Warringah Road to turn left into Bantry Bay Road and Hilmer Street for 75min each weekday morning - this will simply and effectively solve the issue without impacting local residents.





No.	Comment
84	No comment provided.
85	No comment provided.
86	As residents who live in the area, this is our way to get onto Warringah Rd. All of the recommendations will cause more traffic at the alternate access points and back traffic further up Warringah Rd. Exiting from Hilmer Street onto Warringah Rd is not an option as the traffic is particularly heavy there. Doing this would add 20 minutes onto our daily commute. We also need to be able to access the bus from Warringah Rd at Maxwell Parade and wouldn't be able to do this if you inhibit access. Already we're unable to get out of our area via Kanya st/Parni Place with the time restrictions. These measures would drastically inhibit our ability to be able to leave our house and head towards the city.
87	I am a resident of Bantry Bay Rd, drive to forestville between 8.30/8.45, never a que at Fitzpatrick exit to Warringah Rd. Just stop people turning into Bantry bay Rd or Hilmer between these times suggested. It is not local traffic causing a problem!!! Yet we will be disadvantaged. Does not make sense to add more chaos to main roads by forcing everyone there.
88	Hilmer Street will be impossible to get out of
89	Will cut off the suburb
90	No comment provided.
91	Its a ridiculous place to merge another defacto A road lane. Residents in the area have multiple exits without this that are safe and controlled within lights. Stopping rat runners will mean only residents will be exiting.
92	This stops local residents using our local roads. I would suggest no left turn into Bantry Bay Rd and Hilmer Street between the specified times.
93	I support 2 and 3 however it disadvantages people living in that street markedly. And then it will just push the rat run into Maxwell parade again which is already very busy and difficult for the people living in that street to get out of their obstructed driveways. Fix the traffic on the main road and people wouldn't have to try rat runs. That the whole problem is fix the traffic on the northern beaches and provide a reliable public transport system especially at peak times.
94	No comment provided.
95	Suggest open up Grace avenue no entry sign in peak hour. Currently a lot of traffic does a rat run from Fitzpatrick Ave west onto Warringah rd and back out of Fitzpatrick Ave east due to Grace Ave closure. Alternative is to back track up to Belrose to get onto main rd. This is a historic closure dating back to 70's. Likely time for a review as main rd clearly cannot manage all the traffic
96	Keep current arrangements unchanged.
97	Leave existing arrangements unchanged.
98	Really? Are you trying to penalise the people that actually live in this residential pocket? How about you stop left hand turns into Bantry Bay Road and Hilmer Street so non-residents can't use our area as a rat run? Has the council actually sat themselves at Bantry Bay Road and Fitzpatrick Road East on a Tuesday to watch the traffic jam that non-residents cause, that's the issue! And to stop that issue, is not any of your suggestions. What you have proposed should not go ahead. Try again and get it right next time.
99	No comment provided.
100	No comment provided.
101	Do not close off Fitzpatrick avenue permanently as this will restrict access to warringah road at other times and may have other unintended consequences eg push traffic through Parni place





No.	Comment
102	<p>Hi,</p> <p>I believe that physically closing Fitzpatrick ave East is an extreme solution to the issue. A control through no Entry signs sounds like a sensible solution to remedy the morning rat run, while also keeping that exit option available for locals for the rest of the day.</p> <p>A permanent closure would increase traffic on other exit roads for residents, sending more traffic down Parni Pl (which is single lane at the best of times).</p> <p>Thank you.</p>
103	Restricts resident and road user access. Could install speed humps to slow traffic without closing roads
104	<p>The only solution to this problem is to restrict traffic flow off Warringah rd into Bantry Bay rd and Hilmer st during the morning peak!</p> <p>Closing off/ restricting access onto Warringah Rd off Fitzpatrick will adversely affect residents. All local residents will need to access Warringah rd via Hilmer, this will create unacceptable congestion in Hilmer st. Does council have a solution to manage this congestion/ inconvenience?</p>
105	I'm a resident of Karingal Cres so understand the frustrations this is causing with traffic in the morning. I support each with changes being; allowing local residents only to utilise ie Fitzpatrick East, Karingal, Panorama etc.
106	Closing off Fitzpatrick Avenue East at Warringah Road will only direct traffic along Rangers Retreat and into Parni Place. I live on Parni Place. I know there is already a sign at the entrance to Kanya Street saying no access between 7am and 8.45am but no one takes any notice of it. Unless these streets are policed frequently then people aren't going to take any notice of the signs. I've lived here for 22 years and have only seen the police on Kanya twice. No one takes notice of the STOP sign at the intersection of Fitzpatrick and Rangers Retreat. Parni is already a bottle neck with parked cars and people using the road both ways.
107	No comment provided.
108	As we live in Karingal Crescent this is our way to work each day
109	The residence from in the area of Fitzpatrick Ave East should be able to exit onto Warringah Road. The issue is stopping the cars coming into Fitzpatrick Ave as a short cut. Therefore putting a no entry sign at the Junction of Fitzpatrick Ave and rangers retreat and karingal crescent is a better option, allowing the residence to exit as intended. Happy to discuss this further
110	I certainly do not support Option #1 as this would be a completely negative step for all those folk who live in the Bantry Bay area and for the many who have reason to visit community gathering centres such as the Frenchs Forest Anglican Church and various clubs and sporting fields at the end of that road.
111	Research as to where alternate rat routes would pop up/bottlenecks would occur and research how to manage these in tandem
112	The focus shouldn't be on stopping rat running - People are late to work and getting frustrated by the long traffic jams so try instead to fix the issue that is causing people to go into side streets. We need more buses, trains/trams, tunnels, and a change of urban planning to allow more mixed use development.
113	<p>Option 1 penalises residents permanently while option 3 does not address the problem. As a resident of Panorama Cres we have noticed an increased flow of traffic "zipping" around to get to the front of the queue!</p> <p>However, all things considered enforcement of option 2 is considered best without totally penalising local residents.</p>





No.	Comment
114	Please also restrict any right turn into Karingal Crescent as the rat runners turn left into Akora St and then turn left into Karingal Cres before they join the queue at Fitzpatrick Ave East trying to get onto Warringah Rd
115	No comment provided.
116	No comment provided.
117	No comment provided.
118	I support options 2 & 3, with exceptions for local traffic. I don't think it's fair that those residents who live in the immediate vicinity (Kitzpatrick Avenue East, Karingal Cres, Akora St, Panorama Cres, Meredith Pl, Wilima Pl, Rangers Retreat Rd, Banty Bay Rd etc) are to be further disadvantaged because of the poor actions of those who live outside the area and are trying to avoid the traffic on Warringah Road. I believe the same 'local resident' exemption should also apply to the recently installed restrictions at Kanya St.
119	I don't support any of those options. I am a carer for my grandchildren and need to access Karingal Crescent most mornings during peak hour. Closing off access will disadvantage their family as there will be no other legal way for me to drive into the street. Walking is not an option as I often assist with school drop off. Please do not implement any of these proposed changes.
120	All options are ridiculous and disadvantage local residents. Do not close off any of these streets. Many of us residents are working families that need to access towarringah road in the mornings for work purposes and school drop off. Closing this access road will only put more pressure on Hilmer Street. Leave our streets alone and reopen the back access to Currie Road!
121	Stop non residents in the morning from turning left off Warringah road into Bantry bay road and Hilmer street
122	Physical Barrier required otherwise drivers will continue to use the rat run. No safe or accessible location for Police to enforce offences under option 2
123	Closing Fitzpatrick will only focus the traffic into hilmer, local traffic should be able to get through
124	What happens to local residents eg I live at [redacted] Bantry bay ? How do I get to Chatswood every morning please? Thank you
125	All options have not taken into consideration the access to Warringah road from Fitzpatrick East for local residents training in the surrounding streets. Suggestion would be stricter reinforcement of no access / no right turn into to Fitzpatrick East from Bantry Bay Road or Hilmer street during peak Hour times. Similar to the signage and police reinforcement on Grace Ave. With police issuing fines from time to time to reinforce this as has also been done on Grace Avenue. Access to Warringah road from Fitzpatrick East should remain for Bantry Bay residents. As a local who has lived through the traffic chaos getting out of our area through the hospital and road builds, to see the solutions provided lacking consideration to the further impact of local residents in the Bantry Bay Area is beyond disappointing. I live in Miami Place, the intersection with Fitzpatrick and Hilmer is already a safety hazard to cross due the the roads not lining up. With the traffic coming past now as short cut I cannot (a) often get out my street to cross into Hilmer safely to take my children to school nor utilise Fitzpatrick easily to access Warringah road which should be a right of me living in the area.





No.	Comment
	I would ask that the options be further considered in light of the already limited in/out roads to the areas for local residents and general safety concerns.
126	No comment provided.
127	No comment provided.
128	No comment provided.
129	Permanent closure of Fitzpatrick Ave at Warringah Rd is unnecessary and will be a great inconvenience to local residents. The other peak hour suggestions are reasonable and should not be too inconvenient.
130	If changes go ahead on this 'rat run' then changes MUST also occur for the Warringah Rd/Forestway intersection and the merger from the underpass traffic as it cannot and does not cope with the number of cars, hence the use of the back/side streets. Traffic on the Northern Beaches is absolutely terrible and there are currently no alternate options.
131	Option 1 works best as it does not require enforcement. Option 2 is probably the least disruptive for local residents but what means will be provided to stop illegal left turns into Warringah Road from Fitzpatrick Road East. Suggest install camera/s. Option 3 seems incomplete as it does not seem to prevent people travelling on Fitzpatrick Roda East from turning left onto Warringah Road.
132	No comment provided.
133	No comment provided.
134	Please stop motor cars from being able to enter Warringah Rd from Fitzpatrick. Please make it a accessible still for bike riders and people walking
135	Make it no left turn from warringah rd onto bantry bay rd or hilmer st between 7-9:30 with residents excepted
136	I don't support closing off the road when the issue can be controlled with restricted hours of use. I believe its always better to keep road access open when possible for emergency vehicle use.
137	I do not believe that residents that are impacted by northern beaches 'rat runners' heading west along Warringah Road and cutting through Fitzpatrick Avenue East should be penalised by restricted exit from Fitzpatrick Avenue East into Warringah Road or permanently by physically closing off this street at Warringah Road. The deterrence should occur earlier than Fitzpatrick Avenue East, my suggestion is as follows: A 'No Entry - Local Residents Only' between the hours 7.00am to 8.45 am Mon to Fri - \$500 fine issued to illegal entry sign to be erected on the corner of Bantry Bay Road and Warringah Road. The mouth of Primrose Avenue where it enters into Bantry Bay Road to be narrowed for one car to exit at a time with a 'No Entry - residents only' sign to be displayed at the narrowed mouth of Primrose Avenue facing traffic attempting to enter from Bantry Bay Road. This no entry sign will stop 'rat runners' that have entered Bantry Bay Road from Warringah Road, illegally, and then trying to make a right hand turn into Primrose Avenue to avoid potential traffic policing further up Bantry Bay Road. Of course residents that live in Primrose Avenue then have the option to exit Primrose Avenue into Bantry Bay Road or Hilmer Street. A sign on the corner to Fitzpatrick Avenue East and Bantry Bay Road to read 'NO Entry to Warringah Road - Local Residents Only' Between the hours of 7.00am to 8.45am - \$500 Fines apply to illegal use.





No.	Comment
	<p>A similar sign to be placed at the Fitzpatrick Avenue East end of Hilmer Street advising that there is no right hand turn access to Warringah Road. These vehicles that have turned left off Warringah Road into Hilmer Street to join Fitzpatrick Avenue East to gain access to Warringah Road after turning right from Hilmer Street will need to turn left onto Fitzpatrick Avenue East and then left again into Bantry Bay Road and then a further left back into Warringah Road back into the traffic from where they originally came from - basically driving around the block.</p> <p>Over time should local residents report no decrease in 'rat runners' then a gate could be installed at the exit from Fitzpatrick Avenue East at Warringah Road, that only requires closing between the hours of 7.00am to 8.45am Monday to Friday. The Northern Beaches Council could employ a resident with a few back ups to unlock and lock the gates between the designated time slots. If this were to occur then signs would need to be placed on the corner of Karringal and Panorma Streets advising no right and left hand turns respectively for access to Warringah Road.</p> <p>I believe that a permanent closure of access to Warringah Road from Fitzpatrick Avenue East could be detrimental to emergency vehicles attending bushfires that surround the pocket of houses along Bantry Bay Road and Ranger Retreat Roads. There are mountain bike tracks through the Bantry Bay Area, bushwalking tracks and playing fields at the end of Bantry Bay Road. Fitzpatrick Avenue East needs to remain open to allow emergency vehicles access should there be any emergencies and there is traffic congestion along Warringah Road. Often some emergencies, depending on the seriousness of the injuries sustained, are sent to RNS hospital. An exit from the Bantry Bay Area of an emergency vehicle/s via Fitzpatrick Avenue East to Warringah Road may be life saving.</p> <p>Of course any person/s that need to access Bantry Bay Road or Fitzpatrick Avenue East for work in this local pocket of Frenchs Forest and can prove this will be exempt from penalty if they are pulled over by policing.</p> <p>In today's tough financial climate a hefty fine is often the only deterrence for some to cease 'rat running' behaviour.</p> <p>Just my thoughts.</p>
138	No comment provided.
139	<p>Given the Councils reluctance/inability to effectively engage with the State Government to address and rectify the root cause of the excessive traffic being funnelled into Fitzpatrick Ave East Frenchs Forest, due to the failure of the Warringah Road upgrade undertaken as part of the Northern Beaches Hospital upgrade, reluctance to pursue the option of stopping left hand turns into Bantry Bay Road and Hilmer Street during the morning peak (albeit not addressing the root cause) and in consideration of the upcoming increased density development that is to commence in the Bantry Bay Road & Hilmer Street area. Option 1: "Physically close Fitzpatrick Avenue East at Warringah Road" is the most logical solution, albeit comes with penalty to "Local Residents". This is followed by option 2: "No Entry to Warringah Road from Fitzpatrick Avenue East between the hours of 7:00am and 8:45am Monday to Friday"</p> <p>Further it is illogical that Council Staff had the audacity to provide a recommendation to the "Local Traffic Committee" to alter the original TRIM FILE REF 2024/040996 plans, following community engagement when only 6% supported the proposal, some of which made further suggestions, and 12% of residents did not support part or all of</p>





No.	Comment
	<p>the proposal. Therefore, the implementation of any form of Traffic calming solutions as per the initial proposal should be abandoned.</p> <p>In anticipation that "Council" and the "Local Traffic Committee" cease the ongoing and future waste of ratepayer's money to installing traffic calming devices, by Physically closing Fitzpatrick Avenue East at Warringah Road.</p>
140	<p>These roads are not an issue on Monday and Fridays and often Thursdays as well as the traffic flows on Warringah Road these days. Silly to make such drastic permanent changes for the sake of two days of disruption.</p>
141	<p>Definitely not option 1, residents on my street need to get out from Karingal Cres to get to work.</p> <p>With option 2 and 3, are residents going to be exempt ? How is this going to be monitored ? Option 2 would be the best solution.</p>
142	<p>As a resident of Panorama Crescent, I disagree with all 3 options. They are all unfavourable and would do more bad than good, especially to the residents of this area.</p> <p>The first option being the worst among all the 3 bad options, which is why I would be against it the most !</p> <p>Option 1: Totally blocks the residents of Panorama Crescent and completely prevents their access to Warringah Rd 24hrs a day, 365 days a year and isolates them from the outside world on Warringah Rd ! Not only the residents of Panorama Crescent, but pretty much all the residents of Karingal Crescent and Fitzpatrick Avenue East would have the same issue. They would all be forced to head east, back to Helmer Street, to be able to access Warringah Rd, create an unnecessary congestion at the traffic light of Helmer street, before then inevitably adding to the natural congestion of Warringah Rd, especially during those rush hour, that we are trying to solve the problem for. It would be like causing a significant trouble to all those residents, all year round, just to try to calm the traffic down in the 1hr of the school day mornings !</p> <p>Option 2: Slightly better than option as at least it doesn't create the outlined problem for 24hrs X 365 days as the first option suggests.</p> <p>However, it still causes a significant issue, during the peak 7:00 - 8:45 AM time; when it matters the most ! As a resident in Panorama Crescent, I cannot drive my children to their school in Killarney Heights easily after this change; as I will have to drive back to Hilmer street, line up in the traffic light queue before joining the endless Warringah Road congestion. Would cost me an absolutely unnecessary extra 10 mins at least every day to reach the school. The only chance I can support this change is if the residents vehicles are considered to be part of the authorised vehicles group, for which the above rules do not apply</p> <p>Option3: Well, its the same thing, creates the same unnecessary problem obliging the residents of Panorama Crescent to drive backward in Fitzpatrick, to join the desperate queue in Hilmer Street before then connecting with dreadful Warringah Rd traffic in the peak hours ! The only chance I can support this change is if the residents vehicles are considered to be part of the authorised vehicles group, for which the above rules do not apply</p>
143	<p>All 3 are great suggestions and must be implemented. If point 1 and 2 are implemented, it will immediately have traffic calming outcomes.</p>
144	<p>This is a joke. People have kids to get to school and then need to get to work. I'm a resident and I can't use the streets. So it takes me an hour to drop my children to</p>





No.	Comment
	<p>Forestway Shops from Ballanda St because you block access to all the normal roads we use. This is our local public school and closest major bus stop. Why on earth would you just want to direct more traffic to Adam's street. Clearly no one with half a brain or who uses the roads has considered this. Maybe just old people with nothing to do or no where to go are complaining. Absolute joke. Time to move to another area or this goes ahead.</p>
145	<p>We live local at Ballanda street and require the ability to drop our children close to forestway to be able to catch the bus safely in the mornings. To do this we drive up and drop them at the footpath that leads to the warringah road pedestrian crossing on karingal crescent - we then return to home via Fitzpatrick east onto warringah road - we would happily come back home via Kanya st but you have already closed this off for our use in the morning. All options would push us back onto warringah road via Bantry bay road adding significant time due to the horrendous traffic in the morning.</p> <p>We have no ability to go up via warringah road as you have also closed grace avenue - ironically all the changes to stopping the rat race have just impacted those who live local ! Forcing us out into the traffic that is traversing the suburb !</p> <p>Why not close Bantry bay road to turning left onto from warringah road ?? This would stop the traffic that is coming from warringah road / Wakehurst parkway</p> <p>Or why not fix public transport and work on getting cars off the road ?</p> <p>Or put the tunnel in that was promised and started !!</p>
146	No comment provided.
147	A more logical approach to achieve the desired outcome is to install 'no entry' signs for non-residents of the area at both Bantry Bay Road & Hilmer Street between the indicated times. Local residents should still be able to access Warringah Road from Fitzpatrick Avenue East under all scenarios considered.
148	
149	Should've been left as it was before the STOP sign at Fitzpatrick/Karingal was reversed. Vehicles should be able to enter and exit to and from Fitzpatrick and Warringah Road intersection as before.
150	No comment provided.
151	No comment provided.
152	No comment provided.
153	I think that the recent traffic calming measures agreed upon along with these changes to road signage around Fitzpatrick Ave E can be entirely replaced by NO Entry signs at Bantry Bay Rd and Hilmer Street. Put NO ENTRY signs from 7am - 8:45am weekdays only at the entrance to these roads from Warringah Rd so that no cars (except residents) can enter the area at all during these work day mornings. To ensure entry can be made into the area, reopen the left turn from Warringah Rd into Fitzpatrick Ave East, there is enough space to create a left turning section separate to the main flow of traffic to avoid slowing of the Warringah Rd traffic flow. Also, can you petition for Warringah Road and Forestway road traffic speed to be reduced from 70km/h to 60km/hr. 70kms per hour is ridiculous and many drive incredibly dangerously along these roads. I can't think of any roads in nearby suburban areas which have 70km speed limits.
154	No comment provided.
155	I am not sure how these suggestions help in anyway. We (the local community) use Fitzpatrick rd on a regular basis , its the people that DONT live in this area that are causing the problems. So its very simple . Just stop





No.	Comment
	people turning left into Bantry Bay , Hilmer st in the mornings from Monday to Friday between 7am & 8.45 am. This would be the easiest and cheapest and quickest solution in my option.
156	Why should local residents be penalised and inconvenienced by overflow from Warringah Road traffic? If local residents can only exit via Hilmer Street, it will contribute to and exacerbate the situation on Warringah Road. Exiting Hilmer Street in peak morning traffic has always been a traffic congestion point and ensuring this is the only exit point will definitely make that worse for all local residents, and I imagine any emergency services would be greatly hampered too. Please close access to Bantry Bay Road and Hilmer Street from 7.00-8.45am and cut off the problem, before it even begins. If you are able to restrict entry and exit points as proposed I don't see why you cannot have a timed (7.00-8.45am) NO ENTRY from Warringah Road to, Bantry Bay Road and Hilmer Street. This would be for ALL drivers. I cannot see how this timed no entry would affect any future plans for town centre and brick pit reserve.
157	Unhelpful and shortsighted. These suggestions are damaging to those who live in this area. I cannot believe this is even being proposed. Obviously, the planners do not live here and do not think of the local residents first....but of a problem that they have to solve. Restrict access to Bantry Bay Rd at Warringah Road. Seriously, it's not that hard!
158	While this proposal is based on impact to residents in Fitzpatrick Avenue and other streets, my concern is that exit from Fitzpatrick Avenue is dangerous for both those exiting Fitzpatrick and on Warringah Road. This is true any time of day, not just morning peak.
159	The local residents should be able to access Warringah Road, heading West if they need to.
160	No comment provided.
161	None of the solutions will be of benefit to us the local residents of the Bantry Bay Area and address our concerns with the rat run problem. Please don't put forward ideas that don't address the primary problem that is trying to be resolved. Forcing local residents to not be able to use the Fitzpatrick exit does not improve the situation.
162	Access to warringah road via Fitzpatrick needs to be allowed for residents. With Parni place also restricted access during this period there is no way for residents to exit onto warringah road unless it's via Hilmer st and directly into peak hour traffic jams causing more congestion. The best option is to restrict entry for non residents in to bantry bay road and hilmer street from warringah road during peak times outlined in proposed option
163	I live out of area, and do utilise Fitzpatrick Rd on occasions in the morning. I do not see many cars on this road from 8am. Perhaps there are more cars between 7 - 8am? I think you would need to make No Right turn at the intersection of Bantry Bay Rd and Fitzpatrick St and at the Traffic Lights at Warringa Rd and Hilmer. With a Local traffic ONLY sign. Anyone working in the area, cleaners, home business would need to be classified as local.
164	No comment provided.
165	No comment provided.





No.	Comment
166	<p>In any solution to stop the rat runners please consider the needs of the Bantry Bay area residents. We still need to get in and out of our homes during the morning peak, and during non peak times when the rat runners are not an issue. We have put up with years of rat runners, then major roadworks that have not fixed the problem, now we have rat runners again due to poor traffic design on the main roads, too many merges and people do not know how to merge!</p> <p>I am a resident of Parni Place. We have signs at the eastern end of Parni Place saying NO ENTRY to Parni Place from 7am to 8.45am. This does not stop all the rat runners entering our narrow street in the morning. They still come. It is not just about Fitzpatrick Ave East. For my drive to work I need to drive east along Parni Place, and it is almost impossible during morning peak due to the constant flow of oncoming cars, none of them are local residents, I see them all entering off Rangers Retreat Rd where the NO ENTRY signs are. We need a solution that works on weekends and off peak too, so physically closing Fitzpatrick East is the worst idea of the above 3 options. This is a key exit out of this pocket, and it is on a wide street with safe access to Warringah Rd (unlike Parni Place which is a narrow winding road). If Option 2 or Option 3 goes ahead then all the residents cars who can currently legally exit here in the mornings, will need to find another way out of our pocket, this will increase load on the other streets. It makes more sense to prevent rat runners entering this area in the first place. I suggest NO ENTRY signs are installed at Hilmer St and Bantry Bay Rd off Warringah Road. This is where they come in so it makes sense to prevent entry instead of blocking the exits for residents. Alternatively a NO ENTRY at the existing westbound stop sign on Fitzpatrick East at the intersection with Rangers Retreat Rd would stop them coming through, there are usually 20+ cars lined up here at about 7.20am they have all come in via Bantry Bay Road, some go straight ahead to Fitzpatrick and some turn left to go via Parni Place. But then maybe they would go along Bantry Bay rd and Careebong to Parni Place thereby increasing traffic this way! Ultimately the morning traffic jams on Warringah Road are the problem so please keep working to fix this - more public transport, better bus services, east-west bus (like the B-Line) from Chatswood to Dee Why, people need a viable practical alternative so we can choose public transport instead of our cars.</p>
167	<ol style="list-style-type: none"> 1. I don't see Fitzpatrick Ave as an easy 'rat-run' because of the Warringah Rd bypass and intersection at Rangers Retreat Rd enough of a deterrent. 2. This will only inhibit movement of local residents. 3. This is a solution looking for a problem that does not exist.
168	<p>I live in Garner Ave. This plan would seriously disrupt me dropping my kids to school (Forestville) and to my work (St Leonards). Where I live means I am not "ran-running".</p> <p>Hilmer St lights CANNOT handle that additional traffic.</p> <p>I agree that a huge proportion of people are using it as a backroad, but I don't think it's right to punish people that live in that area also.</p>
169	<p>Please consider what additional measures can be put in place to reduce traffic volume and speed down Bantry Bay Road and Hilmer Street between Warringah Road and Fitzpatrick Ave East.</p>
170	<p>Option 3 is unclear - there are 2 entry point from Karingal to Fitzpatrick East . Are you describing a permanent block at this point?</p> <p>The problem stems from people turning left from Warringah road into Bantry Bay and Hilmer. Stop the problem at the source. And make it left turn - only for residents - so I can get home from the gym without having to go all the way to Maxwell. I think you need to do more research with active residents</p>





No.	Comment
	All of these limit the movement of the local residents- one of the attractions of this section of Frenchs Forest is the easy access to Forestville.
171	<p>All these ideas are stupid. Some of us have to cross over from Grace Ave, go down Fitzpatrick West and onto the main road, right into Hilmer in order to avoid Grace Ave before 8:45am. Remember, it's closed off too. Those of us living on Altona Ave down to Keldie, Deakin have to suffer until 9am.</p> <p>You're making this insufferable for people trying to get home or to work.</p> <p>People will be using the hospital to do u-turns onto the main road. Do we really think that's the right idea?!!</p>
172	The main 'rat running' problem is between 7.00-8.30. After 8.30am it usually clears unless there has been an accident further down. I support no entry from Fitzpatrick Ave into Warringah Rd during peak hour, but in an ideal world I would open it up at 8.30 am allowing local Bantry Bay parents to drop their kids to school (Forestville, OLG, Killarney etc) before 9am.
173	<p>All the proposals discriminate against local residents.</p> <p>The obvious solution is to book people turning into Bantry Bay Rd. and Hilmer St between 7 and 8.45 weekdays. The signs have been there for years and not acted on. Local residents would be exempt.</p> <p>Anne Williams</p>
174	No comment provided.
175	I live in Karingal crescent and leave via that route every day. This will cause a road block along Hilmer for people turning left. So for me absolutely the wrong idea. I would support no left turn into Bantry Bay Road and Hilmer Rd with local residents exempt.
176	Making these changes without doing anything to ease congestion on Warringah Road is only going to create longer delays for commuters. Until such time that congestion easing measures are implemented on Warringah Road, I do not support any of these options.
177	No comment provided.
178	Don't overthink it
179	The problem is heavy traffic that enters the area as a shortcut. So, if you just stop this from happening the majority of this issue will resolve. The council can then spend that money where it is needed.
180	If the options are enforced, then you will have build up on Hilmer St that is already a dangerous thoroughfare! The lane on Warringah road is also ill equip to deal with the extra traffic that will need to use it.
181	<p>We do not support any of these three proposed option from Northern Beaches Council.</p> <p>We do support as a solution to the increased traffic (rat runs) on our local streets the following: Local Traffic Only, No left turn from Warringah Road into Bantry Bay Road and Hilmer street signage between 7.00am - 8.45am Mon-Fri. This is the common sense option to reduce / stop the rat runs / speed / safely concerns that local residents rightfully have. As has been pointed out by the majority of local residents, this is the simple solution, plus we have the camera technology available to make policing this viable whilst ensuring local resources such as Police do not have additional workloads as a result of this traffic change. The revenue generated from utilising these cameras / number plate recognition technology would make this option the most commercially viable for all stakeholders, even after taking the installation and associated fine processing costs into consideration.</p>





No.	Comment
	<p>The allocated rate payers funds for all of these proposed works could then be redirected to multiple other projects in the Forest area or beyond. Council please don't waste rate payers money and punish rate paying locals within the Bantry Bay area further, for the mess that Warringah Road has become in the name of progress. By doing any of the above options, local residents will be negatively impacted as a direct result of the poor planning of the so called upgrade to Warringah Road, with the flow on impacts constantly evolving, yet no resolution to rectify the core issues seem to be considered - WHY NOT??</p> <p>Additionally, did anyone think about the traffic congestion in reverse as a result of any of the above three proposed options????</p> <p>All three proposed options WILL force local residents to join the bumper to bumper traffic jam that will be created in reverse on Fitzpatrick Avenue East, Rangers Retreat Road, Bantry Bay Road, Hilmer Street and all adjoining streets in order for most local resident to simply exit the Bantry Bay area between 7.00am - 8.45am Mon-Fri.</p> <p>Ultimately, if Northern Beaches Council were to implement any of the three proposed options for stopping / restricting access from Fitzpatrick Avenue East left onto Warringah Road, this will result in Hilmer Street and Bantry Bay Road becoming the ONLY exit points to Warringah Road for most residents within the Bantry Bay area, given most affected residents do not have the option of exiting via Pami Place due to the Local Traffic Only restriction during these hours that are in place for good reason.</p> <p>This identifies an enormous SAFETY CONCERN for ALL local residents that must be considered as a matter of priority by council. If there were to be a medical emergency / fire or emergency situation of any kind in our local Bantry Bay area between 7.00am - 8.45am Mon - Fri, how confident can we, as local residents be that Emergency Services can gain access, let alone reach any of us who are in need?????</p> <p>If we as local residents are in traffic congestion in our local streets with nowhere to pull over to facilitate emergency service vehicles to get through / past in order for them to reach residents / properties in need, surely public safety on a large scale needs to be considered as a matter of priority when addressing any proposed changes by council?!</p> <p>So we bring our feedback, back full circle - Council, please apply for support, funding and approval from TfNSW for the relevant road changes and implementation of signage to reflect LOCAL TRAFFIC ONLY. NO LEFT TURN from Warringah Road at both Bantry Bay Road and Hilmer Street between 7.00am - 8.45am Monday - Friday.</p> <p>Additional local resident concerns regarding pedestrian safety / speeding / on street parking must also be addressed in the appropriate manner however, we would suggest that if the rat runs can be greatly reduced / stopped, it would be fair to assume that some, but not all of these concerns may also be reduced in this area of proposed traffic changes.</p> <p>Northern Beaches Council site required approval from TfNSW for road/signage changes, impact to local Police enforcing a no left turn changes for not considering what a vast majority of local residents have identified as a logical solution in addressing the increased traffic flow on our local streets (rat runs). However, we and many other local resident have provided cost effective alternative options that would not create additional workload for local Police - Have Council listened to residents and investigated the viability of Number Plate Camera technology as an option and if so, what were the outcomes??</p>





No.	Comment
	<p>Additionally, council sited that this measure would also 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). Safe to assume this will place additional congestion on our local roads - hence why it is so important for Council to get any changes made to our local streets right the first time.</p> <p>The NSW Govt. changes to zoning / planning regulations to facilitate easier / faster / greater volume of construction of residential properties, will impact some residents within the local Bantry Bay area who are within 800m of the Forest Town Centre. Have council considered the impact of further development of additional homes / increase to resident numbers / increased vehicles and the impact that this would have, given the lack of current infrastructure, the current Warringah Road capacity and the impact on our local Bantry Bay area should council move forward with any of the three proposed option above??</p> <p>We implore Northern Beaches Council to revisit and review all viable options and take all relevant concerns, feedback provided from locals into consideration to ensure the best possible outcomes for all who live within the Bantry Bay area, as we all have to live with the ramifications of whatever decisions Councils make.</p> <p>Northern Beaches Council FYI - As a long time resident of Panorama Crescent, we were not aware that there had been a change in the street title to an Avenue!! Please amend all documentation to reflect the correct street title being Panorama Crescent.</p>
182	No comment provided.
183	No comment provided.
184	<p>I can't believe that this is even on the agenda. We need to come down to get access to our driveway on Warringah Road between Fitzpatrick and Maxwell Parade. We cannot access our driveway from the other side of Warringah Road. We are number [redacted] Warringah Road. By closing Fitzpatrick Avenue East you restrict us and our neighbours [redacted] from entering our driveways. We would have to drive even further around the block up to Hilmer Street. It is not right we have been badly affected by the new tunnel and hospital and now you want to make things even worse for us. We do not support any of these options!!! Keep Fitzpatrick Avenue East open to Warringah Road. We pay our rates and deserve easier access to our properties. This is discrimination. Spend our rate paying money on better community activities for our children this is crazy and unnecessary.</p>
185	<p>We live on Rangers Retreat Rd, and we do NOT support the plans put forward to reduce the traffic on Fitzpatrick. By doing any of the plans you are proposing you will make it very difficult for ourselves and other families in the area to get out of our area onto Warringah Rd. You will find Hilmer will end up being backed up as this will be the only route out for us (Kanya Street is already closed for us in the morning), and with the existing lights at the end of Hilmer, it will end up being a nightmare. What you need to do is stop the traffic coming in off Warringah Rd, and cutting through Hilmer street and Bantry Bay rd and onto Fitzpatrick.</p>
186	<p>The proposals would stop non locals using the street as a rat race in the morning though it also impacts locals. This seems an excessive way to limit the flow of traffic in the area for an hour a day. If this was to be implemented, I would expect all locals to have to then exit by hilmer street putting stress on this road and causing excessive traffic build up in the morning. There must be a way to stop the non locals from entering the area (hilmer st and bantry bay road) and driving through Fitzpatrick so as to not impact locals or people legitimately working in the area.</p>





No.	Comment
187	<p>As residents in the area, we are extremely concerned by all the proposed options as they are all likely to significantly increase local traffic in Hilmer st in the morning due to residents not being able to exit via Fitzpatrick ave East to Warringah road.</p> <p>The proposals are impacting the local residents when they are not the problem. The solution needs to prevent the non residential drivers from accessing bantry bay road and hilmer street.</p>
188	<p>I live on Karingal Crescent and this will make NO difference. The drivers that go down Fitzpatrick Ave East are being let into Warringah Road with almost everyone giving way and letting every 2nd car enter. The bottle neck has already begun at the beginning of the underpass near the parkway so it's already too late to start easing the traffic.</p> <p>This was opened during covid and now that everyone's back to work it has made no difference during peak hour traffic.</p>
189	<p>As an ex-resident and now regular visitor and overnighter the traffic in the morning peak rat running via Fitzpatrick Ave East is absurd and disruptive to the local residents (noise, congestion & road rage).</p>
190	<p>As an ex-resident and now regular visitor and overnighter the traffic in the morning peak rat running via Fitzpatrick Ave East is absurd and disruptive to the local residents (noise, congestion & road rage).</p>
191	<p>Given the Councils reluctance/inability to effectively engage with the State Government to address and rectify the root cause of the excessive traffic being funnelled into Fitzpatrick Ave East French's Forest, due to the failure of the Warringah Road upgrade undertaken as part of the Northern Beaches Hospital upgrade, reluctance to pursue the option of stopping left hand turns into Bantry Bay Road and Hilmer Street during the morning peak (albeit not addressing the root cause) and in consideration of the upcoming increased density development that is to commence in the Bantry Bay Road & Hilmer Street area. Option 1: "Physically close Fitzpatrick Avenue East at Warringah Road" is the most logical solution, albeit comes with penalty to "Local Residents". This is followed by option 2: "No Entry to Warringah Road from Fitzpatrick Avenue East between the hours of 7:00am and 8:45am Monday to Friday"</p> <p>Further it is illogical that Council Staff had the audacity to provide a recommendation to the "Local Traffic Committee" to alter the original TRIM FILE REF 2024/040996 plans, following community engagement when only 6% supported the proposal, some of which made further suggestions, and 12% of residents did not support part or all of the proposal. Therefore, the implementation of any form of Traffic calming solutions as per the initial proposal should be abandoned.</p> <p>In anticipation that "Council" and the "Local Traffic Committee" cease the ongoing and future waste of ratepayer's money to installing traffic calming devices, by Physically closing Fitzpatrick Avenue East at Warringah Road.</p>
192	<p>Given the Councils reluctance/inability to effectively engage with the State Government to address and rectify the root cause of the excessive traffic being funnelled into Fitzpatrick Ave East Frenchs Forest, due to the failure of the Warringah Road upgrade undertaken as part of the Northern Beaches Hospital upgrade, reluctance to pursue the option of stopping left hand turns into Bantry Bay Road and Hilmer Street during the morning peak (albeit not addressing the root cause) and in consideration of the upcoming increased density development that is to commence in the Bantry Bay Road & Hilmer Street area. Option 1: "Physically close Fitzpatrick Avenue East at Warringah Road" is the most logical solution, albeit comes with penalty to "Local Residents". This is followed by option 2: "No Entry to Warringah Road from Fitzpatrick Avenue East between the hours of 7:00am and 8:45am Monday to Friday"</p> <p>Further it is illogical that Council Staff had the audacity to provide a recommendation</p>





No.	Comment
	to the "Local Traffic Committee" to alter the original TRIM FILE REF 2024/040996 plans, following community engagement when only 6% supported the proposal, some of which made further suggestions, and 12% of residents did not support part or all of the proposal. Therefore, the implementation of any form of Traffic calming solutions as per the initial proposal should be abandoned. In anticipation that "Council" and the "Local Traffic Committee" cease the ongoing and future waste of ratepayer's money to installing traffic calming devices, by Physically closing Fitzpatrick Avenue East at Warringah Road.
193	Given the Councils reluctance/inability to effectively engage with the State Government to address and rectify the root cause of the excessive traffic being funnelled into Fitzpatrick Ave East Frenchs Forest, due to the failure of the Warringah Road upgrade undertaken as part of the Northern Beaches Hospital upgrade, reluctance to pursue the option of stopping left hand turns into Bantry Bay Road and Hilmer Street during the morning peak (albeit not addressing the root cause) and in consideration of the upcoming increased density development that is to commence in the Bantry Bay Road & Hilmer Street area. Option 1: "Physically close Fitzpatrick Avenue East at Warringah Road" is the most logical solution, albeit comes with penalty to "Local Residents". This is followed by option 2: "No Entry to Warringah Road from Fitzpatrick Avenue East between the hours of 7:00am and 8:45am Monday to Friday" Further it is illogical that Council Staff had the audacity to provide a recommendation to the "Local Traffic Committee" to alter the original TRIM FILE REF 2024/040996 plans, following community engagement when only 6% supported the proposal, some of which made further suggestions, and 12% of residents did not support part or all of the proposal. Therefore, the implementation of any form of Traffic calming solutions as per the initial proposal should be abandoned. In anticipation that "Council" and the "Local Traffic Committee" cease the ongoing and future waste of ratepayer's money to installing traffic calming devices, by Physically closing Fitzpatrick Avenue East at Warringah Road.
194	The best option is to block entry into Bantry Bay Rd and Hilmer Street from Warringah Rd between 7am and 9am Monday - Friday for non residents
195	I will not indicate the support for one or the other options as I do not live on that side of Frenchs Forest but unless you physically close Fitzpatrick Avenue East you will never be able to stop that rat race.
196	I support closing the road completely to remove through-traffic at ALL times of days. This will make walking and cycling much safer and more pleasant. Remember that school children and residents are not just using the street between 7 and 8:45am on weekdays! Any interventions to close the road must incorporate smooth, angled kerb ramps so bike riders can transition from the road on Fitzgerald to the shared path alongside Warringah Road.
197	Can you make local residents in Karingal and Fitzpatrick East Akora Meredith Wilma and Panorama be exempt and therefore still have access.
198	These options severely restrict residents from using Warringah road to get to work and school, grossly unfair for local residents. A NO LEFT turn at Bantry Bay road and Hilmer street on Warringah road should be created instead. Please do not have a no left turn from Fitzpatrick Ave East
199	Please close off further down to allow local residents of Karingal crescent, Fitzpatrick and Panorama to turn left onto Warringah road at any time. This is very unfair on local residents NOT being able to turn left onto Warringah road
200	Neither option is suitable to address the issue and substantially disadvantages local residents in the surrounding around who will now need to join warringah road at Hilmer Street which will only cause further delay and traffic jams on Hilmer St.





No.	Comment
	<p>Local residents are substantially disadvantaged by the current arrangement and should not be disadvantaged further by the proposed resolution.</p> <p>The best option to address the issue, while not disadvantaging local residents is to have a "No Left Turn between 7am - 9am" at the corners of Bantry Bay Road & Warringah Road, and Hilmer St & Warringah Road. This will prevent the rat race completely. The entrance to Fitzpatrick Ave East at Warringah Road should then be widened to allow cars to turn left into Fitzpatrick Ave East from Warringah Road which would permit local residents to still access the area between 7am and 9am, however, this traffic will be incredibly minimal so will not disadvantage any resident in the area or disturb the traffic flow along Warringah Road. If you opened this logical solution to residents for consultation it would gain significant support</p>
201	No comment provided.
202	Current proposals are useless and punish local residents while doing nothing to stop the rat runners.
203	<p>Unclear what these restrictions mean for local residents. I live on Panorama and use turn left onto Warringah Road each morning.</p> <p>How will the changes impact local residents, this is unclear.</p>
204	No comment provided.
205	As a resident the rat run traffic needs to be controlled. Physically close Fitzpatrick Ave at Warringah Road. The other two options will require management with using other resource to control. The traffic flow on Warringah road in peak hours is a nightmare and closing Fitzpatrick Road will stop cars through our area but will make Warringah Road at Hilmer and Bantry Bay Road a bottleneck for people trying to get to Warringah Road. Same scenario with the No Entry. Any of the three options will help our Bantry Bay community..
206	Support for Option 2 or 3 with changes that Local Residents must be exempt.
207	We are already subject to restrictions on Grace Avenue and option 3 is the only option that will allow me to use Fitzpatrick Avenue to drop off my son to school (KHPS).
208	<p>I live on Rangers Retreat Rd. My route to get the kids to school at Forestville means i turn left onto Fitzpatrick Road East then onto Warringah Road. Currently, on Tuesdays/Wednesdays/Thursdays, i cannot get out of my road. If i can't get out onto Warringah Road from Fitzpatrick Road, and Kanya Road is also no entry, how am I supposed to get out of my area! The only option will be for us all to queue to get out onto Warringah Rd via Hilmer Street. Which will back up onto Fitzpatrick/Rangers Retreat/Bantry Bay. Ridiculous. You need to come up with a better solution to stop people coming into these roads and using it as a rat run, not preventing the people that live here from getting out to school and work. The solution needs to be stopping people turning in from Bantry Bay or Hilmer Street.</p>
209	No comment provided.
210	Put a no left turn into Bantry Bay Rd. It will stop the cars doing the rat run.
211	No comment provided.
212	<p>As residents of Rangers Retreat Road with school aged children, these options are absurd. You must let locals use the roads as they are designed, that includes Kanya/Parni and Fitzpatrick. By making these potential decisions you will force everyone onto Warringah road from Hilmer or Bantry Bay road. By forcing people to enter Warringah road early will increase congestion and most likely frustration.</p>



No.	Comment
	<p>This problem did not occur pre-hospital road changes. This has been created by the roads administration, not the locals. Locals should be able to access local roads, so please open Kanya and Parni and Fitzpatrick to local traffic only. Please don't close Fitzpatrick permanently this will cause mayhem on an already congested Hilmer St. You will be forced to have permanent no parking on Hilmer and there is a Doctors surgery and women's health surgery which are in high demand all day and parking is limited as they often run late. Finally, why doesn't the council name the area between Currie Rd and Bantry Bay road as "Bantry Bay", and only residents of that area can use the roads during peak hour. Don't do it!</p>
213	<p>Closing this entry to Warringah Road for local residents living in this area is punishing the few because a rat run is happening that can be stopped another way.</p> <p>It's the rat run that is the problem. Not the local residents cars.</p> <p>The rat run can be stopped by a NO ENTRY left turn from Warringah Road into Bantry Bay Road between the hours of 7:00AM through 8:45AM. A few months of policing and then some ongoing policing would STOP the rat run. Fines work.</p> <p>I walk daily during this peak traffic timing, and the number of cars from Wakehurst Parkway and Warringah Road that are blocking traffic for locals, speeding, and causing danger for school children walking and on bikes is increasing daily.</p> <p>No Entry signs and intermittent policing have worked successfully in our local Frenchs Forest area for years. Behind Forestway shopping centre eg. Intersection of Grace Ave and Fitzpatrick Ave West; Parni Place entry off Rangers Retreat Road.</p> <p>Entry into Parni Place has had this same condition ever since we moved here 1986. Now, people are using Parni Place as a rat run as well.</p> <p>Stop the rat run, do not punish local residents.</p>
214	<p>The problem is rat runners turning left off Warringah Rd into Bantry Bay Rd and Hilmer St. This is what needs to be addressed ie " NO LEFT TURN INTO BANTRY BAY RD (RESIDENTS ONLY) AND HILMER ST BETWEEN 7 AND 0845" Closing off Access to Warringah Rd from Fitzpatrick Ave with adversely affect local residents.</p>
215	<p>All roads should be open for safety and to facilitate escape if fire or other danger</p>
216	<p>There are currently no footpaths at all in Panorama Crescent. Residents, including small children, are forced to either walk on the road or to walk on potentially wet grass each morning. This creates a dangerous scenario for local residents who are forced to walk on the road each day to get to school or work. Every work day cars come speeding through Panorama Crescent to by-pass the cars waiting on Fitzpatrick East that are lined up to turn left onto Warringah Road, often only narrowly missing adults and children. On more than one occasion a car has narrowly missed hitting myself or my kids walking along the road.</p> <p>Option 2 would not resolve the risk of injury by speeding motorists to the residents unless it was continually policed each day. The potential exists for motorists to ignore the sign and continue to use Panorama Cres as a short-cut. The risk to people walking on Panorama Crescent is not mitigated with this proposal.</p> <p>Option 3 is not viable as it would prevent the residents of Panorama Crescent from</p>





No.	Comment
	<p>getting to their homes during that time, and it would also hinder tradespeople and businesses from accessing homes in Panorama Crescent during that time-period.</p> <p>Option 1 is the only viable option listed because it would remove any need for non-resident traffic, which would greatly decrease the danger of a child being struck by a motorist.</p> <p>However, I would like to submit an alternate proposal. That is the closure of the western intersection between Panorama Crescent and Fitzpatrick Ave East. This would restrict Panorama Crescent to just local traffic, and make it far safer for residents.</p> <p>Regards, Mark Young</p>
217	Option 2 would alleviate the current traffic issues best, however, a caveat should be made to allow residents to use the Warringah Road exit during those hours. This deters commuters from using Fitzpatrick Avenue E as a shortcut to the main road.
218	No comment provided.
219	I support option 2 , on the basis fitzpatrick ave E residents are allowed to use the exit during these hours
220	Investigation needs to be done into the light sequencing along Warringah Rd from and including Hilmer Street through to and including Darley Street as the congestions issues start in Forestville and then have a "knock on" effect through Frenchs Forest
221	I believe investigation needs to be undertaken on Warringah Road, looking at all the light sequencing at Hilmer St, Forestway, Currie Road, Starkey St and Darley St. as the traffic congestion starts in Forestville which is then creating traffic congestion in Frenchs Forest which then in turn creates the rat run through Fitzpatrick Ave.
222	No comment provided.
223	<p>As we have advised before the changes are not necessary and some suggestions e.g. close off Fitzpatrick Avenue East at Warringah Road are quite frankly ludicrous! There are only a few days when there is a queue of traffic along Fitzpatrick Ave. East and then it is usually only for a brief period i.e 30 minutes and then it is clear again and there is minimal traffic for the rest of the day.</p> <p>There should be a restriction for traffic in the mornings (7am - 8.45am) turning into Hilmer Road and then on to Fitzpatrick Ave. East and for traffic coming from Bantry Bay Road.</p> <p>Money could be better spent on improving our road surfaces instead of unnecessary crossings etc.</p>
224	No comment provided.
225	No comment provided.
226	No comment provided.
227	Have only residents, closing this road for residents is unfair. I live on Akora Street and typically get beeped at and cars refuse to let me in even though they are traffic trying to avoid the traffic lights. Having police here every so often would help enforce this rule that has needed to be enforced for months now. Thank you for trying to make a much needed change.
228	As a local resident, we use the entry to Warringah Road every day. While sometimes this becomes congested, I do not believe that the proposed changes will fix this because it will channel local traffic that uses this entry to Warringah Road to Hilmer St. Thereby, contesting Hilmer St. We would propose no left hand turn (except residents) at Hilmer St and Bantry Bay Road during the proposed times, as an alternative.





No.	Comment
229	Have a better flow from Wakehurst Pwy, onto Warringah Rd thru past Forest Way and no one would use it, Going into the tunnel just ensures you get stuck in a traffic jam. Flow is all wrong
230	No comment provided.
231	Same thing has been applied to the top of Rabbett St for the past 30-40 years & people still ignore it! Will need to be policed each day.
232	All of these options are penalising local Bantry Bay residents and would force the local traffic to Hilmer street to get onto Warringah Road. Turning left from Hilmer onto Warringah Road would become a nightmare and would significantly impact the school drop to local OLG & Forestville PS (Since Kanya/Parni is also blocked). A better proposal would be to stop traffic entering Bantry Bay Road and Hilmer Streets (no left turn) other than local residents, during peak morning times.
233	We are opposed to restricting access to Warringah Rd at Fitzpatrick Ave in any way for people living in the streets between the full length of Bantry Bay Rd and the entry to Warringah Rd at Fitzpatrick Ave East. The main cause of traffic build up in Fitzpatrick Ave is on weekday mornings due to non-local traffic from Warringah Rd turning left into Bantry Bay Rd to take a short cut to avoid peak hour traffic and rejoining Warringah Rd at Fitzpatrick Ave East. Residents in the Bantry Bay area are not causing this problem and should not be penalised or inconvenienced. Alternative access via Parni Place is already restricted for residents east of Kanya Pl of a morning. To close access to Fitzpatrick Ave will leave only one point of exit via Hilmer St, a significant inconvenience as it will add time unfairly and unnecessarily to our commute, and potentially create a safety concern should there be a need to exit quickly in an emergency. The source of the problem is the traffic entering our local streets from Warringah Rd during peak hour - the solution is not to penalise residents in the Bantry Bay residential area, but to address the problem at its source, which is to restrict vehicle access from Warringah Rd during peak hour at Bantry Bay Rd.
234	No comment provided.
235	No comment provided.
236	It is not local traffic causing the chaos on Fitzpatrick Ave, its people turning off Warringah Rd into Bantry Bay Rd and Hilmer st trying to avoid lights and the intersection between Warringah Rd and Forestway. By doing any of the above, you are punishing local residents by locking them into the Bantry Bay Area and forcing them to enter Warringah Rd at Hilmer St which is an inconvenience. Block Bantry Bay Rd and Hilmer St to local traffic only between certain hours and you will alleviate the issue. Please let commonsense prevail here
237	Changes being with residents exempt.
238	Thanks for trying to support the community.
239	1. Physically closing Fitzpatrick is so UNNECESSARY. The issue is for 1 hr a day during the week and school terms. Why should residents have to lose that exit for such a small window of increased traffic. 2. & 3 No entry - obviously excludes residents
240	Number two id suggest residents accepted. Further investigation and responsibility for why this issue has occurred needs made public, especially with the additional dwellings planned for the area. Bantry bay rd and hilmer st should also be local and services traffic only in the mornings.
241	No. 2 and residents only are allowed to enter warringah road from fitzpatrick ave east
242	No comment provided.





No.	Comment
243	Option3. As a resident of Panorama Crescent I don't believe that it is fair that we are being punished for the actions of non residents. If this option was to be successful I would like to see that residents of Panorama and Karingal are exempt.
244	I live in Kanya Street. By implementing any of the above changes will just force traffic to turn Kanya St into a "rat run". As it stands now there is already a restricted entry 7am to 8.45am that is regularly ignored on any given day. The Stop sign at the intersection of Rangers Retreat Road and Fitzpatrick Ave East is another sore point. Again, drivers regularly drive through without stopping. I myself have almost been "taken out" three times recently with people failing to stop. All these suggestions will be meaningless unless people obey the rules
245	No comment provided.
246	Bantry Bay Road converted to local traffic only during the morning peak. The three options provided punish residents who live in the area.
247	As a local resident of Karingal Crescent these options make things very difficult, and add substantial time and kms to my daily journeys. Are we not able to have the "local residents only between 6-9am" similar to Grace Ave and Parni Place?
248	The proposed solutions seem to be treating the symptom, not the cause. The problem is nonlocal traffic entering from Bantry Bay Road and Hilmer St between 7am and 8:45am and using it as a "short cut". Why do Council not block access at these two points during the morning peak to nonlocal residents?
249	None of these options will fix the problem. The best option is preventing cars from turning into Bantry Bay Road and Hilmer Street, using our streets as a short cut.
250	Option 1 is overkill. It prevents access to Warringah road for all local residents at all other times and days outside the morning peak. This is an unfair reduction of the benefits of living in this area to address rat running behaviour of people from outside of the area at limited times. Option 3 risks an increase in traffic going down Panorama to avoid the No Entry signs only to find at the end that they have to turn left and drive back down Fitzpatrick East the other way.
251	Signs do not match description on 3. Signs say no entry to Warringah Rd, while description says no entry to Fitzpatrick at Karingal. I suggest no entry to Warringah Rd signs at both Karingal and Warringah Rds. No need for No Left Turn out of Panarama. Where is the copper going to police it from? Perhaps from Maxwell.
252	Simplest solution, and doesn't require manning by police.
253	No comment provided.
254	No comment provided.
255	These options will lead any existing traffic entering from Bantry Bay Rd or Hilmer St to proceed into Maxwell parade and then curry Rd to join back onto Warringa Rd. This will only move the problem into another street. These options also means local traffic will need to travel onto Maxwell parade or towards the two roads mentioned above to enter Warringa road which either adds to the distance or increases traffics in other roads.
256	I am a resident in Karingal Crescent and I use Fitzpatrick Ave East to access Warringah Rd to go to work. By closing my access would mean extra time to drive to Hilmer and then queue in the traffic at the lights to enter Warringah Rd. Please DO NOT make any changes to accessing Warringah Rd from Karingal Cres. As a resident of Karingal Cres, I feel that restricting my use of entering Fitzpatrick Rd East and Warringah Rd as unfair in penalising me to access these road exits from my street in the morning going to work. I disagree that it is a 'rat run'!





No.	Comment
257	<p>I believe local residents using Fitzpatrick Avenue Ave as the most direct route to enter Warringah Road, should not be penalised due motorists using Fitzpatrick Ave as a short cut / "rat run" in the morning peak hour from Warringah Road.</p> <p>Closing off the street will cause a serious bottle neck for locals wanting to enter Warringah Road and head south in the morning, as the Hilmer Street lights will be the only access point (Note: It is illegal to use Parni Place in the morning, apart from local residents of this street. If this was to be changed, the road is too narrow to accommodate the increased traffic flow).</p> <p>Prominent "No Access/ Local Residents excluded" signs should be installed along Hilmer Street and Bantry Bay Road to deter the rat run. The police should monitor this and issue infringements notices to any offenders.</p>
258	<p>PLEASE PLEASE do not close off Fitzpatrick ave East onto Warringah rd for residents. It is not fair that residents are being punished for some drivers from Warringah Rd that are using our area as a rat run to avoid Warringah Rd bottle necks. Please fix the light phasing instead so traffic flows better. Not letting residents leave our area via Fitzpatrick ave East onto Warringah rd will be a disaster in the mornings. We will have to exit via Hilmer St which will cause even more traffic problems for everyone. Can't we stop drivers that are not residents from entering Bantry Bay Rd and Hilmer St from Warringah Rd in the mornings. Or No entry at all onto Bantry Bay Rd from Warringah Rd from 7am to 845am (similar to us not being able to go down Parni Place from Rangers Retreat Rd in the mornings.) Thank you</p>
259	<p>Just leave it as is please. There's already too much congestion on the underpass and Warringah road and that whole underpass thing was supposed to ease congestion except now it just bottlenecks at the end of both roads. Thanks.</p>
260	<p>The 3 options above do little to assist the local residents and have the potential to increase the difficulty of local residents accessing the road network by creating a single exit point which is monitored by traffic lights. It's highly likely this would create a traffic jam and if the lights aren't programed properly create a jam in the morning traffic.</p> <p>It makes more sense to block the left turn entry from warringah road on to Bantry Bay road to stop the excessive amounts of rat run traffic through the area. Others have suggested blocking Hilmer, but this is not necessary given the left hand turn is monitored by traffic lights.</p>
261	<p>As a Bantry Bay resident these options are not suitable. They simply add local traffic to the congestion on Warringah Road at Hilmer St and Forest Way. With traffic, you cannot easily turn left at Hilmer Street even with the lights (not green for long and traffic banked up so cannot turn). If you are prepared to make 'no entry' in peak times at these roads, why can't you do it at Bantry Bay Road and stop people cutting through? Block the entry, not the exit! An alternative is simply close off Bantry Bay Road permanently - no one in or out.</p>
262	<p>There are also some drivers turning left from Fitzpatrick into Rangers Retreat and driving down Parni Place. Closing it or prohibiting entry to Fitzpatrick East only will push the problem to Parni Place.</p> <p>The 'no access' to Warringah Road should apply but local residents of Fitzpatrick or adjoins streets should be excepted. Or not fined upon proof of residence.</p>
263	<p>Closing Fitzpatrick to Warringah Rd is counter productive and inconvenient to local residents. Why should we have to travel backwards to our destination by taking a different route for the area we live in. You will create traffic build up at Hilmer and Bantry Bay Rd for people needing to head towards Forestville. Why not put up a local traffic only (Bantry Bay Area) sign on Warringah Rd for the times proposed when turning left into Hilmer and Bantry Bay Rd?</p>





No.	Comment
	Closing Fitzpatrick permanently is just ridiculous and inconsiderate to those that live here.
264	No comment provided.
265	As a local resident and commuter, I think closing the turn completely is the only way to stop the dangerous rat run that's developed. Signs and timed closures are not that effective on Grace Avenue on the opposite side of Warringah Road due to lax enforcement, and I think the council should investigate closing off Grace Avenue along with Fitzpatrick Avenue East.
266	No comment provided.
267	1.No left turn between the hours 07:00 to 09:00 Monday to Friday sign at Bantry bay Rd (and enforce it) 2. No Right turn from Bantry Bay Rd into Fitzpatrick St 07:00 to 09:00 Monday to Friday sign(also enforced) 2. Contact The owners of Ways, google maps etc and have the rat run removed from their apps.
268	Local Residents to be e exempt.
269	Changes to point #2 is a later start to the "No Entry to Warringah Road from Fitzpatrick Avenue East". The traffic on Warringah Road doesn't bank up enough to cause the 'rat run' that early and that time inconveniences people living in the Bantry Bay area significantly. 7:30am, I feel, would be much more workable for all. Another way of discouraging this problem would be no left turn into Bantry Bay Road between 7:30am and 8:45am, thereby forcing the traffic up to the lights at Hilmer Street, effectively cutting the rat run in half.
270	Option 1 is the only viable proposal. With options 2 and 3 who will police it? Options 2 and 3 will promote a "lottery" approach with drivers betting no police or other authority is there to "ping" them.
271	No comment provided.
272	No comment provided.
273	I have lived on Rangers Retreat Road for nearly 20 years and I cant understand the excessive waste of money and overkill for this time limited issue. The streets are narrow with parked cars, so other than on Bantry Bay Rd, I havnt seen excessive speeding in this area. Additionally local residents shouldnt be 'punished' and should continue to be allowed to access Warringah Rd from Fitzpatrick East rather than being forced to add to the Hilmer/Warringah Road intersection congestion given the low numbers of local residents and the impact this will have on all Warringah Road users. The simply solution to all of the proposed issues, rather than installing traffic congestion measures as far down as Garner and Rangers Retreat Rd is to make the left turn off Warringah Rd into Bantry Bay Rd and Hilmer St local traffic only between 7:00-8:45am Mon-Fri and for this to be policed. If common sense doesnt prevail and the left turn off Fitzpatrick East to Warringah Rd is closed, then the other traffic calming measures are no longer required and a waste of money (other than maybe traffic slowing measures on Bantry Bay Rd).
274	Suggestion: No Entry sign at intersection of Warringah Rd and Bantry Bay Rd between 7-8.45am but with the exception of residents, buses, taxis, authorised vehicles etc.
275	Suggest no entry from Warringah Rd into Bantry Bay Rd during 7:00am to 8:45am, with the exception of residents, buses, taxis and authorized vehicles. I believe the increased traffic is coming from people seeking to avoid lights at Forest Way interchange.
276	I do not support any of these suggestions. They are not fair solutions to the local residents.





No.	Comment
	To avoid rat runners I propose a no left turn into Bantry bay road and hilmer road on Monday to Friday from 7-8.45am
277	<p>These proposed changes are not fair to the local residents. Local residents should not have to suffer because others are rat running to avoid Warringah road.</p> <p>To avoid rat runners a no left turn onto Bantry Bay road and Hilmer Street should be enforced from 7am-8.45am Monday to Friday</p>
278	<p>These proposed changes are not fair to the local residents. These changes will force us to use warringah road which will further contribute to the congestion on warringah road.</p> <p>To avoid rat runners a no left turn onto Bantry Bay road and Hilmer Street should be enforced from 7am-8.45am Monday to Friday</p>
279	<p>These suggestions are not fair to the local residents of the area. I option 2 or 3 are selected then this should exclude local residents.</p> <p>Another option would be to have no left turn into Bantry Bay Road and Hilmer Street between 7-9am</p>
280	<p>These solutions are not fair to the local residents living in the area. It's not fair that we should suffer because others are rat running to avoid the traffic.</p> <p>I support option 3 if it does not apply to local residents.</p> <p>Another option could be a no left turn into Bantry Bay Road and Hilmer Street (residents excepted) during peak hour</p>
281	Change to no entry excluding buses, taxis, RIDESHARE etc
282	No comment provided.
283	No comment provided.
284	<p>I do not beleive the no left turne will work. We want to stop the rat run, but instead we have to make it uneasy for us living in the area.</p> <p>I have thiking about a sig on Warringah road, just before Bantry bstmy road indicating no left turn morning, garbies and locals excluded.</p> <p>As it is now, the sign is hard to see and place in the beginning of Bantry Bay. I understand most driver don't see or see it too late.</p>
285	Physically closing off local streets to prevent rat running has been used frequently in the past and is responsible for the quiet nature of many local areas. This needs to become more common again. Low traffic neighbourhoods promote walking and cycling and increase physical activity in children. This proposal with physical closure of the street is the best.
286	No comment provided.
287	Outside of AM peak, exit onto Warringah Rd from Fitzpatrick Avenue East is best option for local residents seeking to travel southbound on Warringah Rd and is more efficient than Hilmer St/Parni Place alternatives. A permanent closure would negatively impact local residents far in excess of current impact of AM peak congestion.
288	Option 1: I do not support this option. This proposal is meant to address people using this area as an alternate route to avoid traffic issues on Warringah road. Option 1 punishes the local residents rather than those whose behaviour is undesired. This Option puts local residents at the back of the queue to get to the traffic problems that others are trying to avoid. One of the reasons I like this area is because it has access to Warringah Road past the Forestway intersection - this proposal removes that access and as well as causing significant delays for local residents will likely impact property prices in this pocket.





No.	Comment
	<p>Option 2: This is a better option - but it needs to have an exception for local residents or it has the same problems as Option 1 above.</p> <p>Option 3: I strongly oppose this option. This option is unclear and makes little sense. Karingal and Panorama have 2 entrances to Fitzpatrick Ave E. Are both to be blocked, or just the nearest to Warringah Rd? Also, this option seems specifically targeted at residents of those 2 streets where this is their normal route, rather than targeting those from further away who are short-cutting through the area and causing the problem. How does this option prevent the "rat-running" problem that these measures are presumably meant to address?</p>
289	<p>If you close Fitzpatrick Avenue East, you are going to create a traffic nightmare getting out at Hilmer, it is already bad enough with the current light sequencing. Why can't you make it No Left turn onto Hilmer and Bantry Bay Road except for residents! I live in Karingal and you will make it impossible for us to get home with your proposals.</p>
290	<p>No comment provided.</p>
291	<p>No comment provided.</p>
292	<p>When the proposal for the hospital was initiated and the change of roads was planned, we were told we would loose entry to Fitzpatrick from Warringah Road but Fitzpatrick would remain open to Warringah Road. With any of these proposals you are making the residents of the Bantry Bay Road and Rangers Retreat Road area leave Warringah Road, via either Hilmer Street or Bantry Bay Road creating more of a backlog of traffic on Warringah Road. Why are we being punished? Already the entrance of Kanga Street/Parni Close are closed at 7am and 8.45am on week days which restricts parents taking their kids to school from this area on those days. Closing or limiting the entrance out of Fitzpatrick onto Warringah Road is so unfair and a ridiculous suggestion when you could stop the entry of outside cars coming into the area by having NO ENTRY at the left turn at Hilmer and Bantry Bay Road from Warringah Road at the 7am and 8.45 times. Make the signs big. Also put up 50 SPEED LIMIT signs on Bantry Bay Road and Fitzpatrick Street. Dont' make all these changes, just stop the cars entering the area to begin with.</p>
293	<p>I live on panorama crescent and work at [REDACTED]</p> <p>To get to work you will force me to turn right out of my street instead of left, and go all the way up to Hilmer st before joining Warringah Road where I then get to join the city traffic and circle back past my house and Fitzpatrick Ave exit. Suggesting that you will make panorama Ave a right turn only - for what purpose?! The traffic isn't on panorama crescent, nor is it used as a rat run! You are punishing the local residents of karingal and panorama instead of dealing with the issue! Why is there no option to restrict the traffic entering Hilmer and bantry bay road from Warringah road from 7am-8:45am? This ONE solution will solve everything.</p>
294	<p>Option 1 is a 24/7 answer to a minor temporary problem, inconveniencing all local residents.</p> <p>Option 2 is a sledgehammer to crack a nut, inconveniences local residents, and is only as effective as its enforcement.</p> <p>Option 3 penalises residents of Panorama and Karingal and facilitates 'rat-runners'.</p> <p>The main problems with traffic safety in the vicinity of Fitzpatrick East (not just for a couple of hours on weekdays) are:</p> <ul style="list-style-type: none"> a) On-street parking obscuring the visibility for traffic joining Fitzpatrick East from adjoining streets, as illustrated in the image header on this page on your web site; b) The illogical priority given to Rangers Retreat/Karingal at the intersection with Fitzpatrick East, including visibility being obstructed by on-street parking; c) Hospital-related parking on Hilmer Street, which was supposed to have been proscribed in the parking plan required by the Hospital building approval.





No.	Comment
	<p>d) illegal U-turns by vehicles from Warringah travelling east to Warringah travelling west at the Hilmer Street lights. e) pedestrians crossing Warringah to and from the Hospital at the Hilmer Street intersection, other than by the bridge provided. f) Despite the expensive and ecologically irresponsible provision of designated cycle paths in the area, cyclists continue to ride on the roads; g) Hilmer St and Primrose Ave were not designed for bus traffic.</p> <p>If you consider 'rat-runners' to be the problem, address it directly with 'No Through Road' from Warringah to Warringah via Bantry Bay Road or Hilmer Street, and enforce it. Or modify the phasing of the traffic lights at the Warringah/Forestway intersection so that the 'rat-run' is no longer advantageous. Surely the 'slot' was designed to accommodate 99.9% of all East-West through traffic? Where is the 'rat-run' traffic coming from? Has there been any analysis to quantify what volume of Fitzpatrick East traffic is 'rat-run' as opposed to population increase in the Bantry Bay/Fitzpatrick precinct as a result of Council development policies?</p> <p>This consultation is presented as a safety issue, but there have been few if any accidents.</p> <p>I suggest Council go back to the drawing board to gain some greater clarity on what the exact problem is that you are trying to solve.</p>
295	<p>I would support both Option2&3 with an additional restriction on turning left at Bantry Bay Rd from Warringah Rd between the hours of 6:45 and 8:30am</p>
296	<p>Also no left hand turn into bantry bay road between 7-8:45am.</p>
297	<p>Solution 1 will not only solve the rat run problem, but also improve peak hour traffic flow along Warringah road. At present traffic from Fitzpatrick Avenue East turning into Warringah Rd, goes turn about with that from Warringah Road, slowing down the main road traffic. Other solutions will not be effective without constant policing, which adds to the long term cost.</p>
298	<p>By physically closing and/or imposing & restricting entry access will not reduce congestion. This is a band-aid solution, as it will only benefit Fitzpatrick Ave East and will divert and congest other local roads/streets. Hilmer and Bantry Bay Road are just two that are already impacted and will become very congested if Fitzpatrick Ave East gets priority. With future growth planned i.e. new Town Centre and rezoning for medium density accommodation, it is essential that band-aid solutions should not be adopted.</p>
299	<p>All three options are completely unacceptable for the local residents. They all disadvantage the families that live in the area and will only put further pressure on the already busy Hilmer Street intersection. Ever since Council closed off access to Parni Place in the mornings, the residents now only have three exit points from the area - Fitzpatrick and Bantry Bay Rds which are west bound only and Hilmer Street which is east and west bound. These three access points to Warringah Road are already busy, closing off one of three points will only bottleneck the other two access roads - Hilmer Street which is already busy enough, usually only allowing 3-4 cars east bound through at the best of times, and sometimes only 1-2 cars west bound (NOTE that most of the length of Hilmer Street permits car parking).</p> <p>Council is also not considering the fact that the northern end of Karingal Crescent has been rezoned to permit duplexes - 5 homes which have already been DA approved (which will turn into 10), and no doubt more to come. There will inevitably be more car traffic from the extra homes and families that will be moving into the area.</p>





No.	Comment
	<p>Given the extra traffic and bottlenecking on the remaining two access roads is short sighted.</p> <p>Furthermore, my family and I rely heavily on childcare arrangements which require access to Karingal Crescent and Warringah Road early in the morning. Closing off access to either of these streets will significantly disadvantage us.</p> <p>I note there are new traffic calming devices that will be installed in the area in the near future. Council should first assess the efficacy of these first before proposing any further radical changes to the area.</p> <p>Please note that I do not approve for any of my personal information to be published publicly.</p>
300	<p>I live on Karingal Crescent and I think all three options are totally out of touch and wrong. All three options disadvantage local residents and are not fair to those of us who need to access warringah road during those hours for the school run and/or work purposes. Furthermore, I have family childcare arrangements which I heavily rely on in the mornings. My family come to my home in the mornings to assist in childcare. Closing off Karingal Crescent completely disadvantages me, with no other access to my street!</p> <p>Rat running is not going to change - and I accept that living so close to the main road. I believe that the congestion on Fitzpatrick/Karingal are a result of council's shortsightedness of closing off access to Parni Place a couple of years ago. Council should reopen that access road, as well as Grace Avenue on the other side of Warringah Road. As mentioned - rat running will always happen for as long as the main road is congested. Opening up those closed off streets will disperse the traffic.</p> <p>I don't believe there is a good enough reason for option 1 to be put in place. The option is too permanent and disadvantages the locals significantly. Personally I purchased in the area for this accessibility. Option two will only put more pressure onto the Hilmer Street intersection which is already very busy in the mornings (sometimes even impossible to turn left). Option three is essentially the same as Option 2, with more restrictions. As mentioned above, restricting access to my own street is completely uncalled for, especially to those of us who rely on this access for childcare etc.</p> <p>PLEASE DO NOT PUBLISH MY PERSONAL INFORMATION INCLUDING MY NAME</p>
301	"local traffic" only to turn left between the allotted times.
302	These three options are completely unacceptable for our local area . There will be a massive backlash . No entry between from Warringah Road into Bantry Bay Rd between 7:00am and 8:45am Monday to Friday.
303	<p>The solution is not at Fitzpatrick Avenue East, it is as already denied by the council to stop left turn at Bantry Bay road and Hilmer st in peak hour. The points noted at the meeting to the contrary are either not correct or validly thought through.</p> <p>1) Traffic currently cannot proceed through to Our Lady of Good Counsel without re-entering Warringah, the only through road (Kanya st) is already no entry</p> <p>2) Proposed shops at Bantry Bay, there is no sign of any construction or building and the plans for the area are due in 2041, that is 17 years away, safety needs to be dealt with in 2024</p> <p>3) Police traffic monitoring will be required with all solutions, I don't see the difference here.</p> <p>The best long term solution for all of these No Entry matters is to add number plate</p>





No.	Comment
	<p>scanners at the entries and exits, like we do with carparks. Anyone that enters first and exits the area within 20 minutes should be fined automatically. In the long run this will become a better financial and safety outcome, and will likely cost less than traffic islands and manual police monitoring.</p> <p>This might be a first for councils to enforce but it is necessary for governments and the police to move forward and embrace technological solutions.</p>
304	<p>During the consultation, a large number of local residents asked for a no left turn unless a local resident from Warringah Rd into Bantry Bay Rd or Hilmer Street to solve rat running. It is the most mentioned proposed solution in the Summary Report of Community Engagement. This was clearly an easy and valuable solution to implement.</p> <p>Yet, the council, in that same report, noted that this was not possible as it impacts the communities of Our Lady of Good Counsel school. I am completely unclear as to why that is the case? The school is located on Currie Road, available as an easy left turn from Warringah Road. There is absolutely no need to use the local back roads to get there unless it is for the purpose of rat running?</p> <p>Please include "No left turn on Bantry Bay Rd and Hilmer Street from Waringah Rd between 7:00am to 8:45 am Monday to Friday" as an option as it is clearly what has been requested by local residents en masse.</p> <p>This type of solution is in place locally and well respected (see Grace Avenue). If it impacts Bantry Bay shops as part of the Frenchs Forest Town Centre Structure Plan (when they will be actually operating as part of the rezoning, which we expect will not be immediately); whilst they operate between 7am and 8:45am; it can be reconsidered at that time but this seems like a very limited impact compared to the improvement it will provide to local residents.</p> <p>This issue the council is trying to solve is primarily affecting people who live on these local streets (I live on Panorama Crescent); whose safety has been compromised due to high speeds and rat running. The proposed solutions essentially block access to Warringah Rd for local residents, which means the changes which are meant to improve our safety impact us the worst (in particular families).</p> <p>The option to "Physically close Fitzpatrick Avenue East at Warringah Road" prevents locals from joining an essential road.</p> <p>The option "No Entry at Karingal Crescent on Fitzpatrick Avenue East AND No Left Turn from Panorama Avenue into Fitzpatrick Avenue East between 7:00am to 8:45 am Monday to Friday" will allow people entering Fitzpatrick from Bantry Bay Rd or Hilmer Street (which is the vast majority of the rat running happening) but not locals on Panorama Crescent. It will not alleviate the rat running in any way whilst having a negative impact on local residents.</p> <p>The option "No Entry to Warringah Road from Fitzpatrick Avenue East between the hours of 7:00am and 8:45am Monday to Friday" could be the only one to work so long as residents of adjoining streets are exempt.</p>
305	<p>I would support Option 2 providing local residents could access Warringah Road at all times. A lot of local residents want the flexibility to access Warringah road from either Bantry Bay road, Hilmer street or Fitzpatrick Ave. I have a small fishing boat and it's so much easier driving down Fitzpatrick to Warringah Road rather than Hilmer street and I drive down during those limiting hours you proposed.</p> <p>Finish the concrete Bike path you started from Rangers Retreat Road to Bantry Bay Road before going off on another tangent please.</p>





No.	Comment
306	I don't think any of the proposed 3 options will do anything to assist the local residents of Bantry Bay area, we should not to be penalised with not being able to access Warringah Road too. These measures do not address the root cause, which is the influx of vehicles from Bantry Bay Road and Hilmer Street. Making these roads with no left turns between 7am and 8.45am would fix the problem and allow residents to exit via Fitzpatrick Avenue east still. We all need to get to work too and impeding the Fitzpatrick Avenue exit is just shifting the problem further upstream for the locals.
307	Please note: I supported a no left turn from Warringah Road into Bantary Bay Road (Mon-Fri 7:30-8:45am). This would allow traffic to go left at the Hilmer Road Traffic lights and would ultimately reduce the traffic through Fitzpatrick road.
308	All options proposed by council are non viable and have got no relevance to traffic management. This cuts off arterial roads for residents on the southern side of Warringah road and funnels everyone to a singular out point. This is non viable for all residents of Karingal Crescent. The suggestion that all traffic to flow into Hilmer Street is ridiculous as the traffic light timings itself will restrict vehicles getting out. Suggest the closure of Bantry Bay Road to Warringah Road entry Allow vehicle to only exit, this will funnel vehicles through Hilmer St Additional consideration will be to further restrict entry into Fitzpatrick Ave E to residents of the area.
309	No comment provided.
310	No comment provided.
311	Option 1 would prevent Fitzpatrick East from being used as an emergency bypass in the event of a major accident on Warringah Road around the intersection with Forest Way
312	These actions will only make the traffic which is often at a standstill along Warringah Rd & through the underpass even worse. Until the problem where all the traffic bottlenecks on the Warringah just before Maxwell Parade people need options when the traffic is at a standstill.
313	I have lived in the same house in this area for over 55 years and have always had a car. It is the part of Frenchs Forest that has changed the least over that time. The new provisions for slowing traffic which are presently being carried out are more than enough to make it safer. The proposed closures must have been thought-up by people with no knowledge of the area or its people. They will be no help to anyone in this small portion of Frenchs Forest which has been the least affected by all the changes which have taken place in the past 10 years. In the last few weeks changes to the working of the Traffic Lights at Hilmer Street appear to be helping better traffic flow (another reason for not implementing these changes).
314	Navigating the area is already hard enough. Blocking the roads at times where there is no problem makes no sense and is excessively punitive. Option 2 with plenty of signage at the spot and *also* earlier on to reinforce the message and to warn those that are not as familiar with the area.
315	No comment provided.
316	This proposal now detrimentally affects the residents of the Bantry Bay area, by stopping us from turning onto Warringah Road from Fitzpatrick Ave East to travel west to Chatswood the city or neighbouring schools, during peak hour.





No.	Comment
	<p>This plan effectively blocks the residents from leaving the area the safest and most logical way and pushing them into heavy traffic at Hilmer Street/ Forest Way intersections. Some days especially a Tuesday the Traffic is banked across the Hilmer street intersection so minimal cars can get through the traffic lights to turn left onto Warringah Road.</p> <p>This plan would just cause resident traffic build up on Hilmer street and Fitzpatrick Ave.</p> <p>The current rat run issues are directly coming from people traveling west on Warringah road and turning left onto Bantry Bay and then right onto Fitzpatrick Ave. The best way to stop the rat run and not inconvenience residents should be</p> <p>* No left turn onto Bantry Bay Road with no right turn onto Fitzpatrick Ave East between 7-8.45 am Mon- Fri.</p> <p>It is so unreasonable to take away all possible entry points onto Warringah road, this plan is completely detrimental and unfair to the residents of this area. This plan is closing all the Four exit points to Warringah road bar one keeping in mind there is no entry onto Kanya Street From Rangers Retreat Between 7-8:45am Mon-Fri.</p>
317	<p>I live and own in Karingal crescent. All three ideas seriously impede the area as well as tarnishing the access to the south (city bound) out of the turn on Fitzpatrick Ave east onto Warringah road.</p> <p>The first option will devastate the traffic flow heading out of hilmer in the morning from the residents and bank up the east west bound exits. By doing this you are actually in effect disadvantaging the people that live in the area not assisting. The issue is the entrance to Bantry bay road and Hilmer.</p> <p>These are the points in which "non residents" are utilising the dog leg. Hilmer is ok as the traffic light mostly deters people. The issue is the entrance at bantry bay road. People are ignoring the "temp signs". Here is a potential solution.</p> <p>Corner of Bantry Bay Road and Warringah rd - between 7am and 8:30am there is a single red left hand traffic light signal. If they turn left into Bantry bay road (with a camera) and pre warning sign post wakehurst parkway, they get fined for running a red light. This stops people from utilising the dog leg, allows true residents to use hilmer for access (hilmer to have a "residents only" access sign.</p>
318	<p>The real issue is traffic coming off Warringah Rd onto Bantry Bay Rd and Hilmer St, instead of continuing down Warringah Rd. These are the streets that need to be changed to local traffic only and enforced occasionally by police. Locals still need to use the entry to Warringah Rd from Fitzpatrick Ave East. Option 3 might work as long as Local Traffic allowed to get to Warringah Rd - but this needs to be enforced, even just restricting cars from 7am - 8.45am would be helpful. Please fix this issue!</p>
319	<p>Closing the access to WR makes for safer roads, less congestion, noise and pollution and improves community living.</p>
320	<p>How do any of these solutions help local residents? Please have no left turn into & Bantry Bay & Hilmer between 630 & 830, local residents exempt.</p>
321	<p>Options proposed...</p> <ul style="list-style-type: none"> a. Physically close Fitzpatrick Avenue East at Warringah Road b. No Entry to Warringah Road from Fitzpatrick Avenue East between the hours of 7:00am and 8:45am Monday to Friday c. No Entry at Karingal Crescent on Fitzpatrick <p>I am confused as to how b, c & d can have signs and be enforced</p> <p>The proposals b to d are only detrimental to those living in the local streets & will push traffic down Rangers & Parni. Those using Fitzp as at rat run will continue to do so with only the local residents being penalised as they have to join Warringah Road at Hilmer or Bantry Bay as those coming up from the beaches will turn into our local</p>





No.	Comment
	streets. Honestly if a sensible solution for those living locally cannot be found it's just best left alone rather than creating more problems.
322	Options proposed... a. Physically close Fitzpatrick Avenue East at Warringah Road b. No Entry to Warringah Road from Fitzpatrick Avenue East between the hours of 7:00am and 8:45am Monday to Friday c. No Entry at Karingal Crescent on Fitzpatrick Avenue East between 7:00am to 8:45am Monday to Friday d. No Left Turn from Panorama Avenue into Fitzpatrick Avenue East 7:00am to 8:45 am Monday to Friday. I am confused as to how b, c & d can have signs and be enforced if similar cannot be done at Bantry Bay Road & Hilmer?? Also option C. Residents on Karingal can't exit to Fitz P. So are they housebound or just looping round Karingal & Akora between 7 & 845 as both exits from Karingal are on Fitz P. The proposals b to d are only detrimental to those living in the local streets & will push traffic down Rangers & Parni. Those using Fitzp as at rat run will continue to do so with only the local residents being penalised as they have to join Warringah Road at Hilmer or Bantry Bay as those coming up from the beaches will turn into our local streets. Honestly if a sensible solution for those living locally cannot be found it's just best left alone rather than creating more problems. Who comes up with these ridiculous "solutions". Clearly not someone who knows the area or has the residents' best interests at heart.
323	No right turn into Bantry Bay Road or Hilmer Street from Warringah Road between 645am & 845am. Strictly Local Traffic only. It is ridiculous to penalise local residents from using Fitzpatrick.
324	Residents of Bantry Bay Frenchs Forest should be allowed to access these roads to commute to work and to transport children to/from school in the mornings. There are already restrictions on access to Kanya Street from 7-8:45am Monday to Friday, if you remove Fitzpatrick east there will be more cars on Hilmer street increasing congestion on Warringah road to access Currie road for Our Lady of Good Council primary school. It will make the route to school longer at an already busy time for school drop off. Instead there should be no access onto hilmer street or bantry bay road during the hours of 7-8:45 to reduce non-residents from accessing these streets for a shorter route. From a very frustrated mother who already can't take the most direct route to school!
325	I don't understand why everyone wants all local traffic streets closed during peak hour or permanently. It will just make everyone have to use Warringah Rd and that will become an even bigger nightmare. Surely someone can come up with solutions to improve dll traffic flow in the area so we're not in gridlock any which way we go
326	No comment provided.
327	No comment provided.
328	Dear Sir Ms, The residents of Bantry Bay Area should not be disadvantaged due to people rat running a fast trip through Fitzpatrick Rd East. If roads were restricted and closed in peak times and the only way out is at Hilmer and Bantry Bay rd's to get access to Warringah would be absolutely shocking. I would go back to placing of Police patrols at least once a week and fine people who





No.	Comment
	are not local residents or who don't have a substantial reason for entering these roads in the morning who enter Bantry Bay Rd from Warringah Rd. Police presents at different days through the week would stop the Rat Run.
329	The only option for residents to get out is via Hilmer Street, it will be a disaster
330	As a resident I often use the road onto Fitzpatrick road east to Warringah Road . I think if you corner this off, even when my communitie runs the other direction using hilmer street to Warringah the traffic will increase dramatically with people wishing to turn left. Often I find I have to queue here for two traffic light changes, with the extra traffic I believe this will increase causing different traffic issues
331	There is no reason to close it completely just limited hours - it is a necessary entry at other times
332	I take my grandson to Forest Way shops to drop off for bus and it would make my return home Impossible if you closed this street off. I would then be unable to take the boys for my daughter.
333	NO ENTRY signs are frequently ignored by drivers. They are not a viable solution.
334	Better to close entry to Bantry Bay Rd during peak times, and limit left turn entry times from Warringah Rd at Hilmer Street lights. I am a grandmother who has to pick up grandchildren, from their home within the precinct, and take them to school at North Sydney. If you block Frenchs Forest Rd east, then it makes it nigh impossible to enter Warringah Rd. Access is already restricted by time limits via Kanya St and Parni Place. The proposal is lacking in forethought.
335	Its a dangerous entrance and should be closed completely
336	The majority of residents support a no left turn into Bantry Bay Rd and Hilmer St (7-8:30am). Please explain why this cannot be supported by Council or TfNSW. Noting that local traffic will need to turn into the area what about the following: 1) no left turn at Bantry Bay Road (7-8:30am) along with a permanent " no through access to Warringah Rd" sign at both Bantry Bay Rd and Hilmer St; and 2) no right turn at Fitzpatrick Rd East and Hilmer (7 - 8:30 am) The above will deter rat running but will allow locals to enter the area (albeit by back tracking a little but there is not high traffic volume at this hour)
337	No comment provided.
338	Suggest the closure between the times suggested or make it a local traffic only to allow those who live on panorama to get out
339	We are visitors to our family and stay overnight at our Fitzpatrick family home. The traffic that is rat running in the morning peak hour is noisy congested and dangerous to the local community. Street parking is not safe for people or vehicles to be on the street at morning peak hour. It was a quiet safe neighbour that has unfortunately changed to suit the people that do not live there.
340	This will allow access for locals outside of peak hours thus minimising impact on locals.
341	In my opinion, it appears that the rat run/short cut through Bantry Bay Rd then along Fitzpatrick Avenue East exiting onto Warringah Rd, was created by the Hospital construction and road changes on Warringah rd. I believe that the number of dwellings in the specific area has grown by approximately 24!?. Thus, local traffic increases should be deemed minimal! Those living in the immediate arrear between the entrances of Bantry Bay Rd, Hilmer St & the intersection of Kanya St/Rangers Retreat Rd must not be penalised by reducing their ability, further, when exiting the area during peak hour periods by the application of draconian measures. [Blocking/limiting exit from Fitzpatrick Ave East. Signs showing No Left Turn/Local Traffic Only between 0700-0900 or 0630-0930 should be posted at the entrances to Bantry Bay Rd & Hilmer St and be policed for the





No.	Comment
	<p>first few months and then periodically. Thus, providing well deserved revenue from the fool hardy and educating those that think it is a short cut and a quicker way to work!! [Rat run] This would reduce cost to the taxpayer [Major Works] and not impair the vehicle movements of the locals during Peak Hours of the day! A limited number of speed bumps & well-placed pedestrian crossings is desirable, as a small number of local vehicle operators feel that the area is a racetrack. These measures would mitigate the immediate concerns of locals and allow for a detailed revision in a timely manner. I am a local of 25+ years.</p>
342	No comment provided.

Document administration	
Version	1.0
Date	18 June 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 FRENCHS FOREST WARD - KENTWELL ROAD, ALLAMBIE HEIGHTS - 90° ANGLE PARKING AND BOLLARDS

GEOCODES: -33.777354, 151.265546

REPORT

BACKGROUND

Council has received concerns from local residents regarding the legality of the current practice whereby residents park at a 90° angle on a nature strip and gravel area in front of No.s 3 and 5 Kentwell Road, and No.s 10, 12 and 14A Sloane Crescent, Allambie Heights. Under the NSW Road Rules, unless the areas are specifically signposted or constructed for the purpose of parking of vehicles, the practice is illegal. Any vehicles parking in this area could be issued with a parking infringement notice.

LOCATION

- Kentwell Road is a regional road with a pavement width of approximately 12m between kerbs.
- The surrounding area around the subject location consists of low to medium-density residential units.
- There is an unnamed lane on the southern side of Kentwell Road that provides access to approximately 7 properties.

ISSUES

- Residents park at a 90° angle on a nature strip and gravel area in front of No.s 3 and 5 Kentwell Road, and No.s 10, 12 and 14A Sloane Crescent, Allambie Heights.
- Under the NSW Road Rules, unless the areas are specifically signposted or constructed for the purpose of parking of vehicles, the practice is illegal. Any vehicles parking in this area could be issued with a parking infringement notice.
- The council's rangers have initially raised the issue of illegal parking in this area. They believe that if an infringement is issued in response to a complaint, it may be appropriate to extend penalties to any other illegally parked vehicles within the area.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to formalise the 90° parking by introducing signposting for 90 degree angle parking. Additionally, Council proposes to install bollards on the eastern side of the subject area to prevent vehicles from parking on adjacent gravel area and grassed nature strip.

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 24 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of 90-degree angle parking signs on the western side of the subject area.
2. Installation of bollards on the eastern side of the subject area.

Reporting officer	Engineer - Traffic
TRIM file ref	2024/514240
Attachments	1 Plan 2 Table of Consultation



*NOT TO SCALE



PROPOSAL

Kentwell Road, Allambie Heights
90° Angle Parking and Bollards



northern
beaches
council

DRAWN	LK	APPROVED	<i>P. Deva</i>
LAYOUT	1 OF 1	REVISION NO.	A DATE 11/01/2024

Table of Consultation

Address	Kentwell Road, Allambie Heights
Proposal	90° Angle Parking and Bollards

Properties Consulted	24
Responses Received	5
Support	0
Do Not Support	5
Partial Support	
Blank	

Issue	Resident Comment	Council Response
Loss of Parking	There are concerns about the proposed plan, with residents finding it unnecessary. They have pointed out that car parking on council land on the eastern side is not only illegal but also unsightly for Allambie residents. The addition of bollards and four 90-degree angle parking signs is seen as more of an eyesore than the current parking situation. Three out of the four proposed signs are directly in front of one of the properties, and the resident finds these to be unnecessary as cars have never parked in any other fashion than 90 degrees.	Residents are seen parking their vehicles at a 90° angle on a nature strip and gravel area, which is illegal according to the NSW Road Rules. Unless these areas are designated for parking and clearly signposted as such, it is against the rules to park there. Vehicles parked in these areas may be given a parking infringement notice. The council's rangers have brought up the issue of illegal parking in this area. They suggest that if an infringement notice is given for a complaint, it might be suitable to apply penalties to any other vehicles parked illegally in the same area.
	Some residents have pointed out that they have been parking at the subject location for over 20 years with no issues. With a growing population and several cars per family, parking has become limited. The situation becomes more difficult on bin collection days, as it is virtually impossible to find parking on the street. Additionally, across the road on Kentwell Road, there is a bus zone, which rules out parking there. There is very limited parking available on the street on both sides. This change will cause extreme inconvenience and is simply not practical.	
	There are concerns that limiting the number of parking spaces would create problems for residents and leave them with nowhere to park. Installing bollards would not solve the parking issues; it would just force residents to park further away from their homes.	
	There are concerns that the proposed changes will lead to more cars parking on the road. Currently, it's difficult to see oncoming traffic when a trades vehicle or SUV is parked on the road. Removing this parking section will result in more cars parking on the road. Council should consider removing unlicensed vehicles from this spot and maintaining the parking for residential use.	

ATTACHMENT 2 : TABLE OF CONSULTATION - ITEM 4.5 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 6 AUGUST 2024

Issue	Resident Comment	Council Response
	<p>Some residents have pointed out that the area is currently a wasted space when not utilized for parking. It has been suggested that adding designated parking lines on each side could help in making the area look neater. No signs or bollards would be necessary, as people tend to park at 90-degree angles regardless. The residents feel that signs are unattractive and a needless expenditure.</p>	

ATTACHMENT 2 : TABLE OF CONSULTATION - ITEM 4.5 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 6 AUGUST 2024

Issue	Resident Comment	Council Response
	<p>Concerns have been raised that there is already limited parking space on the roadside. They believe that the proposal will worsen the parking situation significantly. Currently, cars do not park on the grass nature strip on the eastern side; instead, they park on the gravel area just at the top of the nature strip. These residents argue that the proposal would negatively affect all those who park in this area without any issues for many years. They also think that neighboring residents would undoubtedly be affected by having fewer parking spaces along Kentwell Road.</p>	

ITEM 4.6 FRENCHS FOREST WARD- GLEN STREET, BELROSE - PEDESTRIAN REFUGE
--

GEOCODES: -33.740361, 151.208978

REPORT

BACKGROUND

At the August 2023 Traffic Committee meeting consideration was given to a report seeking approval for road reserve infrastructure works required in conjunction with the consent for DA2020-0393 at 28 Lockwood Avenue.

The Traffic Committee approved the design plans for required roundabout works on Glenrose Place and the raised pedestrian crossing on Lockwood Avenue. The consent conditions also required that Traffic Committee approval be obtained for the design of a pedestrian refuge on Glen Street on the frontage of the development however the Traffic Committee had concerns with the submitted plans which were referred back to the developer for further review and submission of further swept path plots.

Streetlighting upgrade designs to support the relocated pedestrian crossing and the pedestrian refuge on Glen Street have been completed and approved for installation separately through Council Ausgrid. This will ensure that the new pedestrian facilities are adequately lit to ensure safety and visibility of pedestrians using the proposed pedestrian facilities and walking to/from Glen Street theatre, bus stops and shops in the area.

LOCATION

The subject development at 28 Lockwood Avenue is mixed use comprising retail uses, 49 shop top housing dwellings and basement parking for 238 vehicles. It has frontages to Glenrose Place, Lockwood Avenue and Glen Street all of which are local roads. The location is adjacent to the Glenrose Village Shopping Centre and Glen Street Theatre and the Belrose Library and is therefore sited at a busy precinct with high levels of pedestrian and vehicular traffic.

ISSUES

- There are existing high volumes of pedestrians crossing Glen Street to and from the Glenrose shops and Library. These numbers will intensify once the subject development at 28 Lockwood Avenue is complete.
- There are relatively volumes of traffic in both directions along Glen Street (peak hour volumes of 400-500 vehicles per hour) including buses which turn left from Lockwood Avenue into Glen St (274), left out of Glen Street into Lockwood Avenue(274), right into Glen Street from Lockwood Avenue (291) – swept path plots are **attached**
- The introduction of a pedestrian refuge on Glen Street between Glenrose Place and Lockwood Avenue will provide a second location for pedestrians to cross Glen Street, supporting the raised pedestrian crossing east of Glenrose Place
- The refuge needs to be located where it will not impact upon bus turning movements

PROPOSAL

Council has undertaken a review of the location and issues and recommends that the pedestrian refuge design required by the Conditions of Consent be approved for installation:

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 proposed works will provide enhanced pedestrian safety and amenity and link with existing pedestrian facilities and walking paths during both day and night time hours

CONSULTATION

The Development Application was the subject of notification as part of the approval process and issues raised in submissions have been taken into account in the Consent which has, in part, resulted in the Consent Conditions requiring these works.

RECOMMENDATION

1. That the Traffic Committee approves the pedestrian refuge design as per plans prepared by AusPacific Engineering and supports installation of the following works:
 - a. A pedestrian refuge on Glen Street at its intersection with Lockwood Avenue.

Reporting officer	Traffic Engineering Coordinator
TRIM file ref	2024/501033
Attachments	1 Plan 2 Swept Paths 1 3 Swept Paths 2



LINEMARKING LEGEND	
	BOUNDARY LINE (STREET, LOT, ETC.)
	CLEARWAY LINE
	ROAD LINE (PAVED/UNPAVED)
	RESERVED LINE
	EXISTING LINEMARKING

AUSPACIFIC ENGINEERING
 11/11/2024 11:00 AM
 11/11/2024 11:00 AM
 11/11/2024 11:00 AM
 11/11/2024 11:00 AM

nicholaslycenko ARCHITECT

REV	DATE	DESCRIPTION	APPROVED	DATE	BY
A	17/08/24	ISSUE FOR APPROVAL		17/08	AJ
B	20/11/24	ISSUE FOR TENDERS		20/11	BK
C	20/11/24	ISSUE FOR CONSTRUCTION (DATEWORKS)		20/11	BK
D	16/08/24	ISSUE FOR CONSTRUCTION (DATEWORKS)		16/08	BK
E	21/11/24	ISSUE FOR CONSTRUCTION		21/11	BK
					G.P.

FOR CONSTRUCTION		PROJECT NUMBER	DATE	SCALE	DATE
PROJECT NUMBER	DATE	SCALE	DATE	SCALE	DATE
PROJECT NUMBER	DATE	SCALE	DATE	SCALE	DATE
PROJECT NUMBER	DATE	SCALE	DATE	SCALE	DATE



14.5m BUS - RIGHT TURN ONTO GLEN STREET

14.5m BUS - RIGHT TURN ONTO LOCKWOOD AVENUE

LEGEND

- VEHICLE WHEEL MARKING
- 1.5M VEHICLE WHEEL CLEARANCE MARKING



14.5M RIGID BUS

Wheelbase	3.8
Truck	2.8
Lock & Load Frame	0.3
Overhang Length	8.4

DESIGN VEHICLE 14.5m RIGID BUS

<p>AUSPACIFIC ENGINEERING 11/11/2024 11:00 AM 11/11/2024 11:00 AM 11/11/2024 11:00 AM</p>		CLIENT	APPROVED	DATE	BY	NOT FOR CONSTRUCTION	PROJECT
		1. ISSUE FOR INFORMATION 2. ISSUE FOR INFORMATION	SA SA	22/03/24 22/03/24	SA SA	NOT FOR CONSTRUCTION APPROVED	22/03/24 22/03/24
				11/11/2024 11:00 AM 11/11/2024 11:00 AM 11/11/2024 11:00 AM		11/11/2024 11:00 AM 11/11/2024 11:00 AM 11/11/2024 11:00 AM	

ITEM 4.7 FRENCHS FOREST WARD - SKYLINE PLACE, FRENCHS FOREST - RAISED PEDESTRIAN CROSSING

GEOCODES: -33.750509, 151.238374

REPORT

BACKGROUND

In 2023 the Land and Environment Court gave approval to a 98 unit seniors housing development at 5 Skyline Place, Frenchs Forest under DA2021/0212. One of the conditions of consent requires the developer to seek approval to construct works to facilitate pedestrian access to the nearest eastbound bus stop on Forest Way (near Romford Road). There are existing footpaths/shared paths and a signalised pedestrian crossing over Frenchs Forest Road East and the developer's traffic consultant has prepared plans for a raised pedestrian crossing over Skyline Place at its intersection with Frenchs Forest Road. This crossing will facilitate pedestrian access from the new footpath constructed on the west side of Skyline Place (fronting the development) to and from the existing shared path and thence to the nearest east and westbound bus stops on Frenchs Forest Road. Should the pedestrian crossing be approved it can be constructed by the developer satisfying the condition of consent.

LOCATION

Skyline Place is a local road of approximately 125m in length running in a north south direction commencing at Frenchs Forest Road East and terminating in a cul-de-sac at its southern end. The road is approximately 10.8m in width with parking permitted on both sides. Surrounding development is primarily industrial in nature which means that delivery trucks regularly use the road. The recent approval for a seniors housing development in Skyline Place will increase pedestrian traffic movements in the street, there is also a shared path running east west along the southern side of Frenchs Forest Road East crossing Skyline Place with bus services proceeding both east and west along Frenchs Forest Road East. The Northern Beaches Hospital is located road 470m west of Skyline Place.

ISSUES

- SEPP Housing requires the developer to provide an appropriately graded connection to public transport (buses) providing access to shops and services.
- The nearest bus stop in a westbound direction is located approximately 60m west of Skyline Place and can be accessed from the development via the footpath on the west side of Skyline Place and the shared path on the south side of Frenchs Forest Road East
- The nearest bus stop in an eastbound direction is located approximately 60m west of Skyline Place however can only be accessed by crossing four lanes of traffic. This is not safe. There is however a bus stop located on the north side of Frenchs Forest Road East that can be accessed from the development via the footpath on the west side of Skyline Place and the shared path on the south side of Frenchs Forest Road East, crossing at the signalised pedestrian crossing at Romford Road and then via the footpath on the north side of Frenchs Forest Road East. This bus stop is sited approximately 240m from the development
- To improve safety and amenity for pedestrians crossing Skyline Place to access the eastbound bus stop a raised pedestrian crossing has been proposed

PROPOSAL

Council has undertaken a review of the submitted design and the relevant issues and recommends that the submitted design be approved for construction by the developer.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal has considered the needs of cyclists using the shared path on the south side of Frenchs Forest Road east and includes a green cycle lane adjacent to the marked pedestrian crossing consistent with Council's standard practice for pedestrian crossings on shared path routes
- The proposal improves pedestrian safety and accessibility to and from the seniors housing development and connects existing walking paths

CONSULTATION

The Development Application was the subject of notification as part of the approval process and issues raised in submissions have been taken into account in the Consent which has, in part, resulted in the Consent Conditions requiring these works.

Notification letters will be distributed to properties within the immediate vicinity of the location, providing notification of the proposed changes.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded by the developer.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 12 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Approval of the design for the raised pedestrian crossing and associated signposting and linemarking changes on Skyline Place south of Frenchs Forest Road East and noting that the works will be completed by the developer at their cost.

Reporting officer	Traffic Engineering Coordinator
TRIM file ref	2024/504472
Attachments	1 Plan and swept paths

15 July 2024
Ref: 23046

The Chairperson
Northern Beaches Local Traffic Committee
PO Box 82
MANLY NSW 1655

Dear Sir/Madam,

DA 2021/0212
Consent Condition 30
5 Skyline Place, Frenchs Forest
Proposed Pedestrian Crossing

This application has been made on behalf of Platino Properties, which seeks to address consent condition 30 of DA 2021/0212, which is reproduced below.

30. Pedestrian Access to Transport Services

The applicant is to seek approval to construct, and if approved is to construct at no cost to Council, a safe pedestrian crossing point between the east bound mid-block bus stop and the proposed development site to the satisfaction of the Northern Beaches Council Local Traffic Committee. The route between this bus stop and the development is to comply with the requirements of the SEPP distance to a route bus stop and accessible grades.

Reason: Safe Pedestrian Access to Transport Services

Please find attached a schematic design of the proposed pedestrian crossing across Skyline Place, prepared by SCP Engineers & Development Consultants, which provides a safe pedestrian (and cyclist) crossing point between the subject development and the existing eastbound bus zone located on the northern side of French Forest Road East, in between Romford Road and Hurdis Avenue. In this regard, the following should also be noted:

- Preliminary discussions and feedback on the proposed crossing design has been received from Council's Traffic Engineering Coordinator, Mr James Brocklebank, who has been most helpful,
- All existing parking and shared path signage along Frenchs Forest Road East are to remain unchanged,
- The existing kerb inlet pit, roadside power pole and on-road hydrant pit in Skyline Place, in the vicinity of the proposed crossing, are to remain unchanged,
- The existing straight sections of solid yellow "No Stopping" painted lines on both sides of Skyline Place in the vicinity of Frenchs Forest Road East are to remain unchanged
- All existing on-street parking within Skyline Place is to remain unchanged
- All works are to be undertaken at no cost to Council.

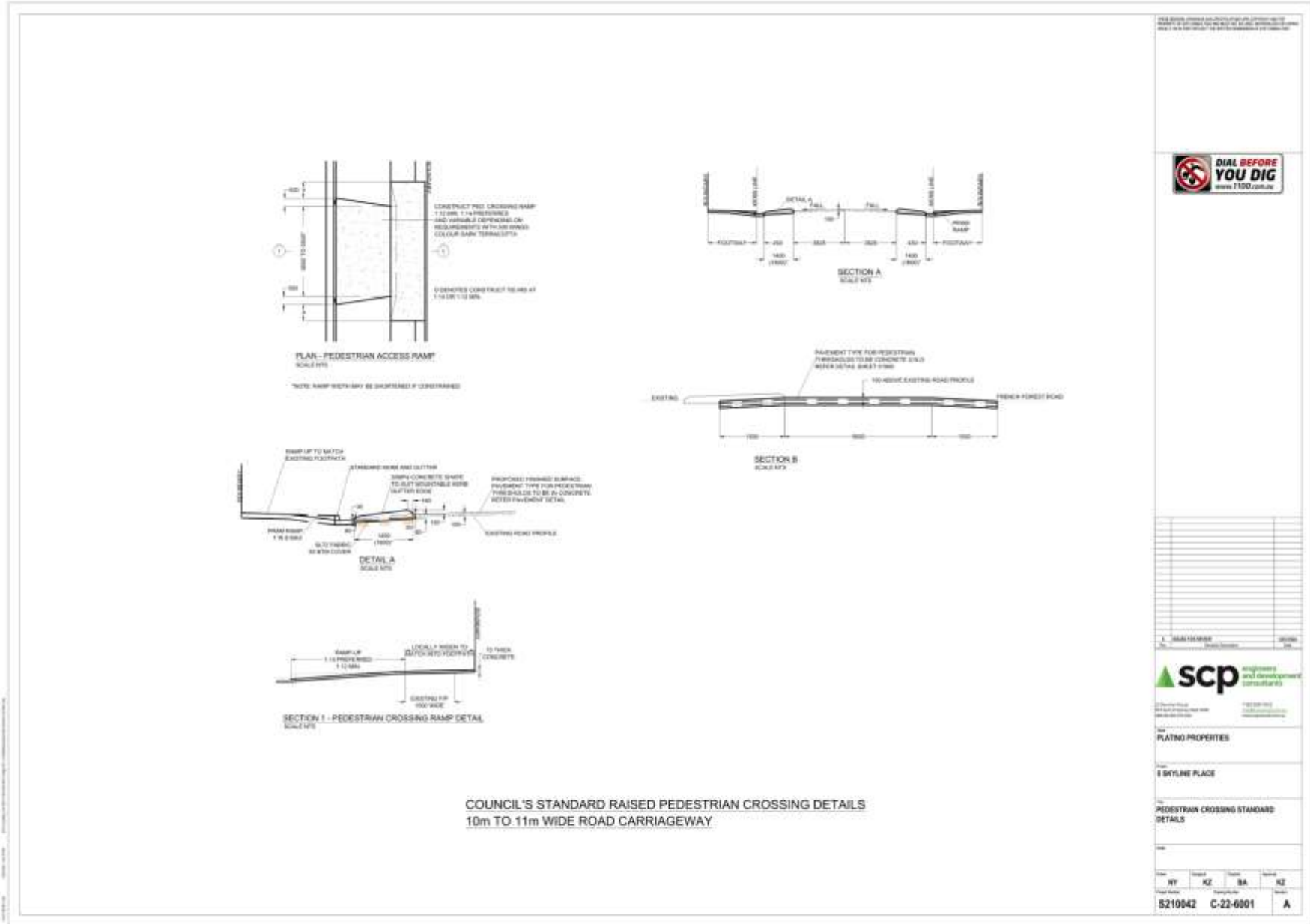
In seeking this approval from the LTC, we trust that consent condition 30 has now been fully complied with.

Please do not hesitate to contact me on the number below should you have any queries.

Kind regards



Chris Palmer
Director
B.Eng (Civil), MAITPM



ITEM 4.8 MANLY WARD - OCEAN LANE, MANLY - NO PARKING

GEOCODES: -33.7942291,151.2808082

REPORT

BACKGROUND

Council has received concerns from local residents regarding the on-street parking of vehicles in Ocean Lane, Manly. Staff have investigated the concerns and found the existing road width of 4.8m does not support parking and provision of the three metres required for a trafficable lane, which creates unsafe conditions for vehicle access to and from Ocean Lane due to the reduced road width of the road.

LOCATION

- Ocean Lane is a service lane with a pavement width of approximately 4.8m between the kerb and road reserve.
- The section of Ocean Lane under consideration is located between the intersection of Augusta Road and Raglan Street, Manly.
- Ocean Lane comprises of low to medium density housing on the western side, which includes existing No Parking and on the eastern side of the road, low to medium density housing, and is included in the 2P 8 AM – 6 PM Ivanhoe Area Parking Scheme.
- Ocean Lane is located within walking distance of Ivanhoe Park, Manly Oval, Manly CBD Area and Manly Beach.

PHOTOS





ISSUES

- Road safety concerns due to the existing road width (4.8m) of Ocean Lane, Manly, and vehicles parking on the eastern side of the road affecting traffic sight distances entering and exiting the street.
- Quinton Road properties have angle parking meaning that waste collection is completed from Ocean Lane, and Ocean Road properties generally have their garages off Ocean Lane and limited storage space in the front yard for the waste bins and they also primarily use Ocean Lane for waste collection.
- Parking on the eastern side prevents access, particularly by larger vehicles such as emergency services vehicles, delivery trucks and waste collection vehicles.
- Existing parking on Ocean Lane is illegal, consistent with NSW Road Rules due to the road width.

PROPOSAL

Council has undertaken a review of the location and proposes to install 'No Parking Signs' on both sides of Ocean Lane, Manly, to remove illegally parked vehicles and pedestrian and road safety concerns.

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 62 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Introduction of No Parking restrictions on the eastern side of Ocean Lane from the intersection of Raglan Street to the intersection of Augusta Road, Manly.

Reporting officer	Traffic Officer
TRIM file ref	2024/357008

Attachments

- 1 Ocean Lane, Manly - Plan
- 2 Ocean Lane, Manly- Table Of Consultation



	PROPOSAL						 northern beaches council
	Ocean Lane, Manly No Parking Signs Installation						
	DRAWN	GG	APPROVED	JB			
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	12/02/2024	

Table of Consultation

Address	Ocean Lane, Manly
Proposal	No Parking

Properties Consulted	62
Responses Received	21
Support	9
Do Not Support	12

Issue	Resident Comment	Council Response
Affects residents	<p>I think this heavily discriminates against property owners who bought the property many years ago with parking in the laneway. It seems to heavily favour many of the recent large renovations.</p> <p>If there were one meter clearance restrictions at the Augusta Road end we could see to safely turn into Augusta Road rather than guess that there were no cars coming. Only the car at No.29 Ocean Road is a problem sometimes but I think our signs are enough at the moment apart from the top end as mentioned</p> <p>Our grandchildren regularly visit and are delivered and picked up via Ocean Lane and thus require a parking area.</p>	<p>The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and improving emergency vehicle and waste operator access.</p>
Loss of parking	<p>My elderly parents live in No.15 Ocean Road Manly and I, as their daughter, frequently visit their house to provide care and support. I often urgently need to stop past their house on short notice and it's often very difficult to park outside their house.</p> <p>I rely on being able to park outside their house on Ocean Lane due to the limited parking in the area to provide emergency care. The impact of this change would severely limit my ability to provide urgent support and care.</p> <p>Ocean Lane is a friendly back lane used only by residents. Parking in the lane way is rare, with neighbours being very considerate to only use for brief periods such as moving furniture or when they have difficulties parking on the main streets due to events in Manly.</p> <p>The lane simply does not need this over regulation and I believe it will spoil the usefulness of the laneway for us all. Please don't spoil what is working well already.</p>	<p>Council completed this proposal to improve pedestrian and road safety due to the existing road width inability to provide legal parking for residents and visitors, with an understanding of the importance of ensuring emergency vehicle access is maintained at all times.</p> <p>The No Parking restriction provides residents and visitors to pickup and drop off in accordance with NSW Road Rules.</p>

**ATTACHMENT 2 : OCEAN LANE, MANLY- TABLE OF CONSULTATION - ITEM 4.8 - NORTHERN BEACHES
COUNCIL LOCAL TRAFFIC COMMITTEE - 6 AUGUST 2024**

<p>Additional Comments</p>	<p>We do not support this proposal for two reasons, the laneway is rarely used for parking with only one car parked there regularly. If this car made an effort to park more on their driveway so that the car was less intrusive, I cannot see any access issues.</p> <p>When there is an event on at manly oval or a big rugby game or cricket match this does give residents an "overflow" option which is generally utilised for only a short period of time. Without this option even more cars will need to be parked on Quinton and Ocean Roads.</p> <p>I have elderly relatives and the lane is a crucial point to park temporarily for visit drop offs and pick up. Plus when with young children and unloading groceries. No Parking outlaws these essential activities for residents.</p> <p>No Parking signs ruin the utility of a rear lane accessed property. I would guess that this complaint arises from a small minority of incompetent drivers who claim the street is too narrow to pass a parked car. There is more than enough space.</p>	<p>Ocean Lane 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>The No Parking restriction provides residents and visitors to pickup and drop off in accordance with NSW Road Rules.</p> <p>Council Rangers can investigate any illegal parking consistent with NSW Road Rules.</p>
----------------------------	---	---

ITEM 4.9 MANLY WARD - GRIFFITHS STREET, FAIRLIGHT - NO PARKING MOTOR VEHICLES EXCEPTED
--

GEOCODES: -33.792932, 151.271031

REPORT

BACKGROUND

Council has received concerns from local residents regarding the long-term parking of box and boat trailers and campervans on the southern side of Griffiths Street, Fairlight. As a result, there is limited parking turnover for residents and visitors to the area.

LOCATION

- Griffiths Street is a local road of approximately 9.6m in width, performing a collector road function that caters for two-way traffic, carrying moderate volumes of traffic, with a speed limit of 50km/h.
- The intersections of Griffiths Street and Suwarrow Street and Cohen Street are controlled by Give Way signs and lines, which are located in the area under consideration.
- Griffiths Street is well used as both a vehicular and pedestrian access route to the Manly West Public School which has a frontage to Griffiths Street (west of Hill Street). It is also used as a through-traffic route for traffic travelling between the Manly Town Centre and Condamine Street/ Balgowlah Industrial Area.
- Council's Hop Skip Jump bus service operates in Griffiths Street, Fairlight.
- Adjacent land use consists of medium density housing and Manly Cemetery.

ISSUES

- The long-term parking of boat and box trailers and caravans affecting parking turnover.
- Lack of available on street parking for residents and visitors due to the existing unrestricted parking.
- Parked vehicles such as caravans and trailers on the south side of the road currently impede sightlines for drivers to vehicles approaching from the east, some of them at inappropriate speeds.

PROPOSAL

Council has undertaken a review of the location and proposes to install No Parking Motor Vehicles Excepted restrictions on the southern side of Griffiths Street, Fairlight between Austin and La Perouse Street, Fairlight. The restriction will prevent the parking of caravans, boats and trailers and provide parking turnover for residents and visitors to the area. The proposal will improve visibility for both motorists and pedestrians in the proposed section of Griffiths Street, Fairlight.

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 40 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of No Parking Motor Vehicles Excepted restrictions on the southern side of Griffiths Street, Fairlight between Austin and La Perouse Street, Fairlight.

Reporting officer	Traffic Officer
TRIM file ref	2024/513249
Attachments	1 Griffiths Street, Fairlight - Plan 2 Griffiths Street, Fairlight - Table Of Consultation

PROPOSED WORK

i. Install No Parking Motor Vehicles Excepted restrictions on the southern side of Griffiths Street, between the existing No stopping Unbroken Yellow Kerb Lines at the intersections of Austin and La Perouse Street, Fairlight.

	PROPOSAL	 northern beaches council
	Griffiths Street, Fairlight No Parking Motor Vehicles Excepted	
	Drawn  Approve 	

Table of Consultation

Address	Griffiths Street, Fairlight
Proposal	No Parking Motor Vehicles Excepted

Properties Consulted	40
Responses Received	13
Support	10
Do Not Support	3

Issue	Resident Comment	Council Response
Affects residents	<p>I'd much prefer to see a more strategic approach to boats, caravans and trailers parking in residential areas that are of great concern to my household as they obstruct vision for drivers and pedestrians and take away parking from residents and their visitors. This is a band aid solution. This proposal will do nothing at all solve the problem in this area where we live. This will just move the problem to other parts of Griffiths Street and local streets and create the same problem somewhere else.</p> <p>This occurred when Harland Road, Fairlight became car only parking and we had a caravan parked for weeks on the corner of Austin and Griffiths Street. This caravan completely blocked vision to traffic turning from Austin Street to traffic coming from east to west in Griffiths Street. There were near misses due to this.</p> <p>I know this caravan was moved on from Harland Road as I spoke to the owner of the caravan and he advised this is why he had parked it there.</p> <p>The part of Griffiths Street between Austin and Melbourne Street always has at least two boats parked there which obstructs driver vision when turning out of Austin Street. Boats and trailers have been parked in Austin and Melbourne Street at the end of the streets, near Griffiths Street. I am extremely concerned this will create a bigger problem in these already narrow streets. Thank you for seeking feedback.</p>	<p>The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and improving parking turnover for residents and visitors.</p> <p>Council Rangers can investigate breaches of the NSW Road Rules, including heavy/long vehicles parked longer than one hour and Abandoned Vehicles.</p>

ATTACHMENT 2 : GRIFFITHS STREET, FAIRLIGHT - TABLE OF CONSULTATION - ITEM 4.9 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 6 AUGUST 2024

<p>Alternative suggestion to the issue.</p>	<p>Whilst I agree with the establishment of the zone, it should be extended to a larger stretch of Griffiths Street. We live on the corner of Griffiths and Austin Street and we constantly have boats parked outside our house along Griffiths Street between Austin and Melbourne Street. Some have been there, unmoved since last year. This consistently causes issues for cars turning out of Austin into Griffiths Street. The proposal will only encourage more boats to park on this stretch of Griffiths Street as it will be outside the proposed zone. We would support the proposal if it were to included an extended section of Griffiths from La Perouse eastward to Melbourne or Bellevue Streets.</p>	<p>Council will continue to monitor the location and propose any necessary changes required. Council Rangers can investigate breaches of the NSW Road Rules, including heavy/long vehicles parked longer than one hour. Please refer to Council advice regarding Abandoned Vehicles https://help.northernbeaches.nsw.gov.au/s/article/Dumped-cars</p>
<p>Additional Comments</p>	<p>Boats and trailers that don't get moved, at times for years, cause major blind spots while exiting my driveway. Hoping this proposal of cars only goes through. As for campervans, I've witnessed on several occasions some stay overnight. In a children heavy area it does not feel safe to allow this activity to continue. As a mother of young children I have asked 'travellers' to move along as their conduct is unsavoury; cooking, smoking, washing etc. by the kerbside which is a mere 3 meters from our living room window. I appreciate your review of this proposal.</p>	<p>Griffiths Street 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. Council Rangers can investigate breaches of the NSW Road Rules, including heavy/long vehicles parked longer than one hour. Please refer to Council advice regarding Abandoned Vehicles https://help.northernbeaches.nsw.gov.au/s/article/Dumped-cars NSW Police can investigate illegal behaviour, safety concerns and traffic offences Council recommends residents forward correspondence to their Local Member to seek amendments to existing NSW box and boat trailer, campervan and caravan legislation.</p>

ITEM 4.10 MANLY WARD - WEST STREET, BALGOWLAH - TIMED PARKING

GEOCODES: -33.794016, 151.260556

REPORT

BACKGROUND

Council has received concerns from a childcare centre regarding persistent parking and associated safety issues on West Street, Balgowlah. There is a high level of parking demand in this area due to the proximity to Sydney Road and a shortage of alternative off-street parking options for parents using the centre. It was found that turnover of parking on street is low with parking currently an unrestricted area. This impacts upon the safety and convenience of parents & children during drop off and pickup times.

LOCATION

- West Street is a local road that caters for two-way traffic, with a speed limit of 50km/h. The road lies between the intersection of Balgowlah Road and New Street West, Balgowlah.
- At its southern end, near New Street West, the road is split into an upper and lower level; however, two-way traffic flow is permissible on both the upper and lower levels.
- The section of West Street under consideration is located between Sydney Road and White Street and has unrestricted kerbside parking available on both sides of the road.
- Adjacent land use consists of low to medium density housing

ISSUES

- There is a high level of parking demand in this area due to the proximity to Sydney Road.
- A shortage of alternative off-street parking options for parents using the centre.
- Lack of available on street parking for residents and visitors due to the existing unrestricted parking.
- Illegal parking.

PROPOSAL

Council has undertaken a review of the location and proposes to install a 15 Minute (1/4P) parking restriction applying 8am-9.30am 4pm-6pm MON-FRI of approximately 16 metres in length on West Street, outside No.429 Sydney Road, Balgowlah. The proposal will improve parking turnover, pedestrian and 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 75 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of a 15 Minute (1/4P) parking restriction applying 8am-9.30am 4pm-6pm MON-FRI of approximately 16 metres in length on West Street, outside No.429 Sydney Road, Balgowlah.

Reporting officer	Traffic Officer
TRIM file ref	2024/513964
Attachments	1 West Street, Balgowlah - Plan 2 West Street, Balgowlah - Table Of Consultation

PROPOSED WORK

Install a 15 Minute (1/4P) 8am-9.30am 4pm-6pm MON-FRI approximately 16 metres in length on West Street, outside No.429 Sydney Road, Balgowlah.

	<p>PROPOSAL</p> <p>West Street, Balgowlah Timed Parking</p>	 <p>northern beaches council</p>
<p>Drawn </p>	<p>Approve </p>	

Table of Consultation

Address	West Street, Balgowlah
Proposal	Timed Parking

Properties Consulted	75
Responses Received	16
Support	7
Do Not Support	9

Issue	Resident Comment	Council Response
Affects residents	<p>Having lived on West Street for many years, my observations have been that there has never been congestion or multiple cars dropping off at the day care at one given time.</p> <p>The two allocated spots that the child care centre have on premise have serviced the needs for drop off, without any issues.</p> <p>More parking on West Street, and timed, is unnecessary and an impact for residences that already have limited parking during week days on the street.</p>	<p>The proposal aims to improve road safety concerns which include congestion and poor visibility, therefore, enhancing sightlines and improving pedestrian and road safety.</p>
Loss of parking	<p>Parking is already limited on this street. We can't afford to lose spaces for residents living on West Street.</p> <p>I am a resident of West Street and I have no place to park within my apartment block. It's not fair to impost a parking limit on this area unless you provide parking permits to West Street residents.</p> <p>Many residents have trucks or utes that can't fit into the garages. Everyday trades come in to different units for different reasons like gardening, etc.</p> <p>Your proposal doesn't suit the needs of the residents because almost none of us send our kids to this daycare.</p> <p>Residents in this street struggle to find parking as it is. This proposal will just make life even harder for the residents and rate payers of this street. Due to the housing crisis many of us are now in multigenerational homes. Our house has 5 working adults who share 2 cars. We struggle to park the second car.</p>	<p>West Street 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>The Timed Parking restriction maintains unrestricted on street parking for residents at pm and weekend times.</p>

**ATTACHMENT 2 : WEST STREET, BALGOWLAH - TABLE OF CONSULTATION - ITEM 4.10 - NORTHERN BEACHES
COUNCIL LOCAL TRAFFIC COMMITTEE - 6 AUGUST 2024**

<p>Additional Comments</p>	<p>I find it really annoying that residents are being asked to make more sacrifices, yet I do not know one person in our street who uses the day care. The real problem with parking is caused by people driving to the bus stop and parking all day.</p> <p>If you want to improve our parking why don't you make the street timed parking, with an exemption for residents. This would improve car turnover generally and not disadvantage ratepayers for a service we don't use.</p> <p>The street parking is already difficult, and this will cause those people who park in west st to catch the bus for work to take up the residents spots. We have issues of motorists parking over our driveways.</p>	<p>The residential area appears to provide sufficient off street parking for residents, therefore, it appears that the area may not meet TINSW guidelines for a resident parking scheme.</p> <p>Council Rangers can investigate any illegal parking consistent with NSW Road Rules.</p>
----------------------------	--	---

ITEM 4.11 MANLY WARD - COVE AVENUE, MANLY - NO PARKING RESTRICTIONS

GEOCODES: -33.804553, 151.284639

REPORT

BACKGROUND

Council has reviewed the location again due to a higher than normal number (12) of complaints from the community regarding access difficulties for larger vehicles due to the presence of parking activity on both sides of Cove Avenue. This creates unsafe conditions and difficulties in the movement of vehicles, particularly for emergency vehicles, delivery trucks and waste collection trucks, due to the narrowness of the road.

LOCATION

- Cove Avenue is a local road carrying low volumes of traffic. It is approximately 7.5m in width, with parking permitted on both sides of the road.
- There are existing 'No Parking' restrictions installed along some sections of the road.
- Adjacent land uses consist of low-medium density housing.

ISSUES

- When vehicles are parked on both sides of the road, the available carriageway width is reduced to around 3m in width. This makes access for vehicles to and from their driveways difficult and increases the chance of a collision, as vehicles manoeuvre through narrow sections.
- Due to the narrow width of the road, damage to parked vehicles by larger vehicles, particularly by emergency vehicles, delivery trucks and waste collection trucks may eventuate.
- A recent serious incident occurred on Cove Avenue involving a fire truck that was unable to navigate the narrow passage while trying to reach an emergency. As a result, the fire truck had to turn back. The attachment includes photos of the incident as well as some other examples.
- Residents frequently park on the walkway to avoid car damage at the pinch point, causing inconvenience.

PROPOSAL

Council has undertaken a review of the location and issues, noting this has been previously considered by the Committee, with staff conscious of the need to maintain parking, it is proposed to install No Parking restrictions on the southern side of Cove Avenue, Manly outside Nos. 5 and 7, which seems to be the pinch point, to improve access.

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 impact on walking paths

CONSULTATION

Consultation letters have been distributed to 197 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of No Parking restrictions on the southern side of Cove Avenue, Manly, outside property No's 5 and 7.

Reporting officer	Engineer - Traffic
TRIM file ref	2024/517440
Attachments	1 Plan 2 Table of Consultation 3 Photos



*NOT TO SCALE



PROPOSAL

Cove Avenue, Manly
No Parking Restrictions



northern
beaches
council

DRAWN	LK	APPROVED	<i>P. Deva</i>
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	04/03/2024

Table of Consultation

Address	Cove Avenue, Manly
Proposal	No Parking Restrictions

Properties Consulted	197
Responses Received	58
Support	27
Do Not Support	31
Partial Support	0

Issue	Resident Comment	Council Response
Affects Residents	<p>Regardless of a change in signage, there is still a persistent issue of parking in this street.</p> <p>Eastern Hill has limited parking for residents due to its high density. To take away three parking spots may not seem like much to a council officer that makes these decisions and lives in Eastern Hill....but it will have a massive impact to residents of Cove Avenue.</p> <p>Parking is very limited on Cove ave with the Housing Commission, residential units not providing enough off street parking, in many cases with the units on the western side of Cove Avenue having no off street car parking at all. Combine this with the Skiff Club patrons and employees using Cove avenue for parking and the available parking for residents is already heavily inadequate.</p> <p>I find it's housing commission residents who occupy the spaces in the near vicinity and visitors and workers at the private hospital who don't seem to park on that site. While grudgingly supporting the previous proposal due to all the missed rubbish collections last year with the builder's truck outside no. 7, that seems to be no longer an issue. Removing those additional space would place even greater strain on getting work done here.</p> <p>Parking is already quite difficult, especially when the Skiff club is busy - and further restricting the available parking spaces just makes it that much more difficult to find a space that doesn't require a long walk. For families that are in units without off street parking, this can make life very complicated.</p>	<p>Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicles need to prioritise their off-street parking according to their needs.</p>





ITEM 4.12 NARRABEEN WARD - LONG REEF HEADLAND ACCESS ROAD, NARRABEEN- NO PARKING VEHICLE WASHDOWN EXCEPTED
--

GEOCODES: -33.739068, 151.307539

REPORT

BACKGROUND

Council has received concerns from representatives from the Fishing Club about the lack of a vehicle washdown area since the conversion of the previous zone into four parallel parking spaces opposite the boat ramp at Fisherman's Beach, near Long Reef Golf Club, in April 2023.

LOCATION

- The Long Reef Headland Access Road is the unnamed section next to the beach, extending from Seaview Parade across Anzac Avenue at its eastern end.
- The access road is primarily used by golf club members, boat owners, and tourists.
- The trafficable section of this road is roughly 6.5m wide, carrying two-way vehicular flows.
- There are 90-degree parking spaces along the road that have been signposted to be within the 12P Beach Parking area and a Shared Zone.
- Currently, 21 parking spaces on the southern side of the road have been dedicated to vehicles with trailers only and signposted with "No Parking Vehicles with Trailers Excepted".

ISSUES

The kerbside area opposite the boat ramp used to be a vehicle washdown area for boat owners. They were converted into 4 parallel parking spaces in April 2023, due to the growing demand for additional parking spaces in this area. However, this has created difficulties for the Fishing Club members to find an alternative spot to clean their vehicles near the water hose (next to the pram ramp). Sometimes vehicles can only park outside the marked bays in a position that partially blocks the laneway.

PROPOSAL

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

- Convert two of the new parallel parking spaces back to vehicle washdown area, while retaining the other two at the western end.
- Extend the vehicle washdown area with marked bays to the eastern side of the pram ramp.
- Impose time restriction from 6am to 6pm for 11 spaces that are currently No Parking Vehicles with Trailers Excepted, so that other vehicle owners may use them at night.

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

A consultation letter has been distributed to Long Reef Golf Club providing notification of the proposed changes due to the lack of other properties in the vicinity of the location. The Manager has expressed concerns about shortage of parking spaces due to the recent installation of No Stopping Yellow Kerb Lines on Anzac Avenue, and conversion of one existing space to an Accessible Parking spot next to the boat ramp.

The local user groups of the boat ramp were also consulted and helped staff in providing information critical to the proposal. This was undertaken through two onsite meetings where the proposal was discussed and fine-tuned.

To address this concern, Council proposed to impose time restriction for 11 spaces that are currently No Parking Vehicles with Trailers Excepted so that they may be used by other vehicle owners outside the 6am – 6pm period.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

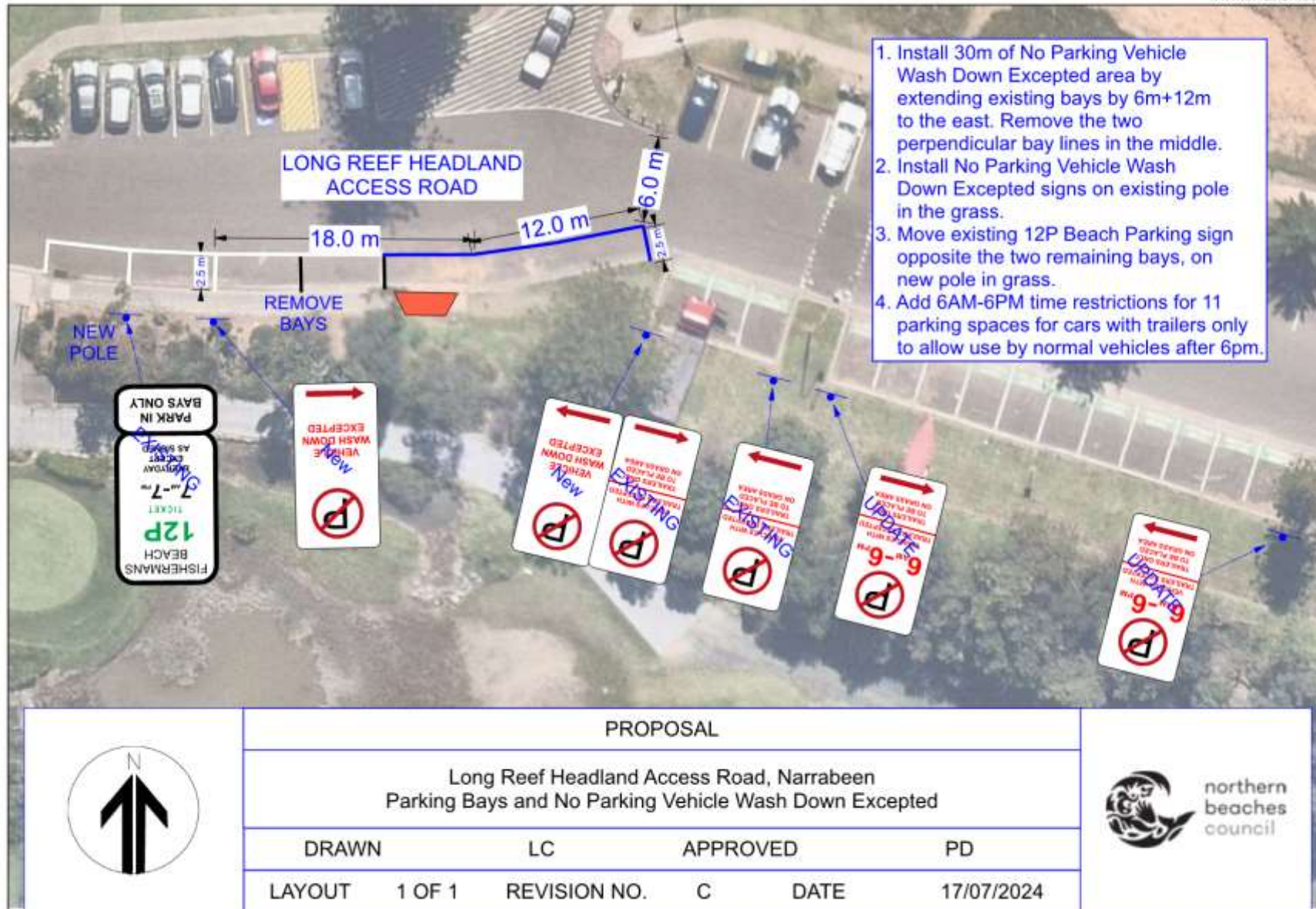
The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Conversion of two (2) parallel parking spaces to No Parking Vehicle Washdown Excepted opposite the boat ramp at Fishermans Beach.
2. Installation of a new washdown bay (12m x 2.5m) on the eastern side of the pram ramp where the water hose is. This bay needs to leave 6m road width for two-way traffic.
3. Update the existing restriction of No Parking Vehicles with Trailers Excepted for the 11 spaces on the southern side to apply between 6am to 6pm, so that vehicles without a trailer may use them after 6pm.

Reporting officer	Traffic Officer
TRIM file ref	2024/511040
Attachments	1 Plan



PROPOSAL

Long Reef Headland Access Road, Narrabeen
 Parking Bays and No Parking Vehicle Wash Down Excepted



DRAWN	LC	APPROVED	PD
LAYOUT	1 OF 1	REVISION NO. C	DATE 17/07/2024

ITEM 4.13 NARRABEEN WARD - DUMIC PLACE, CROMER - TIMED PARKING
--

GEOCODES: -33.737882, 151.281986

REPORT

BACKGROUND

Council has received concerns from local business regarding the existing unrestricted parking at the subject location. The existing restriction does not support businesses, affects road safety and does not provide sufficient parking turnover for customers.

LOCATION

- Dumic Place, Cromer is a local road that caters for two-way traffic, with a speed limit of 50km/h, however, is located within the Cromer Campus School Zone area and is subject to the posted 40km/h speed limit during school hours.
- Dumic Place intersects South Creek Road at the eastern end and a cul de sac is located at the western end.
- On-street parking is unrestricted throughout Dumic Place with the exception of No Stopping restrictions at the slip rail located at the western end of Dumic Place in the cul de sac area.
- Adjacent land use consists of industrial, commercial and mixed business on the eastern and western side of Dumic Place correspondingly.
- Dee Why Bowling Club, Cromer Campus, Cromer Industrial area, Cromer Park, James Morgan Reserve, Pittwater House and St. Matthews Farm Reserve are located within walking distance of Dumic Place.
- Northern Beaches Council Local Traffic Committee previously approved timed parking restrictions in roads throughout the Cromer Industrial area consistent with this proposal. It should be noted, Dumic Place is currently the only street within Cromer Industrial area with unrestricted parking.

ISSUES

- The long-term parking of boat and box trailers and caravans affecting parking turnover for business.
- Lack of available on street parking for residents and visitors due to the existing unrestricted parking.
- Illegal parking.

PROPOSAL

Council has undertaken a review of the location and proposes to install Eight Hour (8P 8:00am - 6:00pm Everyday) timed parking consistent with the remainder of the Cromer industrial area and will include 90-degree angle parking (Front or Rear to Kerb) at the western end of Dumic Place, Cromer.

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 nor does it impact walking paths

CONSULTATION

Consultation letters have been distributed to 39 properties within the immediate vicinity of the location providing notification of the proposed changes. Two responses were received in support of the proposal.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

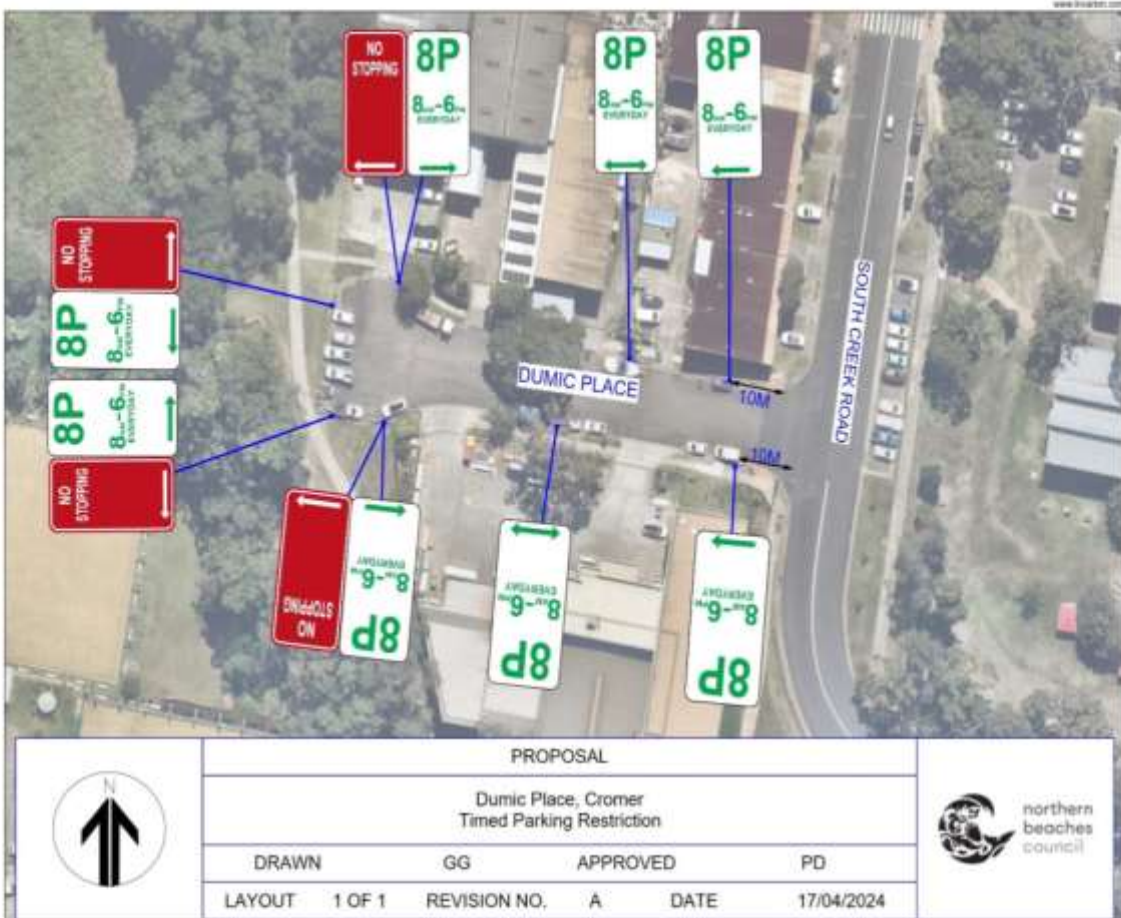
The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of Eight Hour (8P 8:00am - 6:00pm Everyday) timed parking throughout Dumic Place, Cromer.
2. 90-degree angle parking (Front or Rear to Kerb) at the western end of Dumic Place, Cromer.

Reporting officer	Traffic Officer
TRIM file ref	2024/513602
Attachments	1 Dumic Place, Cromer - Plan



ITEM 4.14 PITTWATER WARD - CABBAGE TREE ROAD AND PITTWATER ROAD BAYVIEW - BLACK SPOT PROJECT

GEOCODES: -33.666156, 151.301269 Pittwater Road

-33.667536, 151.296779 : -33.666687, 151.299736 Cabbage Tree Road

REPORT

BACKGROUND

1. Council has received concerns from the community regarding traffic speeds and pedestrian safety in particular for aged residents, with requests for traffic calming and a reduction in the speed limit.

2.

1. Council is proposing a range of measures to improve road safety following an investigation into concerns received from the community and a review of the historical crash data along Cabbage Tree Road and on Pittwater Road near the intersection with Cabbage Tree Road, Bayview.

2.

3. This project will be funded through the Federal Government's Black Spot Program. The program targets specific road locations where crashes have occurred by funding measures to reduce the risk and severity of crashes. The installation of the proposed measures would improve overall road safety for both motorists and pedestrians.

LOCATION



LOCALITY PLAN
NOT TO SCALE

Pittwater Road from Church Point to Mona vale Road is categorized as a Regional Road with a 60km/h speed limit and performs an intermediate function between the main arterial network of State Roads and Council controlled Local Roads.

- The main section of Pittwater Road under consideration is located between 20 metres north of Bayview Place, Bayview and 50 metres south of the intersection with Cabbage Tree Road.
- Traffic at the intersection of Pittwater Road and Cabbage Tree Road is prioritised according to the roundabout give way controls. A pedestrian refuge is located 20m north of the roundabout.
- Pittwater High School is located on the eastern side of Pittwater Road further to the south, with the main school entrance off Mona Street.
- The 156 Bus route from McCarrs Creek to Mona Vale operates along Pittwater Road. Bus services run half hourly and every 10 minutes during peak times.
- Pittwater Road is a popular cycle route, particularly on weekends.
- Cabbage Tree Road is a collector road with a 50km/h speed limit, with a pavement width of approximately 7.5m.
- The section of road under consideration has a number of curves, with kerb and gutter and footpath constructed only on one side of the road.
- The Bayview Gardens Retirement Village is located at the north-western end and Bayview Golf Club is situated on the southern side of Cabbage Tree Road.

3.

ISSUES

- The section of Cabbage Tree Road under consideration has a number of curves.
- Residents are concerned that motorists are travelling at inappropriate speeds and are concerned for motorist and pedestrian safety.
- Investigations revealed four recorded accidents in a 5-year period.
- An additional accident in October 2023 resulting in a fatal crash raised further safety concerns for motorists travelling at dangerous speed near the crash location at night.
- Speed data collected on Cabbage Tree Road revealed that 85% of vehicles were observed travelling at 57 km/h, exceeding the speed limit on the 50km with an annual average daily traffic (AADT) volume of 8612 Vehicles per day.

PROPOSAL

4. Council has undertaken a review of the location and issues and proposes the following traffic calming solutions to reduce traffic speeds near crash locations along Cabbage Tree Road and Pittwater Road.

- A raised threshold with marked cycle ways, warning, and speed advisory signs on Pittwater Road near the intersection with Cabbage Tree Road to reduce traffic speeds entering the intersection. The raised threshold is to be situated prior to the pedestrian refuge to improve safety for pedestrians using the facility.
- A raised threshold with warning, and speed advisory signs on Cabbage Tree Road in front of No.12 and Bayview Golf Club, between Beaumont Crescent and Binnowie Place to reduce traffic speeds near crash location.
- A raised threshold with warning, and speed advisory signs on Cabbage Tree Road near Annam Road in front of Bayview Golf Club and Bayview Gardens Retirement Living to reduce traffic speeds near crash locations.
- A safety guard rail (25m) in front of Bayview Golf Club at the intersection of Cabbage Tree Road with Beaumont Crescent to address the off-carriageway crashes and help reduce the severity of the crash and protect the adjacent properties.
- Reflective Pavement Markers (approximately 50m) on centrelines on Cabbage Tree Road between House No.6 Cabbage Tree Road and No.6 Binnowie Place and (approximately 35m) on centrelines on Cabbage Tree Road south of Annam Road in front of Bayview Golf Club and Bayview Gardens Retirement Living to address nighttime crashes and help separate the opposing traffic flows.

- A raised median on Cabbage Tree Road near the intersection with Annam Road to address the head-on crash and help separate the opposing traffic flows on the curve near that intersection.
 - Curve warning and advisory speed signs on Cabbage Tree Road between No. 24 Cabbage Tree Road and Bayview Gardens Retirement Living to provide advance warning to drivers of the change in road alignment.
 - Street lighting in front of No.14A Cabbage Tree Road to improve visibility and address night-time crashes.
- 5.
6. In response to residents' concerns raised during community consultation and to improve safety and reduce the likelihood and severity of accidents at the location of the recent fatality, Council proposes the following traffic calming solutions in addition to the above proposal.
- 7.
- Profile line marking (Audio Tactile) – Type A and retro reflective pavement markers (RRPMs) for centrelines around the bend near Annam Road south - Approx 190m to help separate the opposing traffic flows.
 - Steel Rail Safety Barrier with chevron marker around the tree opposite Bayview Gardens Retirement living – approximately 20 m (location of recent fatality) to provide advance warning to drivers of the upcoming hazard.
- 8.
- 9.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

10. This proposal will have the following impact(s) on pedestrians and people cycling:
- Installation of a raised threshold with marked cycle ways, warning, and speed advisory signs on Pittwater Road near the intersection with Cabbage Tree Road to reduce traffic speeds entering the intersection will improve safety for pedestrians using the pedestrian refuge. The separated cycle way will improve safety and access for cyclists.
 - The raised thresholds on Cabbage in conjunction with warning and speed advisory signs will reduce the speed of traffic flow which will improve safety for pedestrians crossing the road at various locations.
 - 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

Local residents and business owners received notification letters requesting feedback on the proposed changes and signage was installed around the proposed site.

A Your Say project page was established with information provided in an accessible and easy to read format. Feedback was captured through an online comment form embedded onto the have Your Say project page.

108 of the 141 online responses received supported the proposal. Three (3) additional responses of support were received but they were outside the consultation period.

While the majority of respondents expressed support for the proposal, many also requested additional traffic calming measures to enhance safety and decrease speeds along Cabbage Tree Road. Some respondents raised concerns over the omission of addressing hazards at the site of a recent tragic incident in our current proposal.

Unfortunately, the recent fatality occurred after approval for funding was granted by Transport for NSW (TfNSW) on behalf of the Federal government.

Council have carefully considered all feedback received and have applied for additional funding to mitigate risks at the location of the recent fatality.

A proposal for additional traffic calming measures to address those risks have been included in the recommendations of this report.

The responses are noted in Attachment 3 – Community Engagement Summary Report.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from Black Spot Program funding.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 3 months of approval.

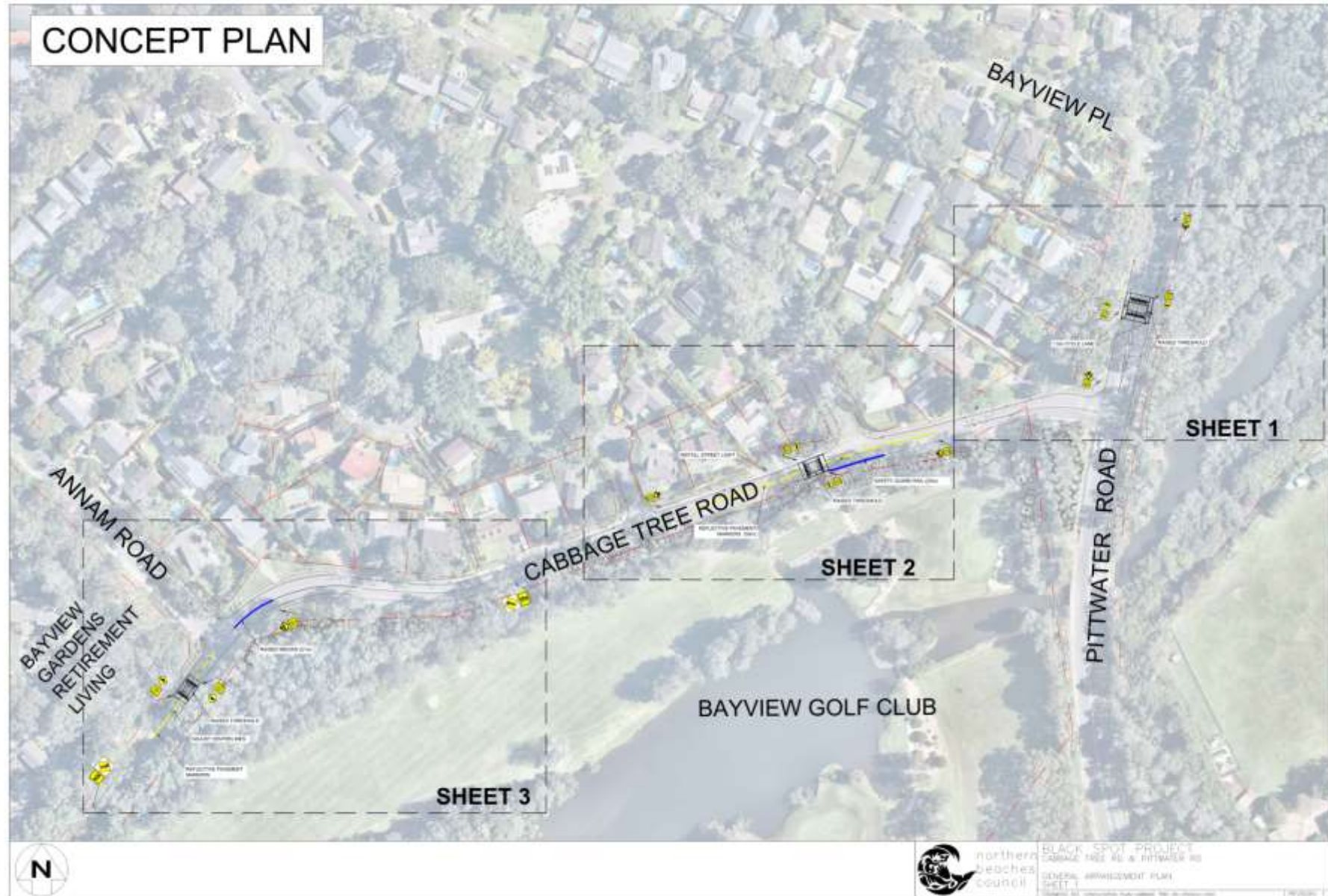
RECOMMENDATION

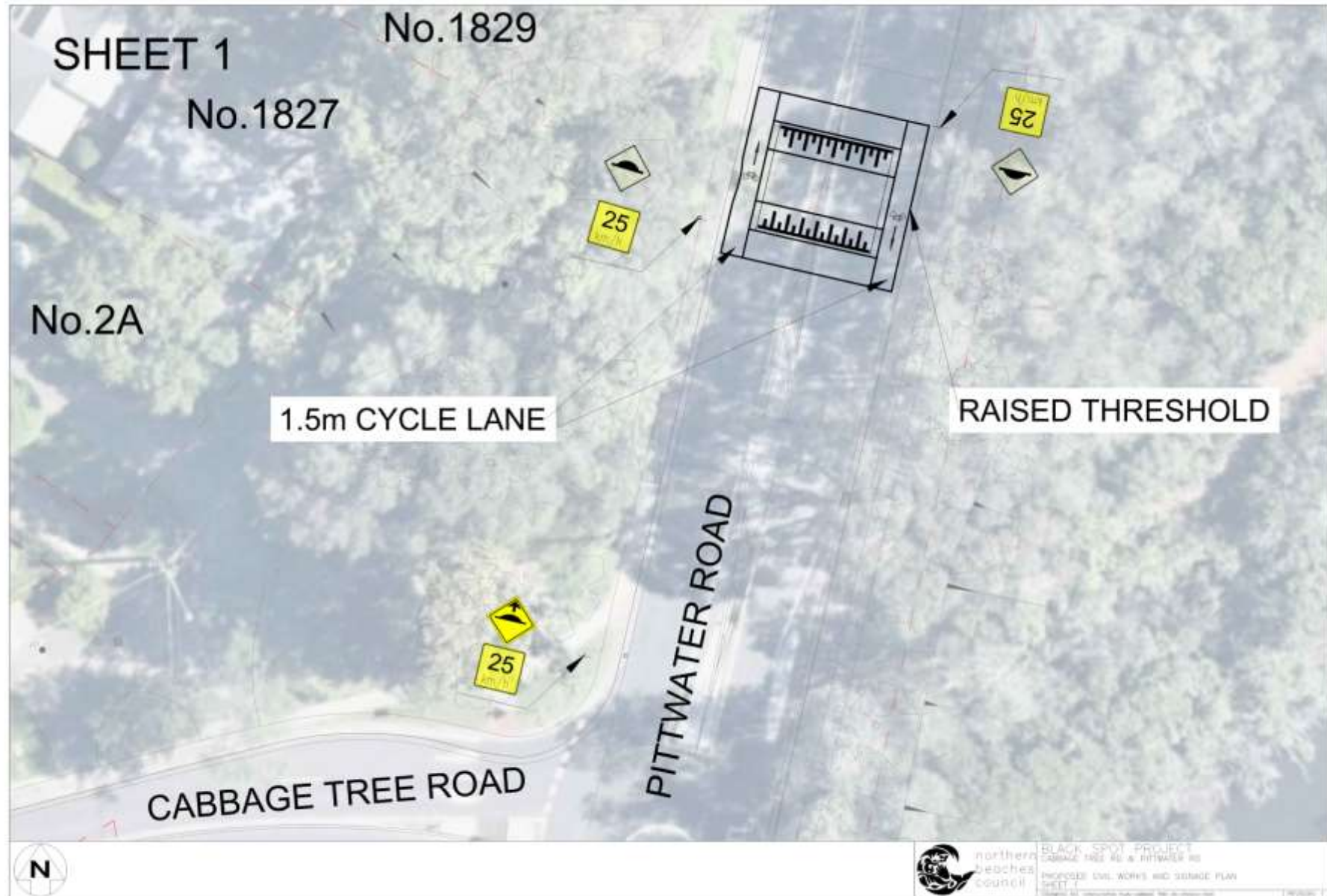
That the Traffic Committee supports the:

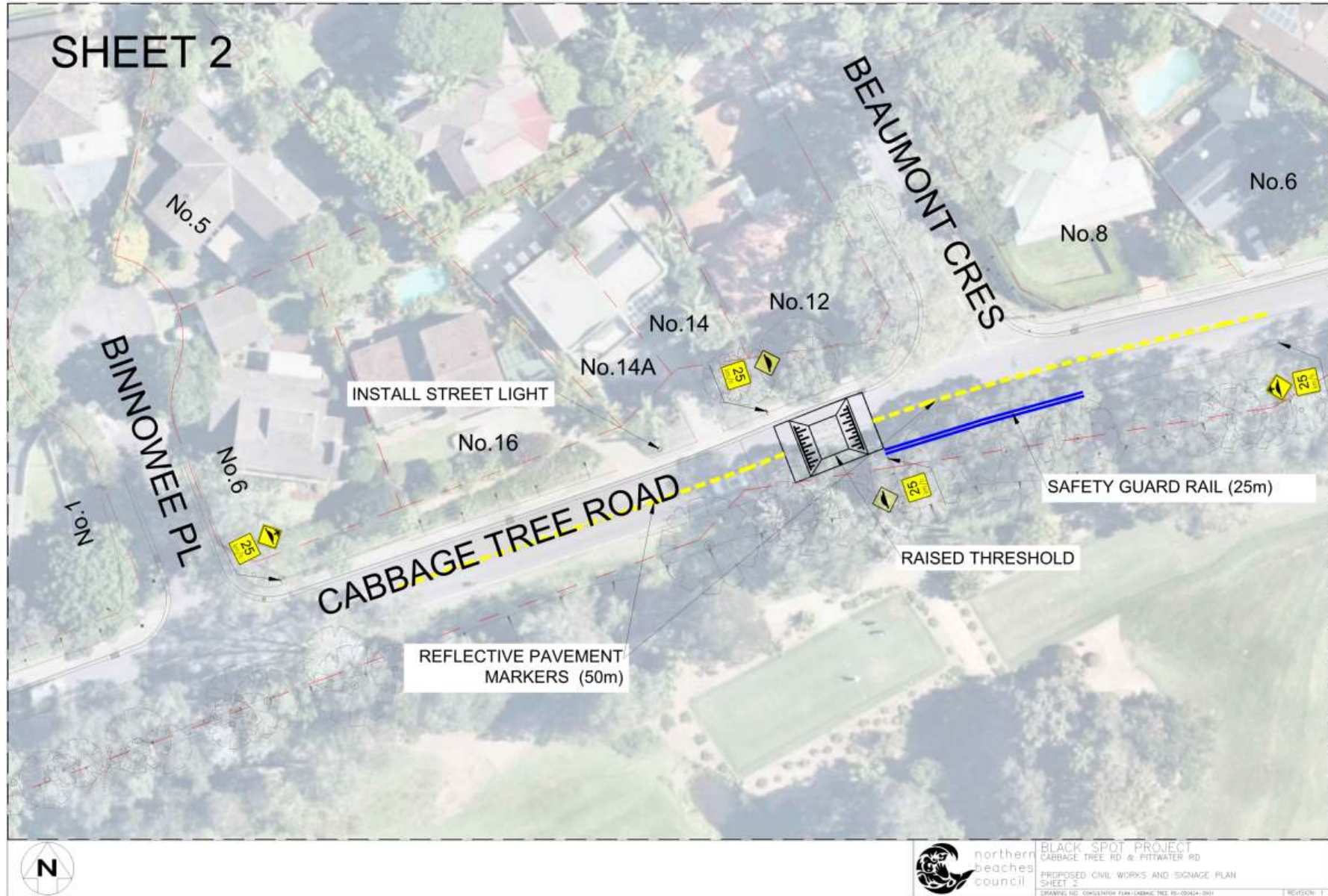
1. Installation of a raised threshold with marked cycle ways, warning, and speed advisory signs on Pittwater Road near the intersection with Cabbage Tree Road
2. Installation of a raised threshold with warning, and speed advisory signs on Cabbage Tree Road in front of No.12 and Bayview Golf Club, between Beaumont Crescent and Binnowie Place.
3. Installation of a raised threshold with warning, and speed advisory signs on Cabbage Tree Road near Annam Road in front of Bayview Golf Club and Bayview Gardens Retirement Living.
4. Installation of a safety Guard rail (25m) in front of Bayview Golf Club at the intersection of Cabbage Tree Road with Beaumont Crescent.
5. Installation of Reflective Pavement Markers (approximately 50m) on centrelines on Cabbage Tree Road between House No.6 Cabbage Tree Road and No.6 Binnowie Place and
6. Installation of Reflective Pavement Markers (approximately 35m) on centrelines on Cabbage Tree Road south of Annam Road in front of Bayview Golf Club and Bayview Gardens Retirement Living.
7. Installation of a raised median on Cabbage Tree Road near the intersection with Annam Road.
8. Installation of curve warning and advisory speed signs on Cabbage Tree Road between No. 24 Cabbage Tree Road and Bayview Gardens Retirement Living
9. Installation of street lighting in front of No.14A Cabbage Tree Road
10. Installation of Profile line marking (Audio Tactile) – Type A and retro reflective pavement markers (RRPMs) for centrelines around the bend near Annam Road south - Approx 190m

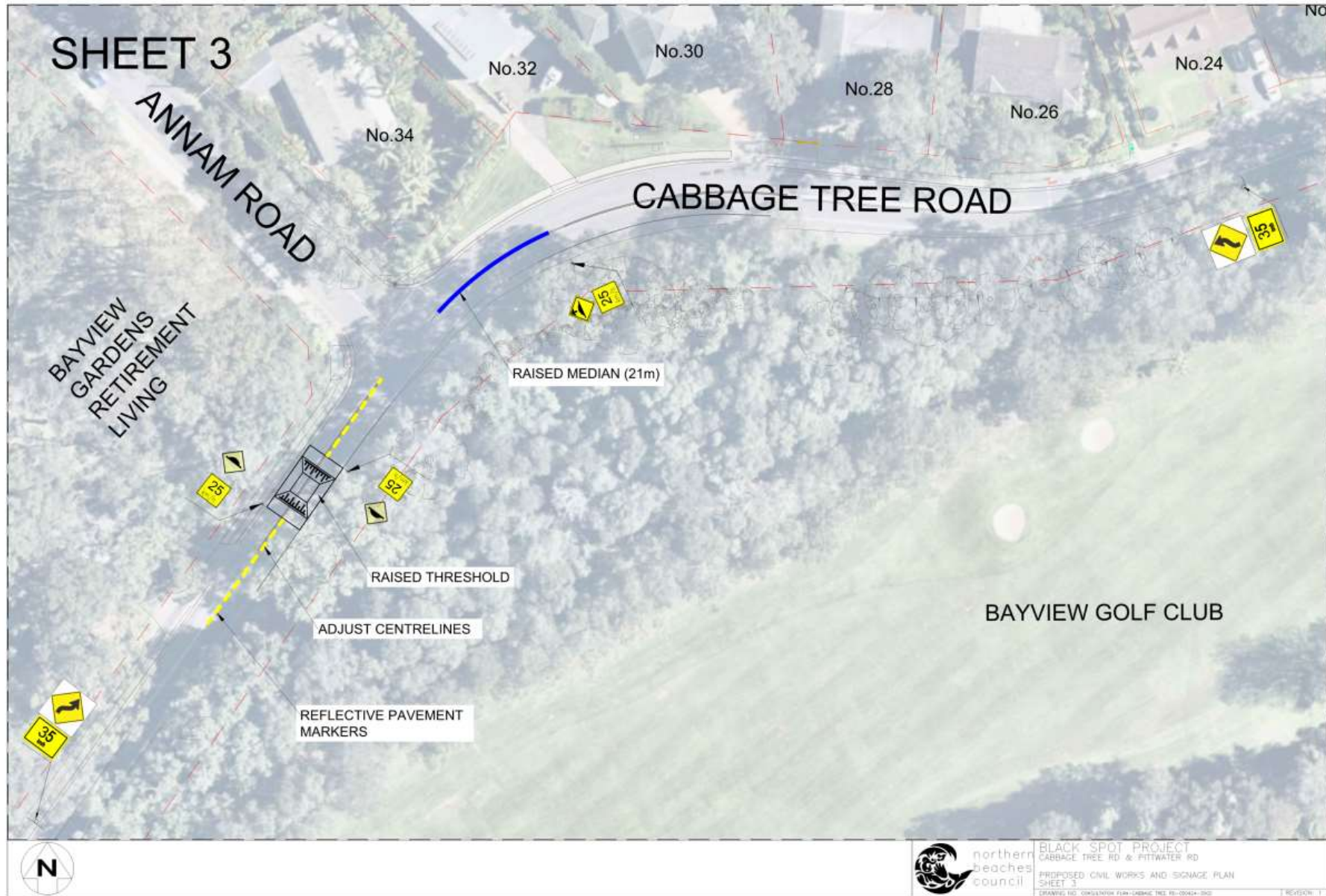
11. Installation of Steel Rail Safety Barrier around the tree opposite Bayview Gardens Retirement living – approximately 20 m (location of recent fatality)

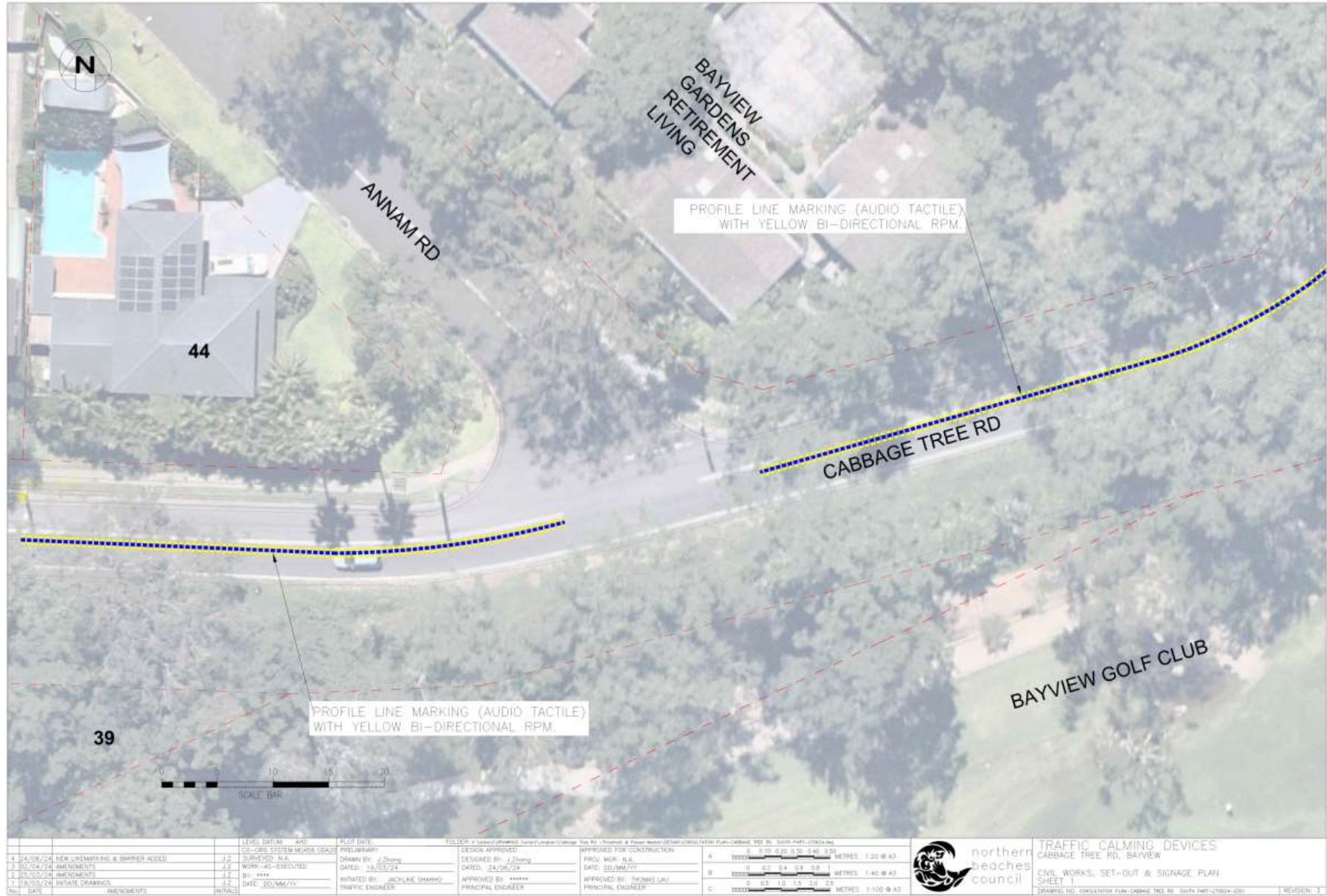
Reporting officer	Engineer - Traffic
TRIM file ref	2024/430397
Attachments	1 PLAN 1 2 PLAN 2 3 Community Engagement Summary Report



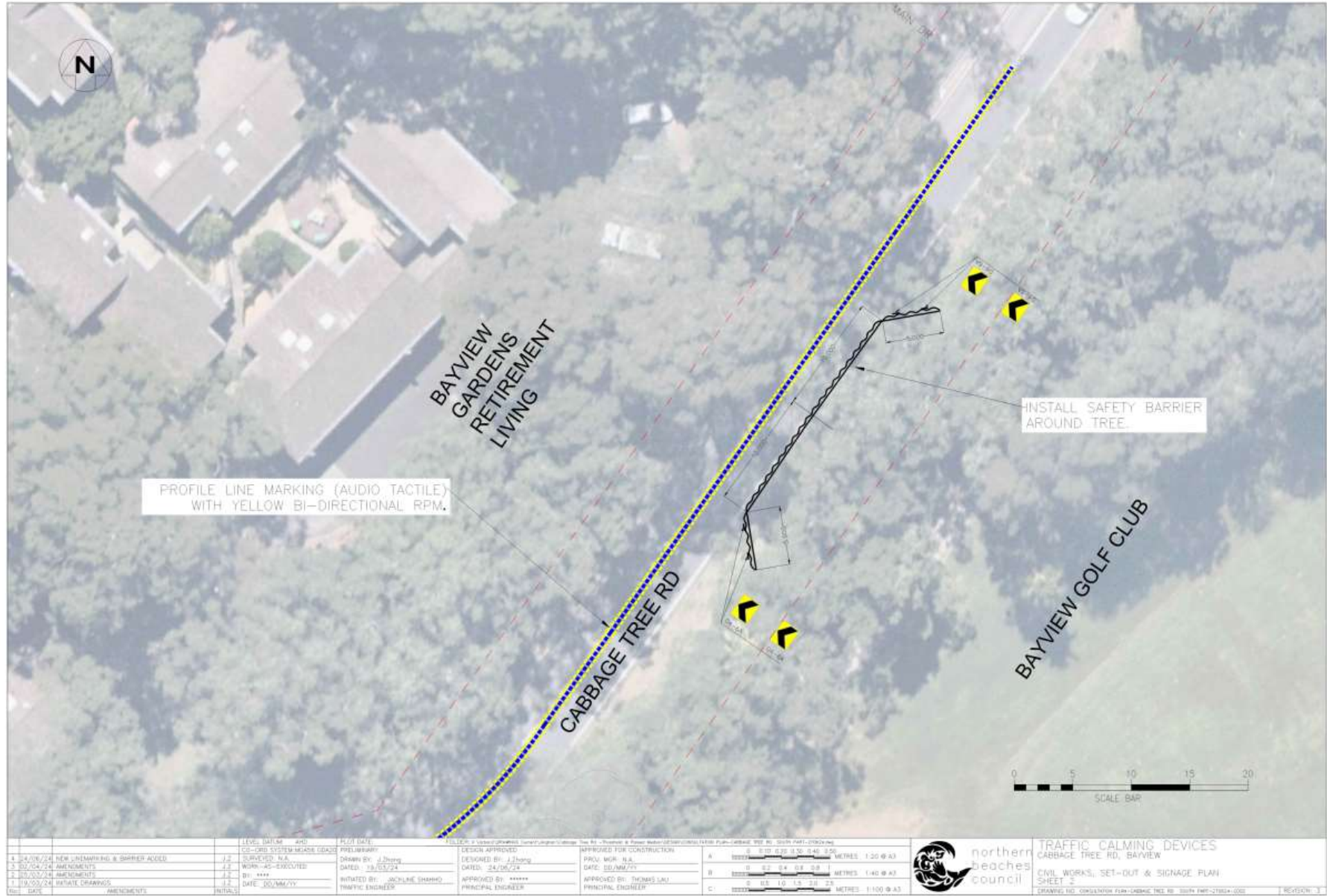








<table border="1"> <tr> <td>4</td> <td>24/06/24</td> <td>NEW SIGNMARKING & SIGNAGE ADDED</td> <td>J.Z</td> </tr> <tr> <td>3</td> <td>02/04/24</td> <td>AMENDMENTS</td> <td>J.Z</td> </tr> <tr> <td>2</td> <td>05/03/24</td> <td>AMENDMENTS</td> <td>J.Z</td> </tr> <tr> <td>1</td> <td>19/03/24</td> <td>INITIAL DRAWINGS</td> <td>J.Z</td> </tr> <tr> <td>REV</td> <td>DATE</td> <td>AMENDMENTS</td> <td>INITIALS</td> </tr> </table>		4	24/06/24	NEW SIGNMARKING & SIGNAGE ADDED	J.Z	3	02/04/24	AMENDMENTS	J.Z	2	05/03/24	AMENDMENTS	J.Z	1	19/03/24	INITIAL DRAWINGS	J.Z	REV	DATE	AMENDMENTS	INITIALS	<table border="1"> <tr> <td>LEVEL DATUM</td> <td>APD</td> <td>PLAT DATE</td> </tr> <tr> <td>COORD SYSTEM</td> <td>MCSA</td> <td>CEGAZE</td> </tr> <tr> <td colspan="3">PRELIMINARY</td> </tr> <tr> <td>DRAWN BY</td> <td>J.Zhong</td> <td>DESIGN APPROVED</td> </tr> <tr> <td>SURVEYED</td> <td>N.A.</td> <td>DESIGNED BY</td> <td>J.Zhong</td> </tr> <tr> <td>WORK</td> <td>AS-SPECIFIED</td> <td>DATED</td> <td>24/06/24</td> </tr> <tr> <td>BY</td> <td>***</td> <td>INITIATED BY</td> <td>JACQUELINE SHAWHO</td> </tr> <tr> <td>DATE</td> <td>05/04/24</td> <td>APPROVED BY</td> <td>*****</td> </tr> <tr> <td></td> <td></td> <td>PRINCIPAL ENGINEER</td> <td></td> </tr> </table>	LEVEL DATUM	APD	PLAT DATE	COORD SYSTEM	MCSA	CEGAZE	PRELIMINARY			DRAWN BY	J.Zhong	DESIGN APPROVED	SURVEYED	N.A.	DESIGNED BY	J.Zhong	WORK	AS-SPECIFIED	DATED	24/06/24	BY	***	INITIATED BY	JACQUELINE SHAWHO	DATE	05/04/24	APPROVED BY	*****			PRINCIPAL ENGINEER		<table border="1"> <tr> <td>APPROVED FOR CONSTRUCTION</td> <td>SCALE</td> </tr> <tr> <td>PROV. MGR. N.A.</td> <td>A 0 0.20 0.40 0.60 0.80 1.00 METRES 1:20 @ A3</td> </tr> <tr> <td>DATE: 05/04/24</td> <td>B 0 0.5 1.0 1.5 2.0 METRES 1:40 @ A3</td> </tr> <tr> <td>APPROVED BY: THOMAS LAU</td> <td>C 0 0.5 1.0 1.5 2.0 METRES 1:100 @ A3</td> </tr> <tr> <td>PRINCIPAL ENGINEER</td> <td></td> </tr> </table>	APPROVED FOR CONSTRUCTION	SCALE	PROV. MGR. N.A.	A 0 0.20 0.40 0.60 0.80 1.00 METRES 1:20 @ A3	DATE: 05/04/24	B 0 0.5 1.0 1.5 2.0 METRES 1:40 @ A3	APPROVED BY: THOMAS LAU	C 0 0.5 1.0 1.5 2.0 METRES 1:100 @ A3	PRINCIPAL ENGINEER		<p>TRAFFIC CALMING DEVICES CABBAGE TREE RD, BAYVIEW CIVIL WORKS, SET-OUT & SIGNAGE PLAN SHEET 1</p> <p>northern beaches council</p> <p>DRAWING NO. CONSULTATION PLAN-CABBAGE TREE RD SOUTH PART-2024-001</p>
4	24/06/24	NEW SIGNMARKING & SIGNAGE ADDED	J.Z																																																															
3	02/04/24	AMENDMENTS	J.Z																																																															
2	05/03/24	AMENDMENTS	J.Z																																																															
1	19/03/24	INITIAL DRAWINGS	J.Z																																																															
REV	DATE	AMENDMENTS	INITIALS																																																															
LEVEL DATUM	APD	PLAT DATE																																																																
COORD SYSTEM	MCSA	CEGAZE																																																																
PRELIMINARY																																																																		
DRAWN BY	J.Zhong	DESIGN APPROVED																																																																
SURVEYED	N.A.	DESIGNED BY	J.Zhong																																																															
WORK	AS-SPECIFIED	DATED	24/06/24																																																															
BY	***	INITIATED BY	JACQUELINE SHAWHO																																																															
DATE	05/04/24	APPROVED BY	*****																																																															
		PRINCIPAL ENGINEER																																																																
APPROVED FOR CONSTRUCTION	SCALE																																																																	
PROV. MGR. N.A.	A 0 0.20 0.40 0.60 0.80 1.00 METRES 1:20 @ A3																																																																	
DATE: 05/04/24	B 0 0.5 1.0 1.5 2.0 METRES 1:40 @ A3																																																																	
APPROVED BY: THOMAS LAU	C 0 0.5 1.0 1.5 2.0 METRES 1:100 @ A3																																																																	
PRINCIPAL ENGINEER																																																																		



NO.	DATE	AMENDMENTS	INITIALS	LEVEL	DATE	APP'D	PLAT DATE	SCALE
4	24/06/24	NEW REMARKING & BARRIER ADDED		J.2			PRELIMINARY	1:200 @ A3
3	02/04/24	AMENDMENTS		J.2				1:400 @ A3
2	02/02/24	AMENDMENTS		J.2				1:100 @ A3
1	19/02/24	INITIAL DRAWING		J.2				

LEVEL	DATE	APP'D	PLAT DATE	SCALE
LEVEL	DATE	APP'D	PLAT DATE	SCALE
DESIGNED BY: J.2hong	DATE: 24/06/24	APPROVED BY: *****		
DRAWN BY: J.2hong	DATE: 24/06/24	APPROVED BY: THOMAS LAW		
INITIATED BY: JACHELIE SHAMMO		PRINCIPAL ENGINEER		
DATE: 02/04/24				

SCALE	DESCRIPTION
A	0 0.20 0.40 0.60 0.80 1.00 METRES 1:20 @ A3
B	0 0.5 1.0 1.5 2.0 METRES 1:40 @ A3
C	0 0.5 1.0 1.5 2.0 METRES 1:100 @ A3

 northern beaches council	TRAFFIC CALMING DEVICES CABBAGE TREE RD, BAYVIEW CIVIL WORKS, SET-OUT & SIGNAGE PLAN SHEET 2
	DRAWING NO. CONSULTATION PLAN-CABBAGE TREE RD - CIVIL PART-2024-002



Community Engagement Summary Report

Project name	Improving Road Safety – Black Spot – Cabbage Tree Road, Bayview
Consultation period	12 April – 12 May 2024
Background	<p>This is a road safety improvement project.</p> <p>We are implementing safety measures on our roads based on a review of historical crash data spanning five years. As a result of feedback from the community regarding concerns about motorist and pedestrian safety, our focus is on improving safety along Cabbage Tree Road and at the intersection of Pittwater Road and Cabbage Tree Road in Bayview.</p> <p>The proposed improvements include the installation of:</p> <ul style="list-style-type: none"> • a raised threshold with marked cycle ways, warning, and speed advisory signs on Pittwater Road near the intersection with Cabbage Tree Road • a combination of raised thresholds, warning signs, speed advisory signs, reflective pavement markers, barriers on the roadside and a raised median around the bend along a section of Cabbage Tree Road. <p>The proposal aims to enhance the efficiency of motorist travel, promote lane discipline, and enhance road safety for all road users. Additionally, the introduction of designated cycle paths on both sides of the raised threshold on Pittwater Road, near Cabbage Tree Road, will provide a safe route for cyclists on this frequently used road cycling path.</p>
Total number of submissions	<p>141</p> <p>141 via Your Say platform 2 additional responses of support were received but they were outside the consultation period.</p>





<p>Project support</p> <p>Response to question "Do you support the proposal?"</p>	<p>Total online responses = 141</p>
<p>Who responded?</p> <p>Postcode</p>	<p>Total responses = 98*</p> <p>*response to this question was optional</p>
<p>Who responded?</p> <p>Relationship to the area</p>	<p>Total responses = 146*</p> <p>*multiple responses permitted to this question</p>





<p>Summary of findings</p>	<p>108 of the 141 online responses received supported the proposal.</p> <p>While the majority of respondents expressed support for our proposal, many also requested additional traffic calming measures to enhance safety and decrease speeds along Cabbage Tree Road. Some respondents raised concerns over the omission of addressing hazards at the site of a recent tragic incident in our current proposal.</p> <p>We have carefully considered all feedback received and, although no modifications have been made to this proposal, an application for funding has been submitted to Transport for NSW (TfNSW) to mitigate risks at the location of the recent fatality. A proposal for additional traffic calming measures to address those issues will be presented to the Local Traffic Committee at the August 2024 meeting.</p> <p>Concerns regarding visibility, footpaths, and additional traffic calming measures have been forwarded to the relevant departments for further evaluation.</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 Your Say project page was established with information provided in an accessible and easy to read format.</p> <p>Local residents and business owners received notification letters requesting feedback on the proposed changes and signage was installed around the proposed site.</p> <p>The project was primarily promoted through our regular email newsletter (EDM), media channels and signage in the affected location to reach those travelling frequently throughout the area.</p> <p>Feedback was captured through an online comment form embedded onto the have Your Say project page. The form included a question that directly asked respondents for their level of support on the proposed changes.</p> <p>An open-field comments box was provided for interested participants to provide feedback on how we can refine the proposal. We also invited comments through email and in writing.</p>

<p>How we notified</p>	
<p>Properties notified by letter</p>	<p>47 letters</p>
<p>Authorities notified by email</p>	<p>Application was submitted to and approved for Blackspot funding by Transport for NSW (TfNSW)</p>
<p>Signage</p>	<p>3</p>
<p>Visitors to Your Say page</p>	<p>1,986 visits</p>





Findings		
Theme	What we heard	Council response
<p>Area where fatality occurred not addressed</p>	<p>A number of respondents were concerned that our proposal did not address the hazards at the location of the recent fatality.</p> <p>Some respondents suggested the need for additional line markings and audio tactile lines near the bend. Others recommended either removing the tree or installing a guardrail around it to enhance motorist safety and prevent hazards at the crash site location.</p>	<p>The proposal for community engagement is funded through the Federal Government's Black Spot Program, which targets specific road locations with a history of crashes in a 5-year period. This program aims to reduce the risk and severity of future crashes at these locations.</p> <p>Unfortunately, the recent fatality occurred after approval for funding was granted by Transport for NSW (TfNSW) on behalf of the Federal government.</p> <p>We have investigated and applied for additional funding to address the risks associated with the location of the recent fatality.</p> <p>We are proposing the implementation of the following traffic calming measures to address those issues:</p> <ul style="list-style-type: none"> • audio tactile lines and raised reflective pavement markers for centrelines around the curve near Annam Road South spanning approximately 190m to effectively separate oncoming traffic flows • installation of a steel rail safety barrier with reflective chevron arrows around the tree across from Bayview Gardens Retirement Living, covering approximately 20m (site of recent fatality) to offer drivers advanced notice of the upcoming hazard. <p>The plans and recommendations for the additional traffic facilities will be submitted to the Local Traffic Committee at the August 2024 meeting.</p>





<p>Speed humps and thresholds</p>	<p>Speed humps and thresholds are required and beneficial.</p> <p>Speed humps endanger motorists and cyclists.</p> <p>Concerns about noise from speed humps</p> <p>Thresholds cause damage to the road.</p>	<p>Many respondents supported our proposal of the raised thresholds for the benefits they provide in slowing traffic down and improving motorist, cyclist and pedestrian safety.</p> <p>We understand that travelling at high speeds over or around any traffic calming device can induce discomfort for the driver and passengers and creates noise.</p> <p>To ensure safety, Council and TfNSW recommend travel speeds of 25km/hr when driving over a raised threshold. Advance warning signs and advisory speed signs will accompany these devices to encourage compliance with the recommended speed limit.</p> <p>Furthermore, there should be little impact for cyclists and motorists travelling at the recommended speed limit along Cabbage Tree Road and Pittwater Road as we have designed the raised thresholds on these roads to be at a lowered height of 70mm, as per Australian standards for bus routes.</p> <p>We agree that traditionally, vehicles do cause damage including potholes and wear and tear to the road on approach to and departure from a threshold. These thresholds have however, been designed to include a 2m apron at the road level on the approaches to the thresholds from both directions. The apron aids to protect the road surface.</p>
<p>Speed reduction</p>	<p>Requests for additional traffic calming devices to reduce speed.</p> <p>Reduce speed to 40km/h</p>	<p>We will monitor the effectiveness of the proposed facilities once installed.</p> <p>Should additional treatments be required, we will take action to investigate suitable traffic calming methods to reduce speed further in the area.</p>





<p>Pedestrian safety</p>	<p>Additional and/or wider footpaths suggested.</p> <p>Installation of pedestrian crossings was requested for Cabbage Tree Road and Pittwater Road</p>	<p>We appreciate respondents conveying their concerns about the important issue of pedestrian accessibility and safety.</p> <p>We are committed to improving pedestrian access for all in our community and to promoting walking as a safe transport mode.</p> <p>Pedestrian crossings and footpaths are not within the scope of this project. This initiative is being funded under the Federal Government's Black Spot Program, which aims to address safety concerns at specific road locations with a history of crashes by implementing measures to mitigate future risks.</p> <p>The installation of the proposed measures will improve overall road safety for pedestrians and will potentially reduce the likelihood and severity of accidents at this location.</p> <p>The request for pedestrian crossings has been recorded and will be considered when we investigate opportunities to improve pedestrian safety along Cabbage Tree Road and Pittwater Road.</p> <p>Footpaths along Cabbage Tree Road are not currently included in the five-year delivery program. The requests have been documented and will be considered during the next review of the walking network to develop the future new footpath program. Safety is a key evaluation criterion for prioritising footpaths under the adopted Walking Plan.</p> <p>Our current plans for new footpaths can be viewed on our Your Say page or alternatively by searching 'new footpath program' at yoursay.northernbeaches.nsw.gov.au.</p>
--------------------------	--	---





Improve visibility	Trim trees to improve visibility. Additional street lighting requested.	Requests for trees to be trimmed and additional street lighting has been recorded and forwarded to the appropriate departments for review and action if deemed necessary.
--------------------	--	---

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

Question raised in feedback	Council's answer
What will this project cost Council?	<p>Some respondents are concerned that we are spending valuable funds which they feel are better spent elsewhere.</p> <p>This project is not funded by Council. It is funded through the Federal Government's Black Spot Program. The Black Spot Program targets specific road locations where crashes have occurred by funding measures to reduce the risk and severity of further crashes occurring at those locations.</p> <p>Further information about the Black Spot Program can be found at https://www.nsw.gov.au/grants-and-funding/australian-government-black-spot-program</p>



Verbatim Responses received via Your Say platform

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

No.	What do you like about the proposal?
1	Anything that improves vehicle, cyclists and pedestrian safety needs support
2	The raised thresholds are OK with the cycling areas on each side - or if no area for cyclists the raised areas need to be of a slight up angle to allow for cyclists to ride over without needing to lift the front wheel such as what is required when cycling over the raised speed humps along McCarrs Creek Road.
3	It will slow traffic down
4	Slow traffic on Cabbage Tree Rd is good
5	<p>I think the plan is good although I am slightly concerned about the noise increase as people brake and accelerate over the speed bumps but overall I think it's a positive step.</p> <p>I would love the council to consider better parking on cabbage tree road though. Currently there is a lot of wasted space on the gold club side of the road where you are not allowed to park. This pushes all cabbage tree road residents and visitors that can't easily access their driveway/garage to park in side streets. I live on Binnowee place and we regularly have 4-6 cars and utes parked in a very small street. It makes it dangerous to access in and out and the garbage trucks can barely fit through the cars as it makes the road a single access in and out. If you put a gutter along that side of the road with dedicated parking spots where space allows this would not only improve parking and safety but would also stop road waste washing straight into the creek. It would be similar to what you did on Parkland Road on the other side of the golf course, and in irrubel street in Newport.</p> <p>Thank you for your consideration</p>





No.	What do you like about the proposal?
6	<p>Something needs to be done. You could also consider-</p> <ol style="list-style-type: none"> 1. Improved night lighting especially near the bend. It is very dark in some areas at night. 2. Remove the tree that was the site of the two fatal accidents. It is closer to the road than many others. Although beautiful, it is obviously a problem for some drivers. 3. There is a bus stop just past the Pittwater Rd/Cabbage Tree Rd roundabout. Buses should not put their blinker on to stop at the bus stop until they are well into the intersection. Almost had an accident there one day because bus had a left turning blinker on before the roundabout and then came straight through. I was turning right at the roundabout. A near miss! Otherwise whatever you can do with Cabbage Tree Rd/ Pittwater Rd section should be done. Too many young people have lost their lives there.
7	Space for cyclists
8	Fully support any improvements toward safety particularly on Cabbage Tree Rd
9	<p>Safe road. Slow down around bends & keeping cars in their lanes.</p> <p>Pedestrians crossing needs to be put at bottom of Annam roads as it's so steep to slow motorists down.</p>
10	<p>The following</p> <p>The proposal would improve the speed at which motorists travel, keep motorists within their own lane and improve overall road safety for both motorists and pedestrians.</p> <p>The installation of a cycle way on either side of the proposed raised threshold on Pittwater Road near Cabbage Tree Road will facilitate safe passage for cyclists on the popular road cycling route.</p>
11	<p>SLOWING TRAFFIC AND CYCLE WAY</p> <p>I would hope the pavement will be widened although the suggested barriers etc could make pedestrians feel safer.</p> <p>I walk with my grandson along Cabbage Tree Rd to go to Winnererremy park and playground and traffic can feel intimidating. I usually take him in the stroller so that we can be quicker.</p>





No.	What do you like about the proposal?
12	This section of road can be very hazardous to pedestrians and cyclists, it's good the council is being proactive in addressing the risks.
13	Improving safety
14	Support traffic and speed calming improvements. These should be extended all the way along Cabbage Tree Rd as speeding is an issue. Existing speed signs have been vandalised and are currently unreadable. There should also be a footpath installed along the remainder of Cabbage Tree Rd from Samuel St up to Peninsular Gardens retirement village to provide pedestrian safety and access to Bayview and Mona Vale for the many residents and staff there.
15	Strongly agree with more safety for pedestrians adding the crossings and speed limit changes (although sadly many drivers do not abide by the speed limit on cabbage tree road) Additional request is for the existing and new pathways to be widened to allow for prams or other wider loads eg wheelchairs or bikes with kids trailers as there are many spots along the path that are not wide enough and you have to go on the road and it's dangerous! I would also like to see more safety measures in place on Samuel street just after the cabbage tree roundabout driving towards Mona vale road on the corner just past parkland road as it is dangerous. Cars travel too fast and many times I have feared for the safety of pedestrians (especially my children) as cars could easily lose control and come up onto the pathway. I would like to see a metal barrier there for protection. Also the corner on Samuel street just past old Samuel st traveling from Mona vale rd towards cabbage tree. Cars travel too fast around that bend!
16	This is a great idea and given there are so many cyclists, a totally necessity.
17	I like the addition of bike lanes to Pittwater road at the speed bump, maybe they can be added to the other two speed bumps as well





No.	What do you like about the proposal?
18	The raised crossing proposed for Pittwater Rd. This section is quite dangerous to cross as people come through the roundabout at speed. It's not clear from plan, but hoping the central road barrier will remain in some form for pedestrians safety. Also great to have speed bumps along Cabbage Tree Rd to slow drivers down.
19	Anything that improves cycling safety in this area is great initiative.
20	This is a constant use cycleway and any improvement to cyclist safety is welcomed
21	Speed bumps and guard rail
22	The warning signs and raised thresholds will make this road much safer.
23	Improves - at least slightly - a dangerous section of road for cyclists such as myself. Obviously a proper, physically separated cycleway would be much better. But any improvement is an advance.
24	ABOUT TIME! I would also strongly suggest adding ANOTHER ONE approximately near #44 Cabbage Tree road (before Annan Road from the western side). This would slow the traffic near the rise in Cabbage Tree road, close to the junction of the 2 properties of Bayview Golf Course.
25	Slowing motorists down on the stretch of road.
26	Raised speed bumps and lower speed limits. As a bike rider it is extremely difficult to negotiate the road as the footpaths are rough narrow and have streetlights in the centre of the path. It's a dangerous road for bike riders. I have come very close to being hit by a car.
27	Slowing traffic. Makes safer for bike riders. 50 zone should be extended eastwards. 60 into Mona Vale through both roundabouts too fast.
28	Slowing down traffic is always a great idea. It makes it much safer for other road users. Can we have these sort of measures implemented more widely please? I live in Seaforth and we could do with traffic calming in our area.
29	Great idea. Very dangerous strip of road
30	Looks good, anything to improve cycling safety there would be improved as their isn't a great deal of shoulder. Often it is a spot where you get aggressively overtaken as a cyclist. If possible add more specifically marked cycle lanes there.





No.	What do you like about the proposal?
31	I like that it's minimal but slows traffic at the key trouble spots. It has been an ongoing problem and needs to be addressed.
32	Raised thresholds to slow the speed of motorists.
33	Slow down cars
34	It's a great idea as long as you plan to keep the raised thresholds there, otherwise don't bother wasting all the time, money and resources. They were removed from my street a few weeks after installation (Mona Street).
35	Improved safety for pedestrians and will hopefully reduce drivers speed on cabbage tree road. I hear motorists, especially at night, turn onto cabbage tree and absolutely flout their cars which the introduction of the speed bumps will hopefully limit.
36	I have long wanted speed bumps on Cabbage Tree Road, and am pleased to see one right outside my home. Evenings are often interrupted by hoons accelerating loudly as they exit the roundabout on Pittwater Road (thanks for that roundabout too). My only concern is that the road is often used by emergency vehicles - will these interventions impede their progress? Speed bumps on both Pittwater Road sides of the roundabout would be further improvement - many cars and trucks just thunder through the roundabout without slowing or regard for traffic already on it (or allowance for someone just making a mistake on entering).
37	Cabbage tree rd definitely needs speed humps to slow motorists down and more lighting. There has been too many deaths on this road so the slower motorists go the better and as it is surrounded by aged care villages this will also keep those people safe of crossing the road. I would also suggest to remove some of the big trees that motorists have hit multiple times that has devastating effects.
38	This area of road is so dangerous with cars constantly going over the speed limit. There have been a number of crashes and fatalities along this stretch of road, so change is needed. Samuel street which is connected to cabbage tree road is also as dangerous with many cars speeding down the hill and I believe speed humps or some other speed reduction mechanisms are required before more serious accidents occur in the future.





No.	What do you like about the proposal?
39	There are many children and also older residents who cross at this section of Pittwater Road, I think a raised pedestrian crossing is necessary!
40	I live in Bayview Village and I cannot thank you enough for these changes.. Once again many thanks...
41	Increased signage and road markers.

No.	What would you change about the proposal?
42	Good to see these changes. We need a wider, safer footpath. It's dangerous taking young children on bikes and scooters along cabbage tree road. If the cycle path proves extra space between cars and pedestrians on the footpath then that may help. After a near miss with a child falling off a scooter in front of a car - a safer, wider footpath is top priority. Thank you.
43	More bike support, Riding on the foot path is not allowed, but riding on the road is incredibly dangerous and for those who are under 16 and ride on the footpath cannot as there are gigantic poles in the middle of the footpath anyways.
44	We are long time Bayview residents who regularly drive/walk along Cabbage Tree road we believe that the raised thresholds would be better placed 1) outside house number 26 and 2) west of the entry to the to the Bayview Garden village as both these spots are where fatal car accidents have occurred. The placement of a pedestrian guard rail is necessary from house number 26 to the boundary of house 24 as the laneway from Utingu Place enters the Cabbage Tree road footpath at this point. The road and footpath curves here making it difficult to see any oncoming pedestrians or bicycles there is also a concrete retaining wall outside number 26 giving pedestrians no chance of escape from any potential accident.
45	I think the concept plan is over engineered with signage and traffic 'calming' devices. There is no indication of any tree removal.





46	<p>Hi There,</p> <p>I am writing to you in regards to the proposed safety upgrades for Cabbage Tree Rd. I am in agreement however as a resident of Utingu Place Bayview there needs to be a significant look at pedestrian safety and a Zebra crossing.</p> <p>I have now witnessed and been the recipient of multiple close calls with cars while trying to cross Pittwater road.</p> <p>The pedestrian situation is dire, and it is only a matter of time before a life is lost, the recent crash is only testament to that, it could have quite easily been a pedestrian killed.</p> <p>There is NO pedestrian access for residents to the eastern side of Pittwater Rd. There is also no pathway along the western side of the Road against the golf club and as such forces a crossing of the road. Access to the eastern side is CRITICAL as this is the only walking or disability access we have to Mona Vale Shops. There are Children heading to school, the Elderly from the Bayview Gardens, parents with prams all taking risk every day.</p> <p>The crossing at the roundabout of Cabbage tree and Pittwater Rd is a game of Russian roulette as Cars/Buses/Motorbikes and Cyclists completely ignore pedestrians, and in some cases speed up to beat them.</p> <p>If you are going to spend the money to slow down cars in certain areas, great, but that will not limit the fact that Pedestrians will still be at maximum risk.</p> <p>I have spoken with fellow residents and we are willing put together a petition to have these changes included in the development.</p> <p>Kind regards,</p>
----	--





No.	What would you change about the proposal?
47	The calming device needs to be located on Cabbage Tree Road, passed the turning at Annum Rd south, where there is an extremely sharp bend/corner leading to where the fatal accident occurred last year (and there is still a memorial of skateboards etc around the tree of the accident). ALSO, there is no warning sign to indicate the sharpness of that bend where many vehicles especially utes and trucks are constantly travelling over the speed limit and sliding across the double white lines.
48	I support the proposal, particularly to reduce speed on this Road. I would add that more street lighting is needed all along Cabbage Tree Road, including from the Samuel Street roundabout and higher up.
49	That the project be extended further South to the roundabout with Cabbage Tree Road.
50	<p>The changes along Cabbage Tree Road will squeeze cyclists especially with a raised median that does not allow motorists to overtake a cyclist, and on approach to the raised thresholds.</p> <p>Emphasis on sharing the road and patience is essential to help drivers understand that they do not own the road. Many 'improvements' to road safety endanger cyclists and lead to increased aggression from drivers.</p> <p>Cabbage Tree Road is used by bike riders including school children, cycling commuters, recreational riders, and for serious training. But it is also a motor vehicle rat run to avoid Mona Vale Road. More thought is necessary into how best to slow motor traffic along the whole route without endangering bicycle riders.</p>
51	<p>I think you should extend safety measures on this road from the round about to Annam road because</p> <p>1) When you are approaching from Annam road to Cabbage Tree road it's a blind spot waiting for an accident to happen, (a suggestion you could fix this problem is by making this a start to enter Annam road as a one way street going around Bayview Gardens retirement village)</p> <p>2) This same spot is an area that needs attention, it's where more than 1 fatal accident (all teenagers) have occurred because of the bend in the road and drivers going to fast etc.</p> <p>My family have lived at Bayview for over 120 years and myself for nearly 80 years, Cabbage Tree road used to have only about 6 cars using it each day, so yes improvements are needed.</p> <p>I consider Cabbage Tree road as one of the most beautiful roads in Sydney with the Golf course on one side and all the beautiful trees etc, please don't take this away to become just another road. My thoughts also are now that Mona Vale road is near completion it may not have so much traffic on it.</p>





No.	What would you change about the proposal?
52	We would like to see 'hidden driveway' signs erected just shortly after Annam Road and prior to rounding the blind corner (heading towards Pittwater Road). Properties 22-26 Cabbage Tree Road are the greatest affected in terms of entering and exiting the driveways in a safely due to lack of visibility of oncoming traffic rounding the blind corner heading east.
53	There is nothing on the plan to address the black spot travelling east on Cabbage Tree Road from the southern entrance to Annam Road going around the bend to where the teenager was killed in October (opposite Bayview Gardens). Vehicles travel at speed around that bend, frequently crossing the double white lines.
54	Annum Road south, turning right towards Mona Vale Road needs urgent attention. Vision turning right is very much impeded and dangerous - something needs to be done on that corner. Certainly raised threshold heading north before this intersection, is urgently needed plus altering vision on that intersection.
55	Install demand-managed traffic lights at the intersection of Pittwater Road and Cabbage Tree Road, in place of the round-about.
56	THERE SHOULD ALSO BE SPEED HUMPS INSTALLED ON CABBAGE TREE ROAD APPROACHING EAST TOWARD ANNAM ROAD SOUTH AND ANOTHER PRIOR TO THE BEND APPROACHING THE ENTRANCE TO BAYVIEW GARDENS RETIREMENT VILLAGE. THERE HAS ALREADY BEEN A RECENT FATAL ACCIDENT OPPOSITE THE ENTRANCE TO THE VILLAGE. RESIDENTS OF THE VILLAGE, EMPLOYEES, AMBULANCES, TRADES PEOPLE AND VISITORS ARE FINDING IT MORE DANGEROUS TO ENTER AND EXIT THE VILLAGE. ALSO, DRIVERS CUT THE CORNER CROSSING THE DOUBLE WHITE LINES ON CABBAGE TREE ROAD HEADING WEST. THIS SECTION OF CABBAGE TREE ROAD IS BECOMING A SPEEDWAY, WITH VEHICLES TRAVELLING IN EXCESS OF 70KLMS PER HOUR ENDANGERING PEDESTRIANS WALKING ON THE FOOTPATH. ENTERING CABBAGE TREE ROAD FROM BOTH ANNAM ROAD NORTH AND SOUTH IS BECOMING MORE DANGEROUS AS THE SPEED OF THE TRAFFIC HAS INCREASED. ALSO 155 ROUTE BUSES TURN RIGHT FROM ANNAM ROAD SOUTH ONTO CABBAGE TREE ROAD AND IT IS DANGEROUS FOR THEM ALSO.
57	The plans need to be extended to the other Annam road entry to cabbage tree road. The road on this bend needs to be narrowed - there is plenty of land to do this. This is near the tree where the fatal accident was.
58	Improving Road Safety - black spot - cabbage tree road, Bayview. The western end of Annam Road turning left onto Cabbage Tree rd needs to have a series of large concrete bumps on the double lines as too many cars and trucks cross over while heading west.





No.	What would you change about the proposal?
59	Whilst I support the measures suggested, as a resident of Bayview Gardens accessing Cabbage Tree Road via the southern (closest to Mona Vale Road) side of Annam Road, I would also strongly suggest a calming device on the approach to Annam Road for traffic heading towards Pittwater Road. Visibility is poor with traffic appearing around bends in both directions as you exit Annam Road south. The most recent tragic and fatal accident in this area occurred with a vehicle approaching from this direction.
60	There is a need for further speed reduction devices to the west of Annam Rd South. I am a resident of Bayview Garden Village and there is difficulty making a right hand turn from Annam Rd South into Cabbage Tree Rd. Visibility is difficult due to thick vegetation on the corner and vehicles speed on that stretch of the road.
61	Regarding the raised medium in sheet 3 If this refers to yellow plastic reflective markers at intervals along the 21m raised medium I am not in favour. These are at best temporary, quickly become dislodged and become plastic pollution The raised medium needs to be robust enough to stay in position permanently and cope with repeated contact with motor vehicles





No.	What would you change about the proposal?
62	<p>I WOULD LIKE SPEED HUMPS TO BE EXTENDED WEST PAST ANNAM RD SOUTH.</p> <p>Vehicles coming down the very steep Cabbage Tree Rd (the 'back way' from Mona Vale Rd) to the roundabout and turning left start speeding once they get on the flat as they drive towards Pittwater Rd. (This was what happened not long ago when a car hit a tree and there was a tragic fatality).</p> <p>Drivers turning right out of Annam Rd South to travel west are unable to see oncoming traffic - let alone a speeding vehicle - easily. Simultaneously they must check traffic on their left - as they make the turn into Cabbage Tree Rd. They have to be very quick. However, SENIORS ARE NOT AS QUICK AS THEY USED TO BE.</p> <p>I am a resident of Bayview Gardens who makes this dangerous right hand turn regularly. Nearly every time I go out I need to travel west. It is an ongoing worry every time.</p> <p>Vehicles travelling TOWARDS PITTWATER RD need to have effective speed control with speed humps close enough to eliminate any chance of speeding. THIS WOULD HELP IN MAKING THE DIFFICULT RIGHT-HAND TURN FROM ANNAM RD SOUTH INTO CABBAGE TREE RD SAFER FOR EVERYONE.</p>
63	<p>I don't believe Pittwater road requires the traffic furniture but I support the changes to cabbage tree road</p>
64	<p>This section of road is frequently used by cyclists and already has a number of "pinch points" where cars are blocked from overtaking, or encouraged to make a dangerous close pass. This proposal seems to add 2 more such pinch points, with sections of raised median strips. Assuming this is because cars cannot be relied on to stay in their lane (or to pass cyclists safely) , these points simply make cycling more dangerous on this section of road. It appears that no thought has been given to cyclists in designing the proposed changes.</p>





No.	What would you change about the proposal?
65	<p>Support the street lights, reflective pavement to improve visibility. Assuming the guard rail is a low rail and not one that prevents people crossing the road, support that too. Support the separated cycle track, assuming it is not combined with a walking track/footpath as combined paths are always dangerous for pedestrians.</p> <p>Do not understand the adjusted centre line proposal so no comment on that.</p> <p>Do not support raised thresholds or raised median strips. These would add unnecessary hazards to a roadway which is otherwise clear and smooth to drive. Raised thresholds are extremely annoying in other roads where they have been installed. Do not see how they and the associated 25km and 35km speed zones and signage would have any impact on what seems to have been the major black spot issue on that road of youths speeding late at night - if speed limits and safety precautions are ignored by some drivers in some circumstances, they tragically still would be and having additional structures to bounce off may even add danger to that situation, while also making this road of poorer amenity for daily drivers.</p>
66	<p>Please take a drive around Annam Road Bayview and see how dangerous this "TWO WAY" road is.</p> <p>Should be one way because of the sheer volume of caravans etc parked on both sides of the road making it very difficult to come out of driveways safely particularly for the elderly.</p>
67	<p>Include a raised concrete median on the next bend along Cabbage Tree Road (or a guard rail) between the two entrances to Annam Road to prevent another car leaving the road (travelling East) and crashing into the large tree that is too close to the road.</p> <p>Otherwise remove the tree?</p> <p>I am talking about the tree where the Toyota Hilux crashed and a 16 year old died only last October!</p> <p>Is there a separate plan for this?</p> <p>I am surprised there is nothing in this plan for this part of Cabbage Tree Road as this is the actual black spot!</p>
68	<p>Improving Road Safety- Black Spot- Cabbage Tree Road, Bayview. I would suggest one more Raised Threshold west of the intersection of Annan Rd South (near 1 Annan Rd). The site lines for traffic entering Cabbage Tree Rd from near 1 Annan Road are dangerously short.</p>
69	<p>No raised thresholds. Its not necessary especially on Cabbage Tree Road which doesn't lend itself to speeding. The new style thresholds used are very jarring and painful. Road signs will be sufficient.</p>





No.	What would you change about the proposal?
70	Speeding from west to east has not been addressed. The fatal accidents have occurred when vehicles have been travelling towards Pittwater road not away from it. The access to Cabbagetree road from Annam road south is fraught with danger which has not been addressed. Speed restrictive measures along Cabbagetree road from the golf cart crossing have been ignored and this is the portion of the road that drivers have not been able to successfully transit at speed resulting in the fatal accidents. Please alter the proposal to include traffic calming sires to be included west of the Bayview Gardens main entrance.
71	All the proposed changes appear to be on Cabbage Tree Road between Pittwater Road and the main entrance to Bayview Gardens Retirement Village. No changes appear to be planned for Cabbage Tree Road to the West of Annam Road South, yet vehicles heading east travel very fast along this stretch of road. This situation is fraught for vehicles entering Cabbage Tree Road from Annam Road South. It would be appreciated if Council would consider a further raised threshold on Cabbage Tree Road to the West of Annam Road South, approximately where the sign indicating Aged residents is located.
72	Further raised thresholds are required either side of the road crossing for Bayview golf club members to cross cabbage tree road. Regularly cars drive well over the current 50kph speed limit and this is often dangerous to members crossing Cabbage Tree Road. I have even seen incidents of motorists speeding up towards members crossing this road. As a minimum reduce the speed limit but optimum would be raised thresholds either side of the crossing area to the hillside holes.
73	<p>Improving Road Safety – Black Spot – Cabbage Tree Road, Bayview Your Say Northern Beaches (nsw.gov.au)</p> <p>This will be detrimental to traffic flow where golfers and carts cross Cabbage Tree Road to access the “hill holes” because traffic having slowed down to cross the raised thresholds installed will then speed up down the hill to the roundabout at Cabbage Tree Road and Samuel Street past where golfers cross.</p> <p>We cannot request a pedestrian crossing as carts and buggies are not permitted on pedestrian crossings but we can ask to reduce the speed along this road from 50km to 40km and install two more raised thresholds one before our walk across and one after our walk across before the Samuel Street roundabout.</p>
74	Add a further raised threshold near the Bayview Golf Club crossing to slow traffic there.





No.	What would you change about the proposal?
75	This is a golden opportunity for Council to improve this stretch of road for motorists, cyclists and golfers crossing the road. Please consider 1) reducing the speed limit from 50km to 40km. 2) Two more raised thresholds should be installed one on the downhill section toward the Samuel street intersection before golfers cross the road and the other after golfers cross the road before the Samuel street Cabbage tree road roundabout.
76	What about the tree where car accidents cause death? That site needs action that will very markedly reduce the speed of vehicles approaching from the south. The tree itself is too large to easily remove yet it could be done - the better approach is traffic management to ensure that high speed at that place is not possible. Lives would be saved.
77	Needs to also be a pedestrian crossing for further safety.
78	Why not include a proper road crossing and traffic calming device where hundreds of people cross the road each day further down Cabbage Tree road with golf buggies? This would make this area much safer.
79	Extend the raised thresholds the entire length of Cabbage Tree Rd to aid speed reduction. Cabbage Tree Rd is Mona Vale Roads second lane and its failure to be managed has resulted in its Black spot status. Reducing traffic flow on the road will result in a safer environment for all users.
80	Looks great but would add another raised median on the bend on corner of Cabbage Tree Road & Annam Road south side . A dedicated right turn lane into Bayview Gardens Village off Cabbage Tree Road
81	Additional to the plan, another speed hump would make sense between Annam Road West and the immediate bend going east, on Cabbage Tree Road, which I feel may have had some affect (speed wise) on the terrible collision with the tree outside the main entrance to Bayview Gardens where 6 teenagers (one death) came to grief.
82	The worst danger spot along Cabbage Tree Road has not even been addressed and that is slowing the traffic down before the lethal corner just after the turning into Annam Road West when coming from the west towards Pittwater Road. There needs to be a speed hump on Cabbage Tree Road on the stretch outside houses Nos 50a - 44 adjacent to the golf course sheds and works area.
83	Would you please add pedestrian crossing on Pittwater Rd.
84	Remove the tree that has claimed many lives , before more are lost





No.	What would you change about the proposal?
85	Can I suggest an extra Raised Threshold westward of the corner near the large tree where there have been several accidents. Traffic needs to be forcibly slowed prior to that corner.
86	The proposal is good, however there is a big problem with the actual road surface itself along several lengths of Cabbage tree road. The surface is badly constructed and the potholes and depressions are a traffic hazard where motorists must drive around the bad sections. It appears that the poor construction and compaction of the road sub-grade is the problem. This leads to cars wandering out of lanes. Please fix the road surface along with the other improvements.
87	<p>Firstly, in explanation as to why a north narrabeen resident is commenting on a Bayview improvement - I am a member of Bayview Golf Club, and feel a further 2 calmers added to your proposal would complete the safety aspect that your proposal attempts to tackle.</p> <p>Crossing from the eastern side of our course to the western ("hill holes") section; and back, after those 4 holes are completed is hazardous at best. To slow traffic from both directions, I would suggest a calmer just north of our crossing. This to be sited at the top of the small hill that shields our vision of south direction traffic - and another on the southern side of the crossing protecting everyone from injury from speeding vehicles heading North along Cabbage Tree Road.</p> <p>My tenure as a member is long - and the thing I've learned is the volume of vehicles using Cabbage Tree Road is increasing exponentially, and to protect all users of that road is to save doing the job across 2 bites when to incorporate what will be a future essential, seems to me to being pro-active.</p> <p>Thanks for the opportunity to comment - I must stress - the opinions expressed above are my personal views - and not intended to be those of the club's board. It is up to them to reply the club's</p> <p>I look forward to reading other expressions of interest in your otherwise wonderful attempt to limit accidents by slowing vehicular traffic.</p>





No.	What would you change about the proposal?
88	The new style raised thresholds council is installing is horrible being very jarring to human and cars -no matter how slow you negotiate them. I have neck problems and (I think many of the elderly residents in the area will have medical issues) which cause discomfort and pain when negotiating these raised thresholds. I think if council do want to implement calming measures a traditional concrete hump or road narrowing should be used. Definitely not the new jarring stuff that was installed in Mona street, Mona Vale.
89	Raised median strip could be an issue for boat trailers.
90	The footpath all the way along Cabbage Tree Road is dangerously narrow. Many elderly people walk along there and passing each other often entails stepping out into the road. Traffic calming will help, but every time a vehicle comes round the bend just after Bayview Gardens (heading towards Pittwater Road) there is a risk of them losing control and mounting the pavement. Also, nothing is being done about the bend where the Ute driven by a 17 year old P plater lost control and his 16 year old passenger was killed. That makes three people killed after losing control on that stretch and hitting the same tree.
91	<p>In relation to problems on Cabbage Tree Road which many residents have commented about as being hazardous and sometimes quite frightening, with traffic coming from South and behind from the North, with bends both ends of Annan Road in between. Turning into Bayview Gardens becomes extremely risky because few drivers are travelling at or below the 50kph required.</p> <p>The popular solution is to have provided a Turning Bay at the entrance to Bayview Gardens to allow those entering from the main entrance on Cabbage Tree Road to then safely enter when traffic free.</p> <p>Many have commented that as it is, they have often come close to disaster.</p> <p>Bayview Gardens</p>





No.	What would you change about the proposal?
92	<p>I wonder what the "threshold" on a road is? Hard shoulder? Or what? It makes this difficult to comment on.</p> <p>The installation of a multitude of bump strips along McCarr's Creek Road has made what's referred to here as a popular cycling route, into something really unpleasant. Considering the fatalities along the cabbage tree road section, it's clear that something needs to be done to reduce the speed. Noisy and annoying bump strips may not be the best option.</p> <p>While these things are being considered, there doesn't appear to be any change to the roundabout where Cabbage Tree Road and Samuel street join. The southern approach to the roundabout is close to blind and the speeders who come around that corner, don't have any intention of giving way to cars coming down Cabbage Tree who may be closer to entering the roundabout. Perhaps enlarging this roundabout and adding another instead of the bump strip is a better option.</p>
93	<p>I suggest another raised area further around where the golf club members have to cross the road. Cars come very quickly around the bend and downhill and are not seen until the last minute. Some people stop to let golfers cross and they cannot be seen by the cars approaching from behind until the last minute.</p>
94	<p>I agree that this area of CabbageTree Road should be attended to, especially a speed limit ie: 40 k also the lack of poor street lighting should also be addressed.</p>





No.	What would you change about the proposal?
95	<p>I am broadly supportive of proposed changes along Cabbage Tree Road.</p> <p>However I am not supportive of the proposed raised threshold on Pittwater Road which will potentially reduce rather than improve safety as it does not address the fundamental issue of how motorists and cyclists share this stretch of road.</p> <p>This stretch of road is the first opportunity for motorists heading towards Mona Vale to pass cyclists. As a result, frustrated motorists are often speeding up as they approach the roundabout at Cabbage Tree Road in an attempt to pass cyclists. Putting a speed hump before the roundabout will likely make this situation worse, reducing the window to overtake and encouraging potentially even more reckless driving by motorists. Of course the situation is not helped by cyclists riding side-by-side.</p> <p>A better solution may well be to make this stretch of road no parking at all times, providing much needed space for cyclists to move to the side of the road and allow motorists to pass them safely. Markings on the road to indicate the presence of a bike lane would also assist.</p> <p>Thank you.</p>
96	<p>While implementing these changes I think it would be a very good idea to add speed humps prior to the entry of the roundabout at the junction of Pittwater and Cabbage tree roads. This would help to reduce the speed that traffic enters this roundabout.</p>
97	<p>The blackspot is cabbage tree road why are you putting a weird traffic island on pittwater road - to serve what purpose? This doesn't appear to be well thought through in terms of why a single traffic calming device is required on Pittwater Road. Spend all the money on Cabbage Tree to avoid more deaths</p>





No.	What would you change about the proposal?
98	<p>Where you say “raised thresholds ” if you mean speed bumps, definitely not supporting this. This has made McCarrs Creek Rd a traffic nightmare.</p> <p>I feel the the main thing required is a widening of the corner of Cabbage Tree Rd, just to the West of the Aveo village driveway, with a centre barrier or raised barrier of some sort in the centre of the 2 lanes to stop every single west bound vehicle cutting the corner. The widening of this corner would also need to occur to allow Eastbound traffic space to navigate the corner safely.</p>
99	<p>The area where the most fatalities have happened has not been addressed. The section of Cabbage tree road which runs past the golf club maintenance yard entrance down the hill passed Annam road to the blind bend is a section of the road that if not fixed will keep on having these accidents, there has been 5 young lives lost and many more injuries on this section of road because of high speeds cars do coming down the hill.</p>
100	<p>Only have a single wider two way cycle lane. Have 2 cycle lanes is going to reduce the width if the lanes to much which will increase the risk of incident for vehicles towing trailers. There is a significant number of boats being towed on this road that are transiting to the Rowland Reserve Boat Ramp</p>
101	<p>Where is the next sheet of plans for the stretch between Annam Rd (East) and Annam Rd (West)?</p> <p>May as well not have lines painted on this corner as vehicles rarely keep to their side of the road.</p> <p>The road needs to be widened at the bend and the entire bend moved west to facilitate safe cornering. There is room to widen past the bend travelling west.</p>
102	<p>My mother used to live at Bayview Gardens. Many of these residents loose their licenses whilst living there due to natural Aging. So they start with the motor scooters. Please can you include a review into the safety of these to and from Bayview dog park and MonaVale shops. Maybe rather than crossing the road to get to MV shops at Pittwater Road they should cross at a dedicated crossing opposite the village and follow a pathway around the golf course which seems to stop at the corner of Cabbage Tree Road and Pittwater Road currently. Never understood why it stopped there because it’s a perfect run up to MV shops on a scooter. It’s a dangerous place at that roundabout cnr of Cabbage Tree Road and Pittwater Road for the elderly to get to the dog park which a lot of them do from the Village as there’s no pedestrian crossing just the walkthrough thingys that no one understands. Maybe the Village management should be consulted in this whole process too</p>





No.	What would you change about the proposal?
103	<p>If I understand these plans correctly it looks like there's no intention to reduce traffic speed travelling in a north easterly direction along Cabbage tree road BEFORE the bend that leads to the Bayview retirement village. It's along that bend that a fast driving car can easily loose control.</p>
104	<p>Footpaths to be improved and to be built extend long up Cabbage tree road and through Ingleside (Walter road and lane cove road!!)</p> <p>As a resident of Ingleside, with a daughter with a severe disability and a wheelchair user, and another school aged daughter, I am utterly sick of not being able to leave our house safely as THERE ARE NO FOOTPATHS in Ingleside!!</p> <p>We would love to be able to access our neighbourhood, and even be able to walk or ride to the bus stop, Mona vale and Bayview but there is absolutely no way of doing this. Walking along the road is absolutely unsafe.</p> <p>What has happened to the proposed shared pathway as part of the mo a vale road construction??</p> <p>Why does Ingleside remain an isolated island yet so close to Mona vale. There are no safe ways to walk or get ANYWHERE on foot or by bike or by wheelchair. This is inequitable and downright irresponsible of the council to not provide access to Ingleside residents.</p> <p>Please connect this new pathway in Bayview to Ingleside as part of all the pathway upgrades you are doing in Mona vale.</p>
105	<p>The proposed raised threshold on Pittwater Rd would be better suited on the Southern side of the roundabout. Currently Northbound cars try and charge through the roundabout without giving way to cars already in the roundabout, which may have already entered from Cabbage Tree Rd. I have witnessed several near misses.</p>





No.	What would you change about the proposal?
106	I think it is a great initiative however sheet 1 (Pittwater Rd) should also include a crossing for pedestrians. We have lots of elderly residents and young children attempting to cross Pittwater to go to Flying Fox or school (from the Bayview side of the roundabout) and given how busy the road gets, it is a daily challenge and frankly dangerous. The current island next to roundabout is respectfully inadequate. Turning cars heading to Church Point look right before turning and once on Pittwater, there is little time for pedestrians to cross. Would you please consider including the crossing. The park and school should have safe and easy crossing. Presently we have none, which remarkable given the number of young families and aged care facilities on Cabbage Tree Rd.
107	question the need for the guard rail opposite Beaumont cres
108	The area needs to be expanded to include more of Cabbage Tree Road and Samuel Street (which is part of the black spot area). There needs to be more raised road areas and/or speed humps in order to successfully slow the traffic down, prevent speeding, accidents and prevent further loss of life. It is an extremely dangerous stretch of road where drivers constantly speed well above the speed limits. We are current residents on Samuel Street, we have young children and are seriously considering selling our home because we feel that unsafe. I can not safely walk our children to the local park etc.





No.	What DON'T you like about the proposal?
109	<p>Raised thresholds don't reliably slow cars and sometimes have unintended dangerous effects. I remember my previous boss boasting how he could drive over a speed bump at full speed in his fancy range rover discovery with air suspension and only barely feel it in the cabin. I imagine that his ability to control the car at such a speed over the bump was impeded, therefore the speed bump was more dangerous in this scenario. I told him I didn't think he was wise, but he was my boss, how could I put it more strongly? When I slow down to go over speed bumps or thresholds such as the one near Loquat Valley Road, where I went to school as a child, I occasionally get people blasting their horns behind me because they think I've slowed down too much, I even had one person cross the centreline and overtake me over that very crossing - very illegal and I'm very glad no pedestrians were around that time. Unlike my boss, I don't like to hit the bumps at speed, I slow down early and progressively as I think this is the safest option to not surprise the driver behind - I'm not excessively slow, I only go down to second gear, it's just some people are idiots and these 'traffic calming' devices sometimes appear to have the opposite effect. Can we please focus on improving the design, shape and condition of the road so that drivers can retain control at the speed appropriate for the road, and if excessive speed is a problem in this location, put a speed camera in to actively target the issue of concern, rather than a passive measure that slows some cars and not others. Raised medians separating driving lanes, however, are a good road improvement. Consideration for cyclists is good too, but I'd like to see bike lanes further separated from driving lanes. I still don't consider it safe to ride my bike on the road - cars pass just too close.</p>
110	<p>Cabbage Tree Road Bayview Black Spot, and improving Road Safety.</p> <p>Thank you for exhibiting this road safety plan for feedback. Making our roads safer is most important, however, while the plan shows good intent, I strongly doubt that the actions proposed will prevent accidents mostly caused by inexperience [REDACTED]</p> <p>I support improving roads, however, I DO NOT SUPPORT simply adding "raised thresholds" to force all drivers to slow down excessively when the problem is that the road itself is the real problem.</p> <p>Possibly it would cost too much to rebuild the road with a better camber, but a simpler, cheaper, and equally effective solution, rather than just building raised thresholds, could be to paint the road red at these black spots. The red road would immediately alert drivers where the problem area is.</p> <p>This has been very effectively used in Gladstone Street Newport, at its junction with Bishop Street, where it slows the traffic at this four way intersection.</p>





No.	What DON'T you like about the proposal?
	<p>Of course, the red paint would have to be non slip, like in bus lanes.</p> <p>Because raised thresholds force car drivers to slow down to well below the speed designated for that area, often to just 5kph for cars with small wheels, drivers need to use their brakes when there is no other reason to brake. However, drivers of SUVs and trucks, with their larger wheels, do not usually slow down, and there are even competitions between such drivers to see how fast they can drive over the bumps! If they do slow down, it's often at the last minute. The total effect of all this unnecessary braking often gouges bumps in the road before and after the threshold. The whole road degrades faster.</p> <p>The environmental effect is to increase noise and increase pollution by increasing fuel consumption due to the additional braking before the threshold and acceleration after.</p> <p>An example is the recently installed threshold at the corner of Loquat Valley Road and Pittwater Road, Bayview. Because the crossing is at the foot of a hill, extra braking is needed when travelling east, and when travelling west after going over the threshold, extra acceleration is needed to get up the hill. There is a pedestrian crossing on this threshold, but many cars and most trucks don't seem to slow down much. Yes, the crossing is near a school, but there is a clear vision both sides of the crossing, and as well, when the students are crossing there is always a lollipop man with a portable sign. A red section painted on the road before and after the crossing would have been cheaper and just as effective. This threshold isn't needed and causes much frustration.</p> <p>Another example is Waterview Street in Mona Vale, which has many thresholds between Crescent Road and Mona Street. They have been there for some years, and the road is now quite degraded with bumps and potholes before and after the thresholds. It is now a terrible road to drive along.</p> <p>Cabbage Tree Road is already extremely degraded along its length and is equally terrible to drive along. These raised thresholds will only make it worse.</p> <p>Both proposed thresholds in Cabbage Tree Road will cause problems and not increase road safety.</p> <p>For the threshold proposed in Pittwater Road, it is not necessary to slow the cars here. There is a problem when approaching the roundabout from the west in that there is now a decreased view of cars in Cabbage Tree Road. If the lower branches of the</p>





No.	What DON'T you like about the proposal?
	<p>casuarinas and banana palms were trimmed, there would be a better view of these cars for drivers travelling east. The pedestrian refuge in the middle of the road is clearly signposted and already safe, because there is a clear view of the road in each direction. Not many pedestrians want to cross here, and the refuge is all that is needed. If cars travelling west slow down to go over the threshold, that is likely to cause cars to bank up around the roundabout behind them, and cause frustration. Ahead, Pittwater Road is straight but soon becomes 50 kph - after going through the roundabout you don't get to 60 kph before this 50 kph change! This threshold to slow cars in both directions is totally unnecessary.</p> <p>I DO NOT SUPPORT any of these three proposed raised thresholds.</p> <p>Sheet 2 shows a new safety guard rail on the eastern side of Cabbage Tree Road, opposite Beaumont Crescent, just before the proposed threshold. This rail will have the effect of sandwiching bike riders between it and cars travelling south. If a bike needs to take evasive action here, it is surely better to go off the road into the bushes or the ditch, rather than be squashed against the rail!! And to avoid hitting a bike, a car could move into oncoming traffic, a horrific situation! Please don't install a guard rail in this place.</p> <p>Sheet 3 shows a raised median strip on the curve near Annam Road, adjusted centrelines, and reflective pavement markers. These effective, sensible and cheaper measures could definitely increase safety without adversely affecting drivers. As well as simply using red paint at these places.</p> <p>The other proposals of warning and speed advisory signs are possibly not helpful any more, because of the forest of signs on our roads now. They also provide more objects for vehicles to collide with!</p> <p>Our roads are becoming bumpy obstacle courses and driver frustration is increasing.</p> <p>PLEASE DO NOT install any more of these raised thresholds (or speed bumps) on roads. Our money needs to be better spent.</p>





No.	What DON'T you like about the proposal?
111	<p>This is a knee jerk reaction to an awful accident involving young people. Halving the speed limit is ridiculous considering the traffic heading to the dog park and boat ramp that is out of area, particularly in the Summer months. The thresholds are overkill and what is the cost to council? This area of the road is already one where traffic naturally slows due to cyclists and lack of width and visibility to overtake them. I would question the benefit of these measures when viewed overall.</p>
112	<p>Having driven through the proposed locations tens of thousands of times over a number of decades, I think the proposal in it's current form, is a waste of money.</p> <p>The rounabout at the intersection of Cabbage Tree Rd and Pittwater Rd works well. I have never witnessed or, seen the after effects, of any accidents at that location in all of my travels at varying times day and night. I'm not saying that accidents have not happened at that intersection but, I certainly would not class it as an intersection that could require remedial works and black spot funding. Traffic in that area may be heavy at times but, it works well without major concerns that corrective action is required, either for Pittwater Rd or, Cabbage Tree Rd.</p> <p>To my mind, the whole proposal has missed the point of what I consider is needed - work on the Cabbage Tree Rd bend outside Bayview Villiage, for the area between the loop of Annam Rd.</p> <p>Cabbage Tree Rd is often a 'rat run' at peak times and that area does have a history a cars failing to negotiate the tight bend located between the two entrances of Annam Rd into Cabbage Tree Rd, some with fatal results into one of the big trees beside the Golf Course.</p> <p>Reduce the tight arc of that bend and realign Cabbage Tree Rd to make the approaches more gradual. Widen the road a bit (the local Gov't bus service would greatly appreciate that - vision would be considerably improved). Place two calming devices on Cabbage Tree Rd - one to the south, just before the southern entrance to Annam Rd. Place another just to the south of the Bayview Gardens entrance so that both approaches to that bend would be controlled by calming devices to slow traffic for the bend. To me, that is the Black Spot that could be improved for the local area.</p>
113	<p>I am not in support of the raised thresholds. Council has already deployed many obstacles for drivers across the Northern Beaches. This causes drivers to break and accelerate over these which increases fuel usage and hence green house emissions.</p>





No.	What DON'T you like about the proposal?
114	<p>As many thousands of road users traverse this section of Cabbage Tree Road without incident daily; There is no justifiable need to invest limited council funds on modifications that may likely make negotiating this corner more hazardous than it has been for many decades. I have lived here for over 8 years and have witnessed only the one major accident.</p> <p>I consider the council's proposed solution erroneous as the occasional regrettable incidents that have driven this proposal's development is evidently far more to do with the vehicle and/or driver competence (or lack thereof) rather than the bend or its proximity to trees.</p>
115	<p>I consider the council's proposed solution erroneous as the occasional regrettable incidents that have driven this proposal's development is evidently far more to do with the vehicle and/or driver competence (or lack thereof) rather than the bend or its proximity to trees.</p> <p>As many thousands of road users traverse this section of Cabbage Tree Road without incident daily; There is no justifiable need to invest limited council funds on modifications that may likely make negotiating this corner more hazardous than it has been for many decades</p>
116	<p>Ridiculous, will only cause traffic problems</p>
117	<p>The other Annan Rd entrance is not covered even after the latest high speed deaths coming from the west regularly see vehicles speeding through both Annam Rd intersections despite elderly residents entering Cabbage tree Rd from centre and both Annam Rd exit on curves I'd suggest two further speed bumps to stop regular over the speed limit use and maybe save more lives</p>
118	<p>ONE irresponsible young driver lost control of an overloaded Ute with unrestrained passengers. The road is otherwise very safe and there are no issues at all. everyone sticks to the speed limit.</p> <p>please do NOT put in stupid speed humps - they are completely unnecessary [REDACTED] should not cause a significant adverse affect for the rest of the local community, in perpetuity.</p> <p>just do NOT put them in !!! They do nothing for road safety and just jar your back and cause 'thumping' noise to be heard by all the nearby houses 24/7 as tyres go over them.</p> <p>save the budget and spend the money on road repairs instead</p>





No.	What DON'T you like about the proposal?
119	Speed humps in this area are completely unnecessary! You have already wrecked cottage point with fat too many [REDACTED] Do NOT penalise the rest of the local community by putting in speed humps . They're just NOT needed and a stupid idea in this area where there are other wise NO accidents Do not do it !!!
120	I travel along this road daily and speeding is not an issue. Maybe this can be confirmed with Highway Patrol and the number of infringements issued. The adding of speed bumps will increase road noise to this residents nearby and not reduce the overall speed which is 50 km/hr already. I cannot see anything that has been done to prevent loss of life when cars collide into the 'Big Tree' that recently killed and injured some young people. A repeat of what happened 10+ years earlier. A armco railing in front of this tree would possibly say lives in the future (or saved those recently killed if done previously). The adding of speed humps is a waste of money. I agree the road should be upgraded, curb and guttered with parking bays.
121	traffic is already slow enough on the road. How about spending some money and realign the road if it is dangerous.
122	Everything! Speed humps are appalling on a busy main local road used by residents. It is lazy design and will increase traffic gridlock. I believe it will make the road more dangerous, especially when first implemented. Improving the street lighting would make the road much safer, as it is currently very poor. Of course this would be more expensive, especially when considering the ongoing cost. I expect this feedback will be ignored, hence why nearly all people driving along this road will not provide any input! Finally, it is important to note that the terrible accident that has been the catalyst to this ridiculous design proposal, was caused by the use of illicit substances and illegal behaviour. It was very sad! This design would not change the outcome of similar actions.
123	Black spot??? Yes, people speeding at the low part of Cabbage Tree rd, closer to Pittwater rd have had accidents causing death, two accidents I beleive. This has been because of high speeds and inexperience. I don't know of any car accidents on the inclining part of Cabbage Tree rd. Why waste time and money doing this.
124	The narrowing of the lanes at the raised thresholds by the creation of a cycle lane on each side creates a hazard for vehicles when passing in opposite directions.





No.	What DON'T you like about the proposal?
125	<p>I do not support speed humps on Cabbage tree road. Many times, ambulances have to use the road to retirement villages. Old people call ambulance more often the young ones. It will slow them down too much and to drive over speed humps with patient with broken hip would be unbearable for a patient. If drivers from Bayview village got problem to get on Cabbage tree road, then can drive around the village and enter in other side with no problem.</p>
126	<p>I am a local Bayview resident and frequently use both Pittwater Road and Cabbage Tree Road. While I recognise the need for improving road safety, these proposed plans are inappropriate for this location and are likely to produce much more dangerous conditions, so I strongly object.</p> <p>Please DO NOT install raised thresholds on either of these roads. Like speed bumps, raised thresholds are not "traffic calming" devices, they are traffic infuriating devices, and as such they are not at all compatible with the relaxed character of the Northern Beaches. What's worse is that they have very little impact on the largest passenger vehicles with the greatest suspension travel (SUVs, giant utes, and the like) while being much more uncomfortable for everyone else who drives more reasonably sized vehicles. It is completely inequitable for Council to be proposing the installation of road devices which favour increasingly large vehicles (with higher fuel consumption) who often show very little regard for raised thresholds by driving over them at much higher speeds than other vehicles. These devices will therefore make very little tangible difference to safety in real terms, undermining the very reason that Council is suggesting that these devices should be installed.</p> <p>The Pittwater Road raised threshold proposal would be especially MORE DANGEROUS for pedestrians because the raised threshold is proposed only ~25m from the existing informal crossing point. This means that southbound vehicle drivers' attention will be firstly focused on navigating the raised threshold and subsequently on navigating the intersection with Cabbage Tree Road. They will have very little attention available to checking for people crossing at the informal crossing point, and could potentially even have begun speeding up after exiting the raised threshold, right where the informal crossing point is located. This proposed design is therefore potentially very disastrous as it risks pedestrians experiencing serious injuries or fatalities as a direct result of the flawed road design.</p> <p>Raised thresholds are ONLY appropriate when they provide a raised pedestrian crossing. A raised pedestrian crossing COULD be installed on Pittwater Road, as long as it is well-aligned to serve the bus stop, the school, and the path to Winnererremy Bay. I would be comfortable with that outcome. However, if Council does not support a pedestrian crossing on Pittwater Road in this location, then I absolutely DO NOT SUPPORT a raised threshold in the absence of a pedestrian crossing.</p>





No.	What DON'T you like about the proposal?
	<p>Cabbage Tree Road has no pedestrian crossing opportunities, and therefore there are no reasonable opportunities to install raised thresholds. Council should look to Powderworks Road as a precedent for how Cabbage Tree Road can be designed for improved safety - including narrower vehicle lane line markings, wider medians, and solid dividers and extra lighting where appropriate. There are no raised thresholds on Powderworks Road!</p> <p>While Cabbage Tree Road does need attention, Council needs to go back to the drawing board and completely redesign these plans. In my opinion, the only necessary changes are median dividers on the two problematic curves on Cabbage Tree Road. One curve is shown in "sheet 3" of these drawings. The other curve that has completely escaped Council's attention is the one between the two ends of Annam Road, below the retirement village. Fix those two curves and test the result before making any other changes.</p>
127	No Comment
128	We have too many speed humps in Northern beaches already. Spend the money improving roads and building bike paths - not creating obstacle courses. Why isn't the bike path around the Bilgola bends built yet? We were told there isn't enough council funds - but there is enough for more speed humps?
129	We NOT need any more speed bumps in the area. The bike lanes are a great idea as so many cyclists are about and enables safe passing of same.
130	I do not support the proposed traffic calming measures on Pittwater Road and Cabbage Tree Roads. I use these roads daily and don't believe that speed humps would improve safety and would be extremely annoying to those people who regularly use these roads.
131	I use these roads regularly and strongly object to the proposed raised thresholds. I believe these are appropriate in parking lots but not on main thoroughfares with a high volume of traffic. 'Speed bumps' and 'calming devices' can create dangerous situations with motorists suddenly, braking, swerving or hitting them too fast - all which interferes with the normal and safe flow of traffic. To improve road safety, consideration should be given to widening of these roads and repairing pot holes. To control speeding and dangerous driving, I'm more in favour of installing speed cameras and police patrolling the area more often.
132	This will slow the traffic considerably in all directions. The slowing on Pittwater Road is not justified and will create problems not solve them.





No.	What DON'T you like about the proposal?
	<p>The other changes on Cabbage Tree Road should only focus on the accident area. Ian Thomas</p>
133	<p>Raised platforms outside Bayview Gardens and No. 12 appear to be too narrow for vehicles to pass (i.e one way traffic only). Inadequate sight lines of around 50m. Proposed signage is confusing and inadequate. No passing is likely to create traffic queues around the corners and additional warning signs should be extended past the corners. On the south west end a 35km/hr dog leg sign is proposed where a 25km/hr raised platform no passing sign is required to give some warning in time. Signage should include aged pedestrians. The 35km/hr dog leg advisory speed is not appropriate when there is a 25km/hr hazard in the area covered by the sign. Guardrails are required to provide protection from collision with all trees close to the roadway not just the small section opposite Beaumont Cres. without losing existing long term parking areas.</p> <p>Proposed paving and guttering appears to encroach on the already inadequate layback at the entrance to Bayview Gardens.</p> <p>The proposal is likely to lead to more accidents and noise near the retirement village.</p> <p>A Gull Wing at the entrance to Bayview Gardens with pedestrian island would both calm traffic and improve vehicle and pedestrian safety.</p>
134	<p>What on earth is this for. Perhaps the Council considers damaging the suspension of most vehicles to be a way of reducing traffic flows? These so called calming measures have exactly the opposite effect. They frustrate motorists and force them to use other routes, thus causing jams on other roads out of the Peninsular, let alone intolerance and anger of motorists. What research does the Council base these apparently random decisions on? There are few exits from the upper Northern Beaches already, why complicate and cause the exit to be even slower than it is.</p> <p>And while on this subject. Mona Vale road upgrade was opened in 2023. Why is there still a 60 kph limit on the road? For goodness sake get on with allowing free traffic flows in the community.</p>
135	<p>I believe that these types of measures only create a mess and do nothing to improve safety. People who drive badly and dangerously will still do so. Most of the accidents on that stretch have been by teen age men in the wet. These will make it more dangerous for them and achieve no positive outcome.</p>





No.	What DON'T you like about the proposal?
136	Everything ...
137	You can't build thresholds or speedbumps without them developing potholes at the on and off points, causing damage to vehicle suspension and generating noise to locals. The potholes are not maintained and evidence is council wide.
138	This makes absolutely no sense to put a 'threshold' on Pittwater Road - its like you have extra money and you didn't know where to spend it. What is the point of a single threshold at at location. Coming into and out of the roundabout traffic needs to flow not be slowed. This is not something needed or required.
139	Unnecessary, drive to the speed limit and no drink or drugs. Remove the obituary garden, is distraction and immortalising bad behaviour as heroic
140	I've never encountered a problem and I live in the immediate area. I think it's money not well spent. Cyclists will not ride in single file to go in the cycle lane proposed. I would think the real issue is the school students walking from cabbage tree road along Pittwater road do not have any path along the golf course. The verge is often unmaintained and long grass grows there forcing the students to walk along the road often in pairs.
141	It makes no sense to have a 'raised threshold' on Pittwater Road. This road needs to flow freely not be traffic slowed. And one threshold makes no sense. There is no known issue with speed this close to the roundabout.





Document administration	
Version	1.0
Date	28 May 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.

GEOCODES: -33.631520, 151.326769

REPORT

BACKGROUND

Council has received concerns from local residents regarding road safety due to parked cars on both sides on Park Avenue, Avalon Beach. There was a report of collision accident with parked cars near 43 Park Avenue where there is an existing speed hump. The crash was allegedly due to the vehicle speed and poor nighttime vision with malfunctioning streetlight. The streetlight has been reported to Ausgrid and is indicated to be working at the time of drafting this report.

LOCATION

- Park Avenue is a local road with a 50km/h speed limit, and a road pavement width of approximately 7m between kerbs.
- Kerb and gutter exists on both sides of the road, however the footpath has been constructed only on the northern side.
- The section of Park Avenue under consideration is near the intersection with Sanctuary Avenue and Elvina Avenue.
- Parking is prohibited beyond this intersection (north) with two-way barrier lines (double dividing lines), where Park Avenue is a steep downhill slope.
- An existing speed hump is installed roughly 15m south of this intersection to reduce vehicle speed. There is two-way barrier line extending from the speed hump to the intersection, but not in the other direction. This means parking is unrestricted on both sides to the south.
- Item 4.10 at the Local Traffic Committee meeting on 7 June 2022 discussed and approved No Parking at the bends outside No. 14 to 22 Park Avenue due to safety concerns.

ISSUES

Vehicles may lose control when running into the speed hump at a higher-than-desirable speed and collide with parked vehicles that are too close to the speed hump. Drivers may lack the space to correctly align their vehicles if they do not go over the speed hump in the correct angle.

PROPOSAL

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

- Install 15m of Two-way Barrier Line (BL2) to the south of the speed hump. With two driveways immediately on the southern side of the road, the proposed double dividing line is expected to remove 2 parking spaces on the eastern side outside No. 30.

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 77 properties within the immediate vicinity of the location providing notification of the proposed changes. There was only 1 response supporting the proposal and requesting additional No Parking restriction through a traffic enquiry besides the initial request. The response is noted in Attachment 2 – Table of Consultation.

ITEM 4.15 PITTWATER WARD - PARK AVENUE, AVALON BEACH - TWO-WAY BARRIER LINE EXTENSION

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

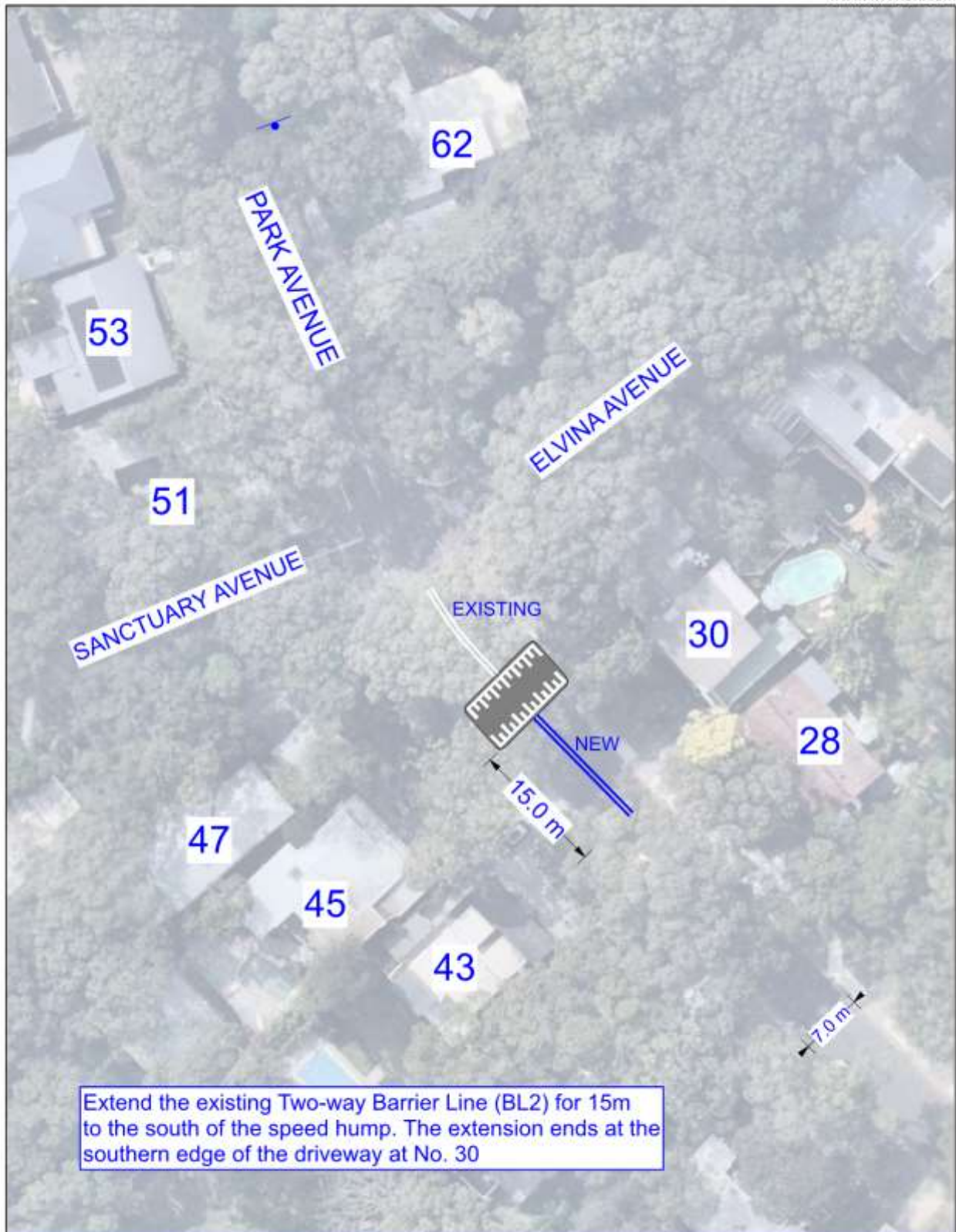
The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Extension of Two-way Barrier Line (BL2) for 15m to the south of the speed hump at 43 Park Avenue, Avalon Beach.

Reporting officer	Traffic Officer
TRIM file ref	2024/498671
Attachments	1 Plan 2 Table of Consultation



Extend the existing Two-way Barrier Line (BL2) for 15m to the south of the speed hump. The extension ends at the southern edge of the driveway at No. 30



	PROPOSAL						
	Park Avenue, Avalon Beach Two-way Barrier Line Extension						
	DRAWN	LC	APPROVED	PD			
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	19/03/2024	

Table of Consultation

Address	Park Avenue, Avalon Beach
Proposal	Two-way Barrier Line Extension

Properties Consulted	77
Responses Received	1
Support	1
Do Not Support	0

Issue	Resident Comment	Council Response
Support and Request Restricting Parking to One Side Only	<p>We agree dividing lines extension is a needed addition as per your letter. Also would like to add this street is extremely narrow from No. 12 down the hill and at various times during the day is parked out on both sides with the bend in the road from No. 10 to No. 8 obscuring the view from both directions at times one of confronting drivers can be forced to reverse a large distance to pull over.</p> <p>Add to this visitors parking up to driveway entrances making it difficult to reverse if another car is parked opposite driveway. I feel a review of this street could be warranted.</p>	<p>The proposed extension of the two-way barrier line aims to improve traffic safety as vehicles enter Park Avenue from the north and makes it easier for drivers to negotiate the speed hump without the interference from parked vehicles.</p> <p>Council would like to retain as much parking capacity in an area of high demand. Parked cars also reduce vehicle speed in general and contribute to a safer condition for other road users such as pedestrians. Further parking restrictions can be investigated as Council monitors this area.</p>

ITEM 4.16 PITTWATER WARD - PACIFIC ROAD, PALM BEACH - NO STOPPING AND INTERSECTION LINEMARKING
--

GEOCODES: -33.598610, 151.320717

 -33.600602, 151.322097

 -33.603176, 151.323895

 -33.602925, 151.328187

REPORT

BACKGROUND

Council has received concerns from local residents regarding persistent illegal parking on Pacific Road that affects access to fire hydrants and negatively affects the traffic safety near several intersections. It is critical to ensure access to fire hydrants in case of emergencies.

LOCATION

- Pacific Road is a Local Road that serves as one of the collector roads in the Palm Beach transport network. It carries mostly residential traffic north/south.
- Pacific Road is roughly 1.8km long in total, leading to Barrenjoey Road via Palm Beach Road at its northern end, and to Whale Beach Road via Norma Road at its southern end.
- Pacific Road is a winding road that consists of numerous curves and ascends/descends.
- The road width is generally 7.0 – 7.5m, supporting two-way traffic. There are no pavement markings on Pacific Road except a few 40km/h markers to indicate the speed limit.
- Majority of the road section has kerb and gutter on both sides (sometimes mountable kerb) except the section east of Bynya Road and near the intersection with Ebor Road.
- There is no existing footpath on Pacific Road. Due to the visibility constraint and vegetation, it is not feasible to construct footpath for most parts of this road.
- School Buses 716n and 717n travel through the section east of Bynya Road, between Rock Bath Road and Norma Road.

ISSUES

Due to the limited road width and geometry, there are several locations where persistent illegal parking activities could lead to hazardous traffic conditions. Council also received concerns for fire blocked hydrant access by parked vehicles, despite existing road markers pointing towards the hydrant locations.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of No Stopping Continuous Yellow Kerb Lines (NS1) and Two-way Barrier Lines (BL2) at some critical locations (e.g., road curves and intersections) where the reported issue is most prevalent and hazardous.

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 98 properties within the immediate vicinity of the location providing notification of the proposed changes. No response was received during the consultation period.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Extension of existing No Stopping Yellow Kerb Line (NS1) at No. 163 Pacific Road by 40m to the east, and installation of a separate 6m at the northern edge of No. 163's northern driveway to prevent parking at the fire hydrant location.
2. Installation of No Stopping Yellow Kerb Line (NS1) at the T-intersection of Pacific Road and Canara Place. The lines will run 15m north of the intersection on Pacific Road, and 10m in the other directions to reinforce the statutory distance.
3. Installation of Two-way Barrier Lines (BL2), Give Way Lines, and No Stopping Yellow Kerb Lines (NS1) at the T-intersection of Pacific Road and Ralston Road.
4. Installation of Two-way Barrier Lines (BL2) and Give Way Lines at the T-intersection of Pacific Road and Bynya Road.

Reporting officer	Traffic Officer
TRIM file ref	2024/511027
Attachments	1 Plan



ITEM 4.17 PITTWATER WARD - FOREST ROAD, WARRIEWOOD - RAISED PEDESTRIAN CROSSING

GEOCODES: -33.682855, 151.285959

REPORT

BACKGROUND

Development approval has been granted for an increase in student numbers at Mater Maria Catholic College located at 5 Forest Road, Warriewood. One of the conditions of consent requires the developer to "...provide a safe pedestrian crossing facility between the pedestrian access point at the College and the northern footpath on Forest Road, east of the driveway serving No. 2 Forest Road. This facility is to include, but is not limited to, signage, line marking and kerb blisters to ensure compliance with the requirements of AS 1742.10-2009 Manual of Uniform Traffic Control Devices – Pedestrian Control and Protection.

The design and construction shall be in accordance with Council's standard specifications.

Detailed designs demonstrating compliance are to be submitted to and approved by Council through an application to the Northern Beaches Council Local Traffic Committee."

The developer's traffic consultant has prepared a design and lodged it for consideration by the Traffic Committee.

LOCATION

Forest Road is a local road of approximately 180m in length running in an east west direction between Macpherson Street and its end point at Mater Maria Catholic College. It is of variable width but 8.5m in width at the point where the pedestrian crossing is proposed. Parking is permitted on both sides of the road with an indented parking bay present along much of its southern side. School buses use the street but there are no kerbside bus stops on the street with buses picking and dropping off students from within the school property.

ISSUES

- 2min P parking restrictions are present on both sides of Forest Road which cater for kiss and drop activity during the before and after school periods.
- The presence of the kiss and drop restrictions, the presence of footpaths on both sides of Forest Road together with the increased pedestrian activity generated by the increase in student numbers means that there is a need for a safe location on Forest Road.
- The raised crossing must be located where it does not interfere with turning movements from adjacent driveways
- The crossing must also be located within close proximity to the school to ensure it caters best for the pedestrian movement desire line

PROPOSAL

Council has undertaken a review of the submitted design and the relevant issues and recommends that the submitted design be approved for construction by the developer.

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 will assist pedestrians crossing Forest Road and link existing walking paths on either side of Forest Road

CONSULTATION

Consultation was undertaken as part of the process for the approval of Development Consent (DA2021/2083) and subsequent modification (Mod2023/00262) which was granted by the Council on 20 July 2023.

Notification letters will be distributed to properties within the immediate vicinity of the location, providing notification of the proposed changes.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded by the developer.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 12 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Approval of the design for the raised pedestrian crossing and associated signposting and linemarking changes on Forest Road east of the driveway serving No. 2 Forest Road and noting that the works will be completed by the developer at their cost.

Reporting officer	Traffic Engineering Coordinator
TRIM file ref	2024/517940
Attachments	1 Plan

5.0 MATTERS FOR NOTATION

ITEM 5.1 REPORT - 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:

TRANSPORT FOR NEW SOUTH WALES CONTROLLED ROAD NETWORK			
General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>July 2023 Item 6.3</p>	<p>Forest Way, Belrose – pedestrian safety</p> <p>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.</p> <p>An extension of the 40km/h School Zone is being considered for Wakehurst Public School, i.e: lengthen it to extend to Forest Way and potentially onto Forest Way.</p> <p>Samantha Morley advised that a review of an extension of the 40km/h School Zone is being reviewed by TfNSW which will take some time to be assessed.</p> <p>7/5/24 – Samantha Morley confirmed that TfNSW are also looking at traffic signals, lighting and fencing at this location. Plan to have this resolved for the June LTC meeting.</p> <p>Phil Corbett noted that his request to have the Member for Davidson, Matt Cross copied into relative correspondence had been recorded, however, his request to also be copied in via his personal email had been omitted. He requested that this be added to the items listed under Matters for Notation - Ongoing Actions Update.</p>		

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>General Business Agenda Item</p>	<p>4/6/24: Samantha Morley advised that this matter is still with the TfNSW Road Safety Team and she will follow this up with them before next month's LTC meeting and advised the road has been resurfaced recently around the traffic lights.</p> <p>2/7/24: Samantha Morley advised this matter is still being investigated. She also noted that further line marking work was still to occur at the Glen Street intersection following recent re-sealing work.</p> <p>It was further advised that should MP representatives have further enquiries on this and other State Road matters, they should contact TfNSW directly through the usual MP channels of communication.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p><i>2/7/24</i> Pending</p>
<p>October 2023 Item 6.3</p>	<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</p> <p>9/4/24: Phil Devon advised that it's up to TfNSW to approve as it is the responsibility of TfNSW and Parks, however, he has visited the site and noted the work has been undertaken by parties unknown.</p> <p>Samantha Morley advised she will organise the TfNSW Asset Team to investigate this matter.</p> <p>7/5/24: Phil Corbett noted that his request to have the Member for Pittwater, Rory Amon copied into relative correspondence had been recorded, however, his request to also be copied in via his personal email had been omitted.</p> <p>He requested that this be added to the items listed under Matters for Notation - Ongoing Actions Update.</p> <p>4/6/24: Samantha Morley advised that this matter is still with the TfNSW Road Safety Team and she will follow this up with them this Thursday and will update Phil Devon before next month's LTC meeting.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p><i>2/7/24</i> Pending</p>

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>March 2024 Item 6.2</p>	<p>Government Road and Warringah Road, Beacon Hill – Traffic signals safety improvements</p> <p>Staff have requested TfNSW review the rear-end crash history and design of signals at the corner of Government Road and Warringah Road intersection to determine whether any changes can be made to improve safety.</p> <p>4/6/24: Samantha Morley advised that this matter is still with the TfNSW Network Operations Team and she will follow this up with them before next month's LTC meeting.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>2/7/24 Pending</p>
<p>June 2024 Item 6.3</p>	<p>Condamine Street, Balgowlah – road resurfacing request</p> <p>Adele Heasman advised that there are 3 very large potholes in Condamine Street, in the middle northbound lane between Kenneth Road and King Street and requested for this section of Condamine Street be resurfaced.</p> <p>Samantha Morley advised that she will speak to the TfNSW Maintenance Team to investigate these potholes and request they be made safe and repaired as soon as possible.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>2/7/24 Pending</p>

NORTHERN BEACHES COUNCIL CONTROLLED ROAD NETWORK

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>November 2023 Item 6.2</p>	<p>Ponsonby Road, Seaforth - Roundabout</p> <p>Adele Heasman advised that this matter has been ongoing and related to a request for measures to improve pedestrian safety on Ponsonby Road immediately west of the roundabout and to the roundabout itself.</p> <p>9/4/24: Phil Devon will present the results of the Traffic Counts at the next LTC meeting.</p> <p>7/5/24: Phill Devon advised that he is still waiting on the contractor to provide the traffic counts. He will present the results at the June LTC meeting.</p>	<p>Council</p>	

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
	<p>4/6/24: Phil Devon advised that he has discussed the solution improving pedestrian safety at this roundabout intersection with his Traffic Team in regard to installing combined traffic lights and a pedestrian crossing, and he noted that funding may be available as it is located in a school zone.</p> <p>Adele Heasman requested this matter be escalated as the proposed traffic signals are the safest option for pedestrian safety and she advised that James Griffin MP will provide a letter of support to TfNSW, requesting their assistance to fund the installation of traffic lights.</p> <p>It was agreed that Phil Devon write to TfNSW requesting funding for traffic lights and Adele Heasman will provide the letter of support to accompany his letter. Phil Devon will update the Traffic Committee at next month's LTC meeting.</p> <p>2/7/24 – Phil Devon advised he has spoken with TfNSW who are reviewing the traffic modelling.</p> <p>Ongoing</p>	<p>Adele Heasman/</p> <p>Phil Devon</p>	<p><i>2/7/24</i> Pending</p>
<p>June 2024 Item 6.2</p>	<p>Condamine Street, Balgowlah - bus safety issue</p> <p>James Makasiale of Keolis Downer requested more Ranger presence in Sydney Road, cnr Condamine Street, Balgowlah, as people are parking their cars at a No Standing zone outside a café and almost colliding with the buses as they pull out.</p> <p>James Makasiale also requested whether the Traffic staff could investigate the possibility of changing the No Parking zone to a "Clearway" zone to stop cars parking there at all.</p> <p>Ranger Coordinator noted the issue and will patrol when resources available.</p> <p>2/7/24 – Michael Davey advised there has been Ranger enforcement activity. Samantha Morley also advised that TfNSW are reviewing what can be done for buses.</p> <p>Ongoing</p>	<p>Council</p> <p>TfNSW</p>	<p><i>2/7/24</i> Pending</p>

RECOMMENDATION

That the Traffic Committee supports the updated Actions Table

Reporting officer	Manager, Transport Network
TRIM file ref	2024/505162
Attachments	Nil

ITEM 5.2	REPORT - APPROVED WORKZONES
-----------------	------------------------------------

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.

Applicant	Location	Works Zone Length and Time	Requested Period
Ridenson Pty Ltd	71 Queenscliff Road, Queenscliff NSW 2096	Length: 23 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	26 June 2024 to 25 June 2025
MMX Projects Pty Ltd	8-28 The Corso, Manly NSW 2095	Length: 6 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	25 June 2024 to 16 July 2024
Enviropacific Services Limited	9 Taronga Place, Mona Vale NSW 2103	Length: 35 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	22 July 2024 to 4 August 2024
Multiplex Constructions Pty Ltd	19-21 South Steyne, Manly NSW 2095	Length: 16 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	2 July 2024 to 3 January 2025
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	29 July 2024 to 29 December 2024
Newport Homes Pty Ltd	30 Griffin Road, North Curl Curl NSW 2099	Length: 9 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	10 July 2024 to 10 October 2024
Soho Projects	29 Battle Boulevard, Seaforth NSW 2092	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	15 July 2024 to 07 October 2024
Tenacon Pty Ltd	48 Lawrence Street, Freshwater NSW 2096	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	16 July 2024 to 5 November 2024

RECOMMENDATION

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

Reporting officer Traffic Officer

TRIM file ref 2024/508497

Attachments Nil