



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 1 OCTOBER 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 Craig Sawyer
Member for Davidson Mr M Cross MP Representative	Mr Michael Lane
Member for Manly Mr J Griffin MP Representative	Mr Phil Corbett
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 Officers	

Visitor

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

to be held on Tuesday 1 October 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 3 September 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	5
4.1	Narrabeen Ward - Carawa Road, Cromer - Timed Parking.....	5
4.2	Narrabeen Ward - Relocation of Bus Zone and Timed No Parking Restrictions - Collaroy Plateau Public School, Collaroy Plateau	10
4.3	Narrabeen Ward - South Creek Road, Fisher Road North and Middleton Road - Roundabouts, Pedestrian Refuges and Upgrade of Pedestrian Crossing	14
5.0	MATTERS FOR NOTATION	37
5.1	Ongoing Actions Update	37
5.2	Approved Works Zones	43

NEXT MEETING Wednesday 6 November 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 3 SEPTEMBER 2024

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee Meeting held on 3 September 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 NARRABEEN WARD - CARAWA ROAD, CROMER - TIMED PARKING

GEOCODES: -33.740698, 151.281461

REPORT

BACKGROUND

Council has received concerns from local residents regarding the long-term parking of vehicles including a caravan on the northern side of Carawa Road, Cromer. The unrestricted parking restrictions do not meet the needs of all the adjoining business and do not provide sufficient parking turnover for customers, residents and visitors accessing the area.

LOCATION

- Carawa Road is a regional road carrying high traffic volumes and links traffic from Willandra Road to Fisher Road.
- The road has a 50km/h speed limit, with some sections shifting to 40km/h during school zone times.
- Carawa Road is approximately 12m wide between kerbs, with a constructed footpath on one side of the road.
- Carawa Road is a bus route for the school bus services 600n 601n, 605n, 606n, 621n, 637n, 649n, 657n, 672n, 680n, 684n, 697n, 698n, 706n, 720n, 725n, 728n, 732n, 752n, 753n, 768n, 774n, 781n. Carawa Road between Alfred Street and Tennyson Road is the bus route for the services 146, E79 and the 179 (which travels the route five minutes in peak hours).
- Fisher Road North is a local road carrying low to medium traffic volumes and provides a north-south connection between Cromer and Narrabeena. The road carriageway averages 11 metres and the speed limit of the road within this section is 50km/h.
- The surrounding area along Fisher Road North is low density residential housing and is located within close proximity to Cromer High School, Cromer Public School, James Morgan Reserve, St Matthews Farm Reserve, Cromer Park and Cromer Industrial area.
- There are existing dividing lines and a statutory No Stopping Unbroken Yellow Kerb Line located at the intersection of Carawa Road and Fisher Road North that restricts parking from No.2 Carawa Road and extends approximately 62 metres to the bus stop located outside No.162 Fisher Road North, Cromer.
- There are existing pedestrian kerb ramps and a pedestrian refuge island located outside No.2 Carawa Road on Fisher Road North and Council is currently installing a new roundabout at the intersection of Carawa Road and Fisher Road North.

ISSUES

- Parking use in Carawa Road is shared between the businesses, customers and staff. The variety of businesses in Fisher Road North have different parking needs and some businesses have requested additional on-street timed parking for their customers.
- Limited access to and turnover of on-street parking caused by the long-term parking of a caravan.
- Difficulty attracting businesses to retail space due to limited on street parking options available.

PROPOSAL

Council has undertaken a review of the location and proposes to install Four Hour (4P) 8am – 6pm MON-SAT timed parking restrictions approximately 20 metres in length outside No.2 Carawa Road, Cromer. The proposed restrictions will increase parking turnover and prevent long term parking of boat and box trailers and caravans on the commercial frontage.

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.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of a Four Hour (4P) 8am – 6pm MON-SAT timed parking restriction approximately 20 metres in length outside No.2 Carawa Road, Cromer.

Reporting officer	Traffic Officer
TRIM file ref	2024/398705
Attachments	1 Carawa Road, Cromer - Plan 2 Carawa Road, Cromer - Table Of Consultation



Table of Consultation

Address	<u>Carawa Road, Cromer</u>
Proposal	<u>Timed Parking</u>

Properties Consulted	25
Responses Received	17
Support	2
Do Not Support	15

Issue	Resident Comment	Council Response
Affects residents	<p>We are not permitting this proposal to go ahead. I work for Sunnyfield and it will make our job very difficult because we park our car all day to service the clients.</p> <p>We use Sunnyfields vehicles to take our clients out therefore we only move our car when we finish our shifts which is usually 8 to 11 hours.</p> <p>We can not afford to move our car every 4 hours due to our responsibility and would not leave the clients unattended on their own. We cannot jeopardise our clients welfare and safety. NO PLEASE!!!</p>	<p>Carawa Road 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>There is local businesses operating in the area and timed parking proposal offers the opportunity of parking turnover.</p>
Loss of parking	<p>This will do nothing but clog up parking further along Carawa Road.</p> <p>There is ample parking for caravans and trailers along Fisher Road outside the community centre. Maybe Council could sticker the offending vehicles and suggest they park on Fisher Road.</p>	<p>The timed parking restriction provides residents and visitors parking opportunities accordance with NSW Road Rules.</p> <p>Council Rangers can investigate any illegal parking consistent with NSW Road Rules.</p>

**ATTACHMENT 2 : CARAWA ROAD, CROMER - TABLE OF CONSULTATION - ITEM 4.1 - NORTHERN BEACHES
COUNCIL LOCAL TRAFFIC COMMITTEE - 1 OCTOBER 2024**

<p>Additional Comments</p>	<p>There is no history of vehicles being parked long term in this location. There is only one business nearby with plenty of parking available within a short walk.</p> <p>Adding timed parking will create issues for residents further along Carawa Road particularly on days when there is activity on the sports field, and disadvantage residents who may park there.</p> <p>The majority of the time it's not full with cars with plenty of parking. I don't see any reason why you'd restrict parking for local residents for the sake of potentially any business in the area, given there isn't really any.</p> <p>One can only assume the request has come from the developer on the corner who currently has the majority of their retail space vacant. They developed the land with no parking restrictions so shouldn't expect the residents to have restrictions put in place because they choose to develop the area.</p>	<p>Carawa Road 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>There is local businesses operating in the area and timed parking proposal offers the opportunity of parking turnover.</p>
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ITEM 4.2 NARRABEEN WARD - RELOCATION OF BUS ZONE AND TIMED NO PARKING RESTRICTIONS - COLLAROY PLATEAU PUBLIC SCHOOL, COLLAROY PLATEAU

GEOCODES: -33.732997, 151.292546

REPORT

BACKGROUND

Council has received concerns from Collaroy Plateau Public School for changes to the parking restrictions near the school entrance on Plateau Road. At present, vehicles can park on an unrestricted basis immediately north and south of the school driveway. Investigations have revealed that the existing bus zone is too short and terminates at the bus shelter without leaving a 10m departure area as required for the bus to safely pull out from the kerb. There is also an existing timed No Parking zone which commences 6m south of the school driveway. These anomalies effectively mean vehicles can park all day immediately north and south of the school driveway which is inappropriate so close to the school.

LOCATION

- This section of Plateau Road is approximately 9.8m wide that carries two-way traffic flows while allowing kerbside parking on both sides subject to relevant parking restrictions.
- The bus stop and shelter on the eastern side of the road is located roughly 15m north of the school driveway, with the bus zone ending immediately past the bus stop. A raised pedestrian crossing with kerb blisters is located roughly 25m north of the bus stop.
- The bus stop is used by 180 Collaroy Plateau to Warringah Mall services and several school bus services.
- The timed No Parking restriction on the eastern side of Plateau Road starts 6m south of the school driveway for roughly 46m until the power pole (past the intersection with David Road). The restriction applies during School Zone hours on school days.
- There is unrestricted parking on the western side of Plateau Road, except where No Stopping applies near the pedestrian crossings and existing Bus Zone near the bus stop outside No. 54 Plateau Road, Collaroy.

ISSUES

Inconsistent parking restrictions between the school driveway and the existing Bus Zone / Timed No Parking area, leaving two unrestricted parking spaces that affect visibility and road safety.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to relocate the Bus Zone and Timed No Parking restriction signs next to the school driveway for a more consistent parking arrangement. Note that the existing Bus Zone length does not comply with the minimum requirement and needs to be extended in the departure direction.

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

PARKING IMPACT STATEMENT

This proposal will result in the following impact(s) and /or benefits to the provision of parking availability:

- One unrestricted parking space immediately north of the school driveway will be removed to cater for the standard Bus Zone requirement of 10m length in the departure direction.
- One unrestricted parking space immediately south of the school driveway will become No Parking during School Zone hours on school days, which is typical for similar locations near school entrances to facilitate safe and efficient pick-up/drop-off activities.

CONSULTATION

Consultation letters have been distributed to 25 properties within the immediate vicinity of the location providing notification of the proposed changes. All 3 responses are supportive of the changes as 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. Relocation of Bus Zone and Timed No Parking restrictions next to the school driveway.

Reporting officer	Traffic Officer
TRIM file ref	2024/631045
Attachments	1 Plan 2 Table of Consultation





	PROPOSAL				
	Collaroy Plateau Public School Relocation of Bus Zone and Timed No Parking				
	DRAWN	LC	APPROVED	JB	
	LAYOUT	1 OF 1	REVISION NO.	A	

Table of Consultation

Address	Plateau Road, Collaroy Plateau
Proposal	Relocation of Bus Zone and Timed No Parking Restrictions

Properties Consulted	25
Responses Received	3
Support	3
Do Not Support	0

Issue	Resident Comment	Council Response
Request for No Parking Motor Vehicles Excepted	It would be great if all the oversize trailers permanently parked on this road were banned too. So dangerous so close to a school	<p>While Council understands the road safety implications of long-term parking boats and trailers, the existing Timed No Parking restriction on the eastern side would prevent long-term parking boats and trailers on the school side and help maintain enough road width for two-way traffic during peak hours.</p> <p>At the current time, Council is not proposing to ban boat trailer parking for their rare occurrences. Should the issue cause any safety hazards or infringements of the Road Rules (for example, blocking the usable lane), Council Rangers may assist with parking enforcement depending on the urgency and their capacity.</p>

ITEM 4.3 NARRABEEN WARD - SOUTH CREEK ROAD, FISHER ROAD NORTH AND MIDDLETON ROAD - ROUNDABOUTS, PEDESTRIAN REFUGES AND UPGRADE OF PEDESTRIAN CROSSING

GEOCODES: -33.735276, 151.280126

REPORT

BACKGROUND

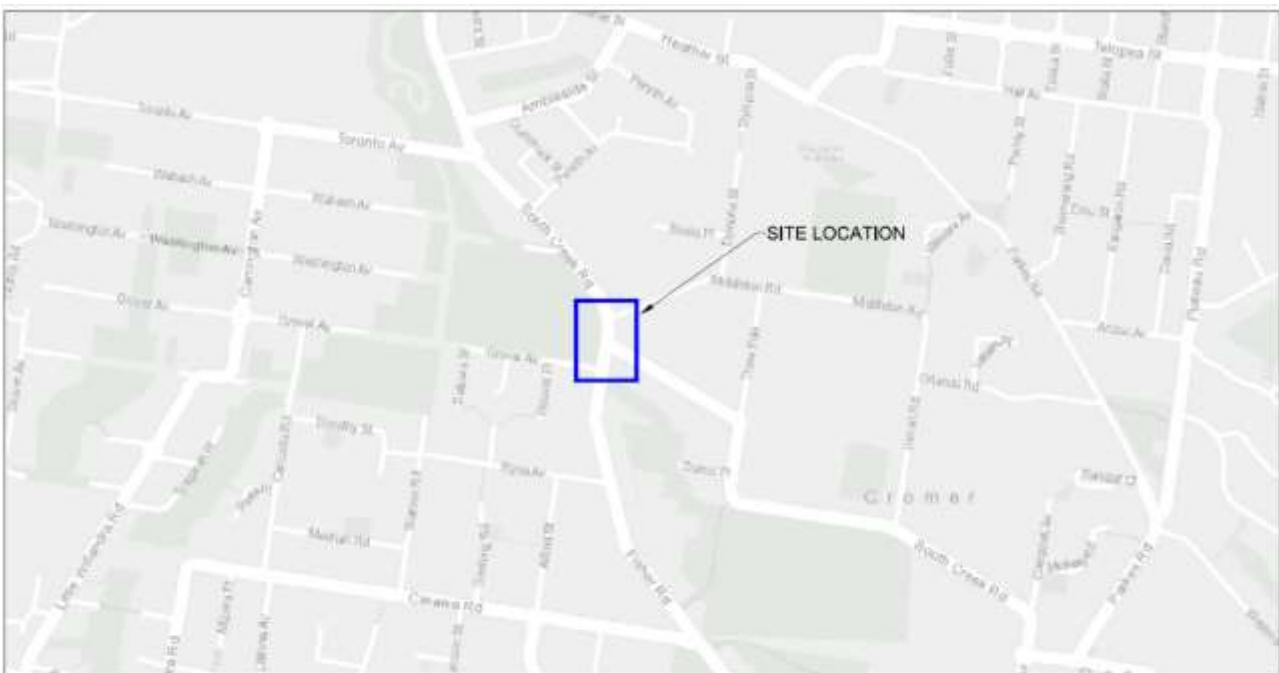
Council has received concerns from local residents, business owners and employees regarding traffic flow and for the safety of pedestrians and cyclists whilst trying to cross the road at the Middleton Road and South Creek Road Intersection.

The current road network spanning South Creek Road, Fisher Road North and Middleton Road in Cromer has a large volume of people walking, bike riding and driving through the area.

A roundabout at the Fisher Road and South Creek Road intersection with a pedestrian refuge on the eastern leg of the roundabout was previously approved at the March 2021 Traffic Committee.

An upgrade of the existing pedestrian crossing to a raised pedestrian was previously approved in October 2020 by the Traffic Committee.

LOCATION



LOCALITY PLAN
NOT TO SCALE

- South Creek and Middleton Road are local roads with a speed limit of 50km/hr.
- The intersection of Middleton Road and South Creek Road is within the walking catchment area for Cromer Primary School and Northern Beaches Senior School – Cromer Campus.
- These streets have mixed use - low density housing and industrial businesses.
- Middleton Road has a road width of approximately 13m and South Creek Road has a road width which ranges from approximately 11m to 13m.

- St Matthews Farm Reserve is a sporting field which is home to a variety of sports including junior and senior football, rugby league and baseball. It has recreational facilities which include a skate park and a half size basketball court.
- Shared paths exist on the Western and Eastern sides of South Creek Road, connecting Cromer to Dee Why via Cromer Park. Shared paths also connect South Creek Road to Northern Beaches Senior School – Cromer Campus.
- These shared paths are regularly used by both pedestrians and cyclists on weekdays to get to and from school and on weekends for recreational use.

ISSUES

- Moderate volumes of traffic travelling in all directions at this intersection make it a busy location to cross the road.
- There is a lack of pedestrian crossing facilities within close proximity to this intersection.
- A significant number of trucks service the local businesses in the area.
- Road users have expressed difficulty in turning from South Creek Road into Middleton Road and vice versa.
- Road users have also expressed difficulty in turning from Fisher Road North into South Creek Road and vice versa.

PROPOSAL

- 1.
2. Council has undertaken a review of the location and issues and proposes the following:
3.
 1. A roundabout at the intersection of South Creek Road and Middleton Road with pedestrian refuges on the northern and eastern legs of the intersection.
 2. Modifications to parking restrictions on the southern side of Middleton Road to include 18m of 15min Parking Mon-Sat
 3. Modifications to the existing ½ hr Mon – Sun, parking restrictions on the Northern side of Middleton Road to be amended to Mon – Sat.

Parking on Middleton Road is shared between the businesses, customers and visitors to the park. The variety of businesses in Middleton Road have different parking needs and one business has requested additional on-street timed parking for their customers due to the loss of parking. The proposed restrictions will increase parking turnover.

Note:

The proposal will be installed in conjunction with the approved roundabout and raised crossing at Fisher Road and South Creek Road intersection. The designs however, for the previously approved devices have been modified to enhance the performance of the dual roundabouts and to further improve pedestrian and cyclist safety.

The proposal will improve safety and connectivity for people walking and cycling. The upgrades will also improve vehicle flow, ease congestion, calm traffic and support freight movement in the Cromer industrial area.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The current proposal and modification to the previously approved facilities will improve access for people cycling as the design of the pedestrian refuges and the raised pedestrian crossing include provisions for cyclists. The proposal will not affect any future planned facilities.

- A safer environment will be provided for pedestrians walking along the shared paths and crossing the roads as the additional traffic calming devices will reduce traffic speeds in the area and reduce congestion. The pedestrian refuges will improve safety and access for pedestrians as they narrow the width of the lanes reducing the crossing distance. This makes crossing the road easier for pedestrians by allowing them to cross in two stages and deal with one direction of traffic flow at a time without adding to congestion by disrupting traffic flow. The proposal will not affect the pedestrian facilities or have any impact on walking paths.

PARKING IMPACT STATEMENT

The proposal of pedestrian refuges on Middleton Road and South Creek Road will result in the following impact to the provision of parking availability:

- Loss of two parking spaces on the northern side of Middleton Road
- Loss of two parking spaces on the southern side of Middleton Road
- Loss of one parking space on the northwestern side of South Creek Road

The addition of the previously approved Roundabout and Pedestrian refuge on Fisher Road North and South creek Road will result in the following impact to the provision of parking availability:

- Loss of four parking spaces on the northern side of South Creek Road
- Loss of three parking spaces on the southern side of South Creek Road

CONSULTATION

Consultation letters have been distributed by mail to 594 properties, by email to bus companies, URM, local schools and businesses within the immediate vicinity of the location, providing notification of the proposed changes. Letters were hand delivered and face to face discussions were held about loss of parking with the affected businesses.

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

Modifications to parking has been made to the proposal in response to business and respondents concerns for loss of parking.

FINANCIAL CONSIDERATIONS

1. If approved, this proposal will be funded from the 2024/2025 New Traffic Facilities Program.

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:

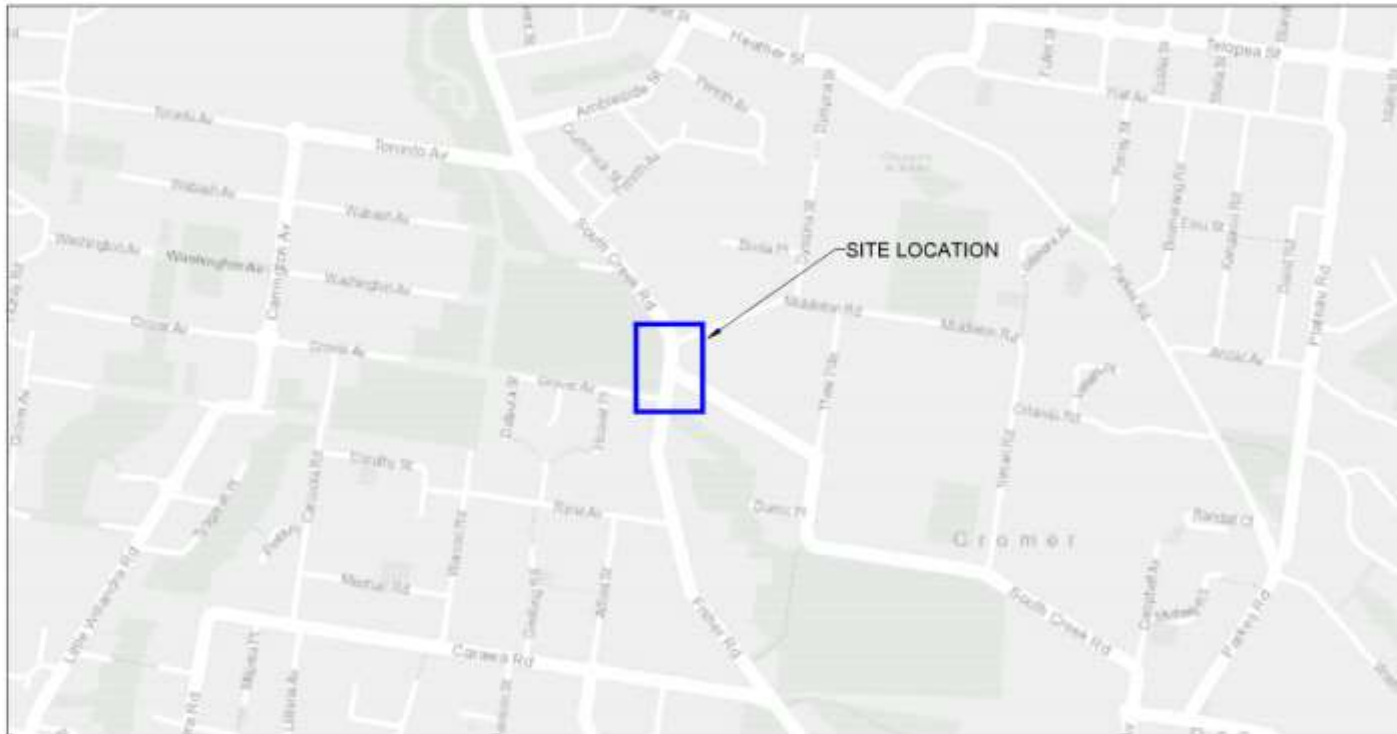
1. Installation of a roundabout at the intersection of South Creek Road and Middleton Road with pedestrian refuges on the northern and Eastern legs of the intersection.
2. Modifications to parking restrictions on the southern side of Middleton Road to include 18m of 15min Parking Mon-Sat

3. Modifications to the existing ½ hr Mon – Sun, parking restrictions on the Northern side of Middleton Road to be amended to Mon – Sat.

Reporting officer	Engineer - Traffic
TRIM file ref	2024/667579
Attachments	1 Plan 2 Community Engagement Summary Report - Improving Road Safety - Improving Road Safety - South Creek Rd, Fisher Rd North & Middleton Rd



ROUNDBABOUTS SOUTH CREEK RD AT MIDDLETON RD AND AT FISHER RD NORTH, CROMER



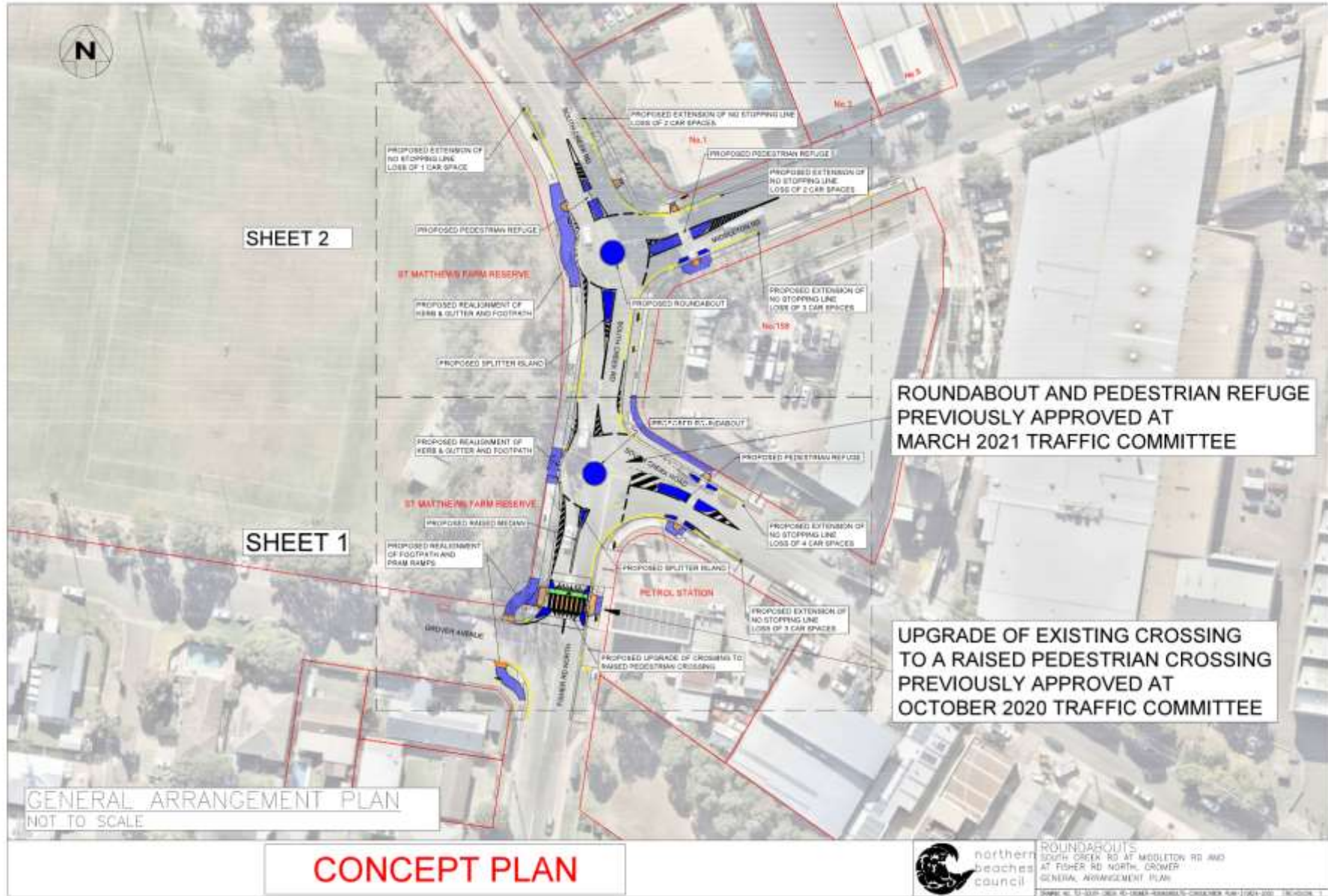
LOCALITY PLAN
NOT TO SCALE

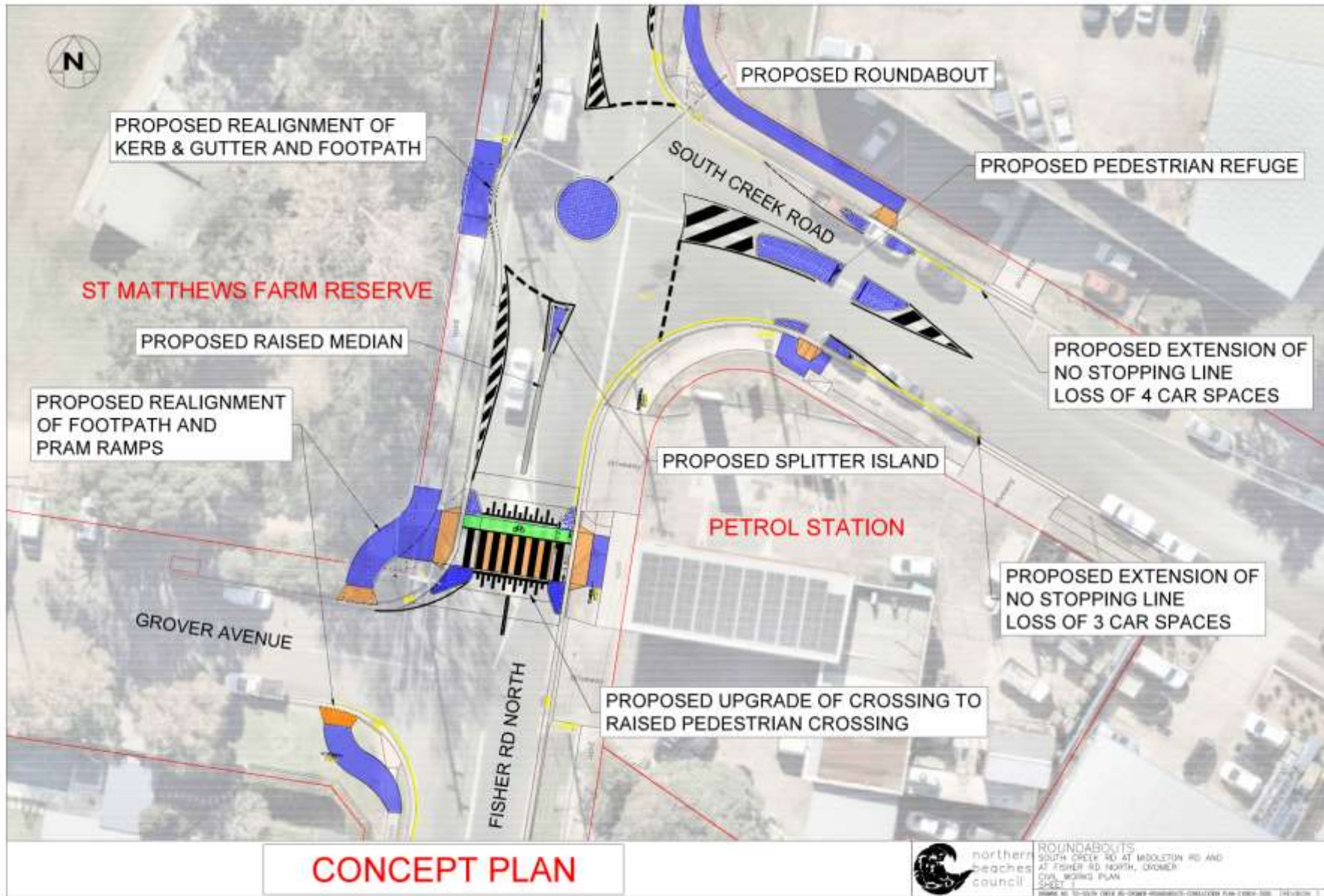
CONCEPT PLAN

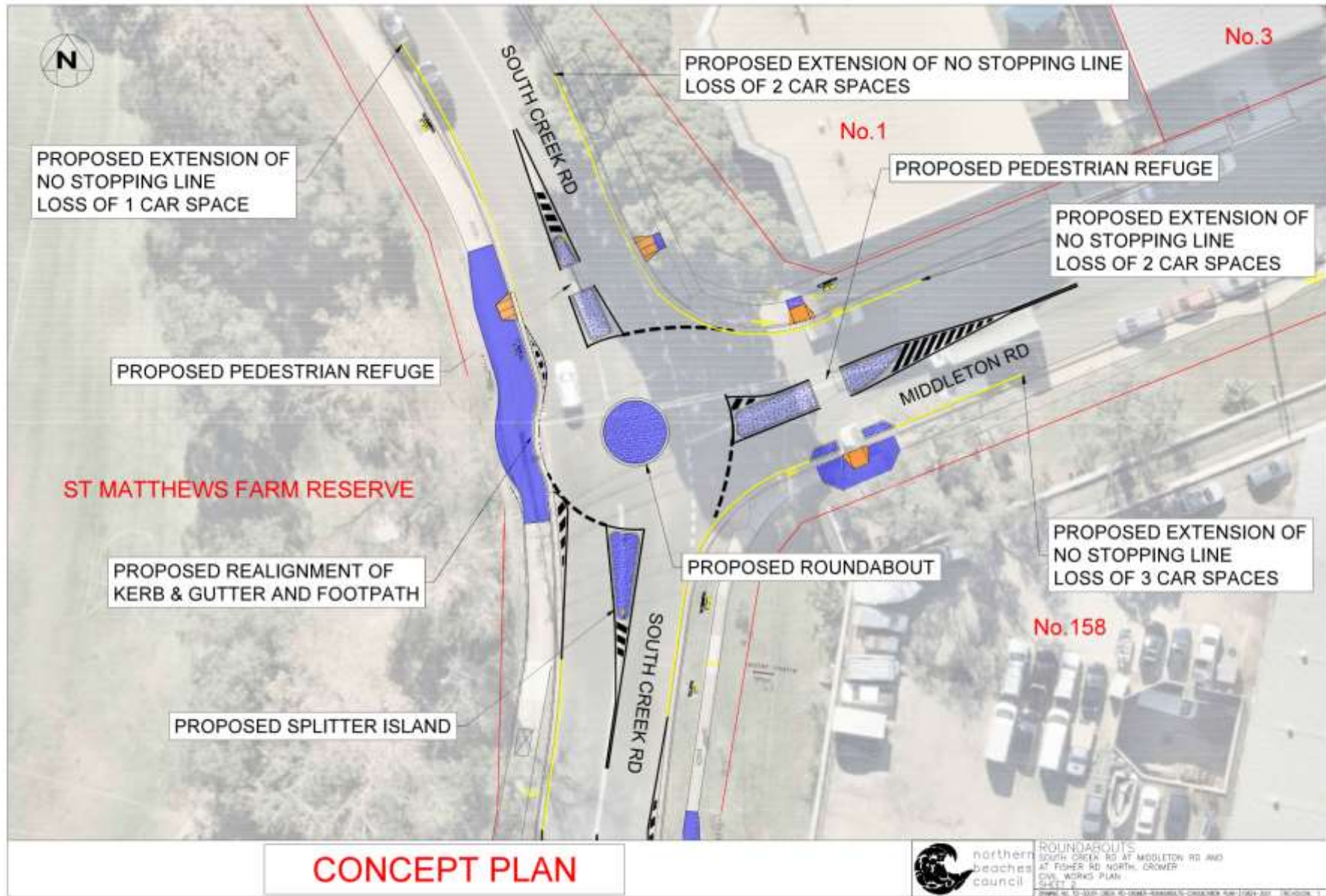


ROUNDBABOUTS
SOUTH CREEK RD AT MIDDLETON RD
AND AT FISHER RD NORTH, CROMER

DATE: 10/10/2024 10:42 AM BY: 2024-10-10 10:42 AM









Community Engagement Summary Report

Project name	Improving Road Safety - South Creek Rd, Fisher Rd North & Middleton Rd
Consultation period	22 August – 19 September 2024
Background	<p>The current road network spanning South Creek Road, Fisher Road North and Middleton Road in Cromer has a large number of people walking, bike riding and driving through the area. We are proposing road safety improvements at this location to increase safety and connectivity for people walking and cycling. The upgrade will also improve vehicle flow, ease congestion, calm traffic, support freight movement in the Cromer Industrial area, and enhance access to public transport.</p> <p>We propose to construct two new roundabouts and convert the existing zebra crossing into a raised pedestrian crossing. Both roundabouts will be engineered to accommodate heavy vehicles and will feature pedestrian refuges to enhance safety during crossing.</p> <p>List of works below:</p> <ol style="list-style-type: none"> 1. New roundabout at the intersection of South Creek Road and Middleton Road with pedestrian refuges on the northern and eastern legs of this intersection 2. New roundabout at Fisher Road North and South Creek Road intersection with pedestrian refuge on the eastern leg of the roundabout (previously approved at October 2021 Traffic Committee) 3. Replace existing zebra crossing on Fisher Road North with a raised pedestrian crossing (previously approved at March 2021 Traffic Committee). <p>An internal traffic modelling study has been conducted and supports the concept plan. This includes an analysis of traffic counts, pedestrian counts, road geometry, impact to speed and traffic delays.</p>
Engagement approach	<p>The engagement was planned, implemented and reported in accordance with Council's <u>Community Engagement Strategy (2022)</u>.</p> <p><u>A Your Say project page</u>¹ was established with information provided in an accessible and easy to read format. The proposal was exhibited for 28 days.</p>

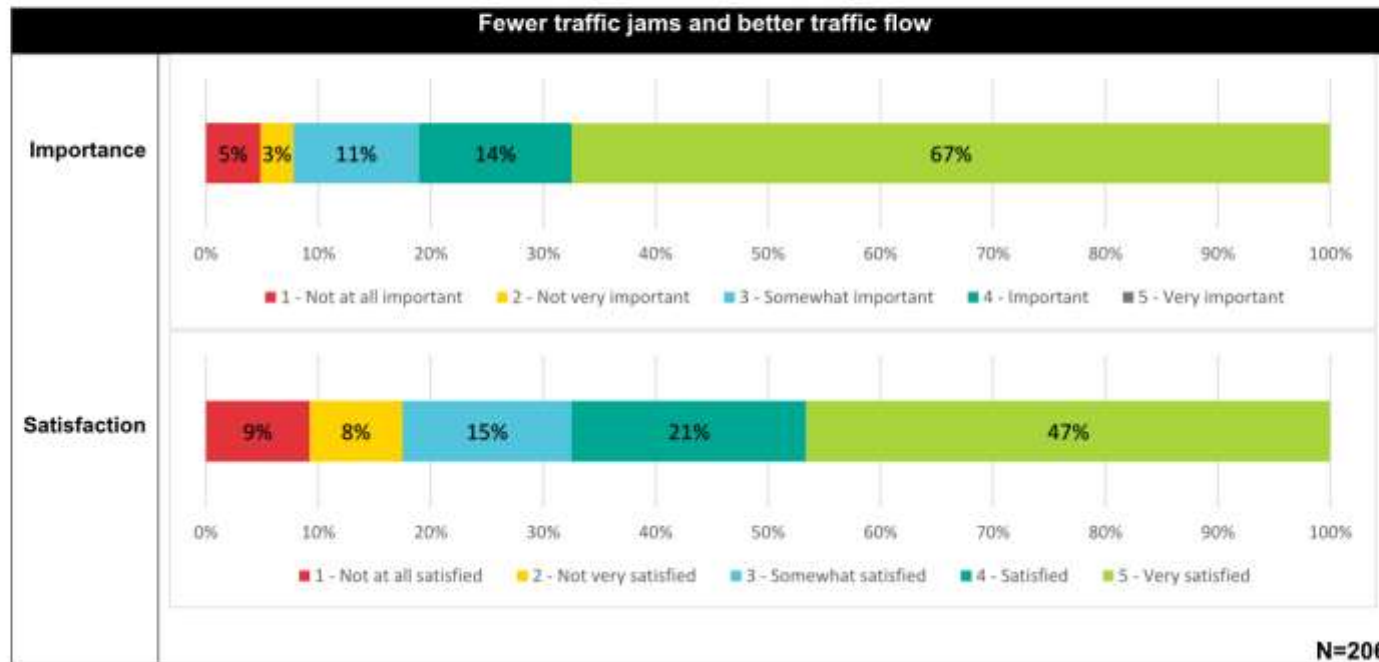
¹ <https://yoursay.northernbeaches.nsw.gov.au/improving-road-safety-south-creek-road-cromer>

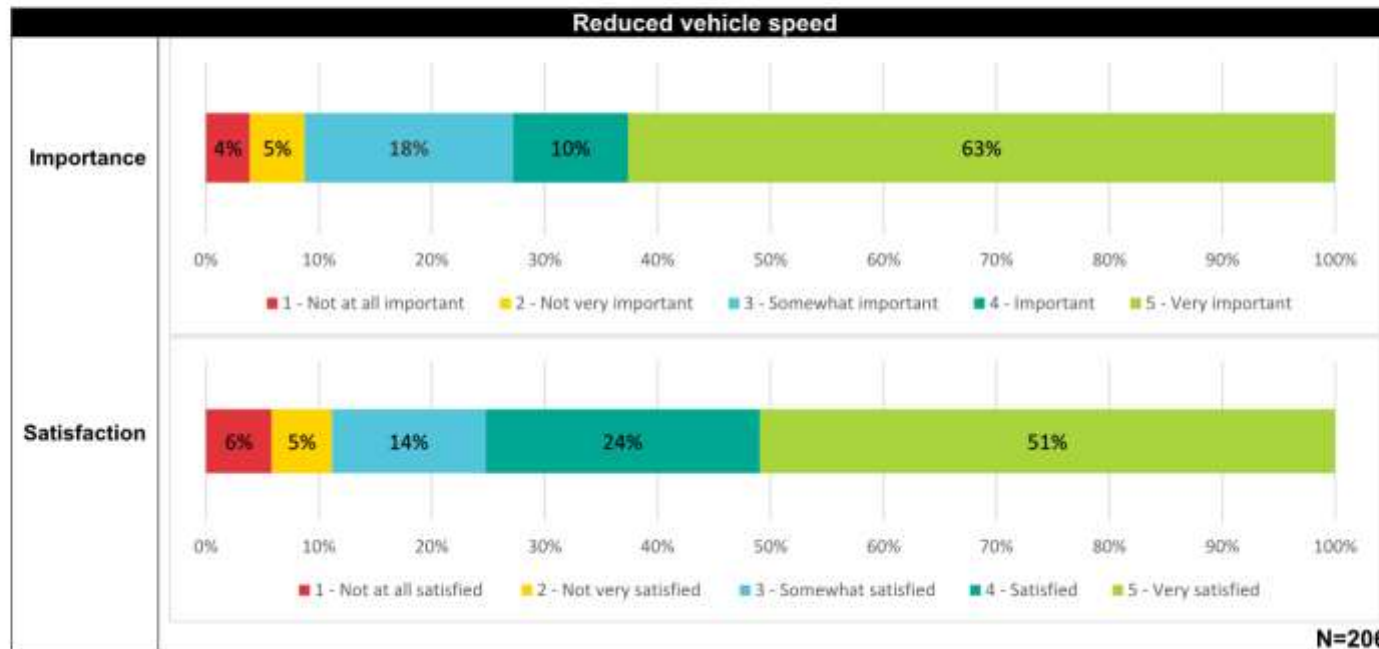


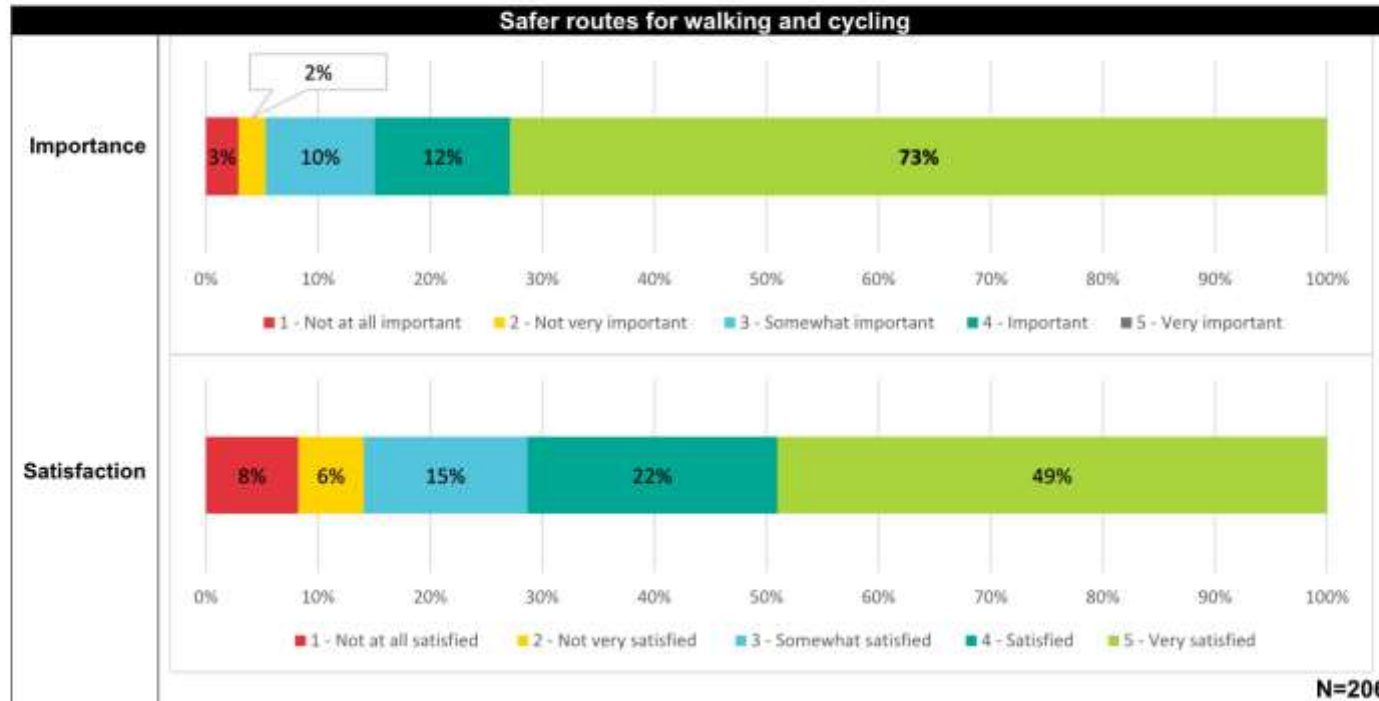


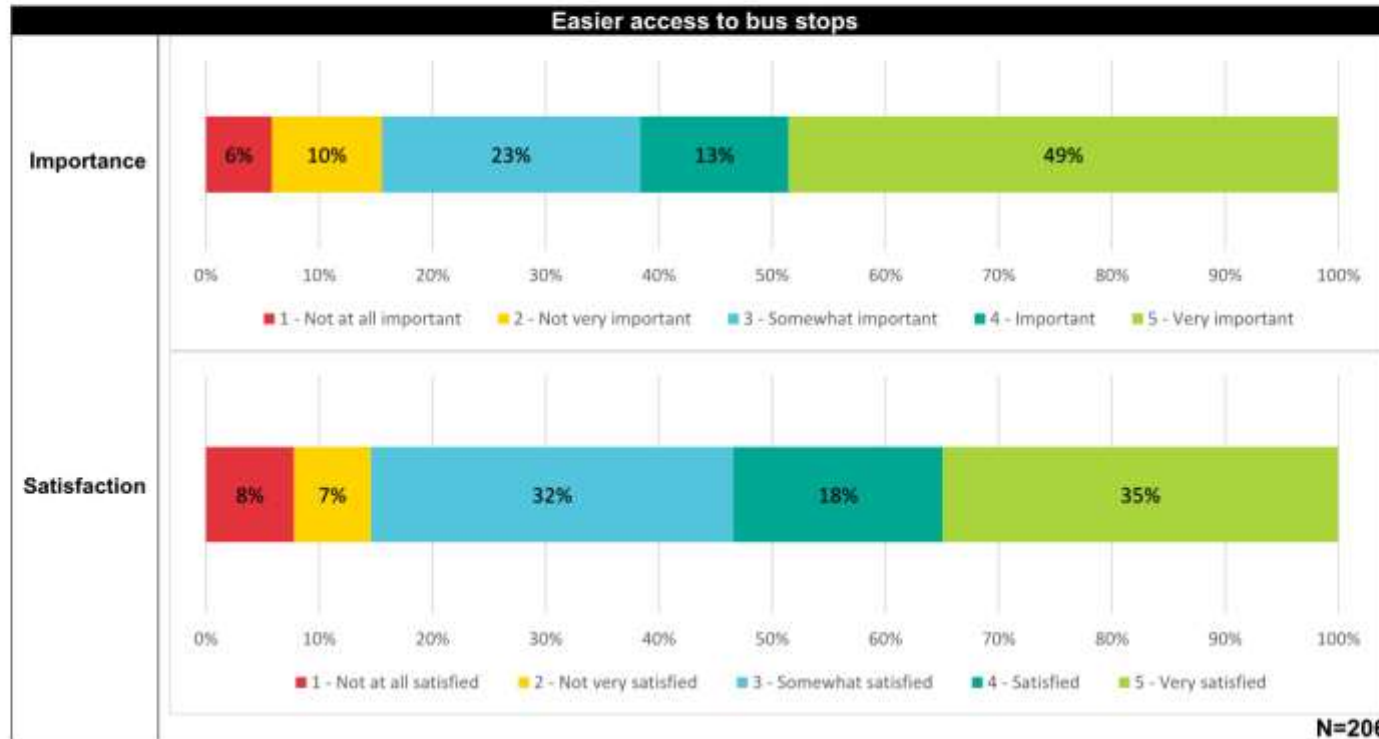
	<p>Local residents, business owners and key stakeholders received notification letters requesting feedback on the proposed changes. Site signage (8) was installed around the proposed site along with VMS boards to reach those travelling through and frequently visiting the area.</p> <p>The project was primarily promoted through our regular email newsletter (EDM) and media channels.</p> <p>Feedback was captured through an online comment form embedded onto the Have Your Say project page. The form directly asked respondents to rate the importance of values such as fewer traffic jams and better traffic flow, reduced vehicle speed, safer routes for walking and cycling, easier access to bus stops and better heavy vehicle movement. Respondents were also asked how satisfied they were with the concept plan's alignment with these values and to provide suggestions for improvement.</p> <p>We also welcomed comments via email and in writing.</p>
<p>Total number of submissions</p>	<p>208 total</p> <p>206 via Your Say 2 email</p>
<p>Summary of findings</p>	<p>The community's response to the proposed road safety improvement plans was largely positive, with varying satisfaction levels across different aspects. The plans received strong approval for key priorities such as creating safer walking and cycling routes, reducing traffic congestion, and lowering vehicle speeds, with many respondents expressing high satisfaction that aligned with the community's values. Respondents' feedback was mixed regarding bus stop accessibility and heavy vehicle movement; while some were satisfied, a significant number remained neutral. Overall, the concept plans effectively addressed core community concerns, particularly in enhancing pedestrian and cyclist safety and managing traffic flow.</p> <p>The tables below highlight the community's response.</p>

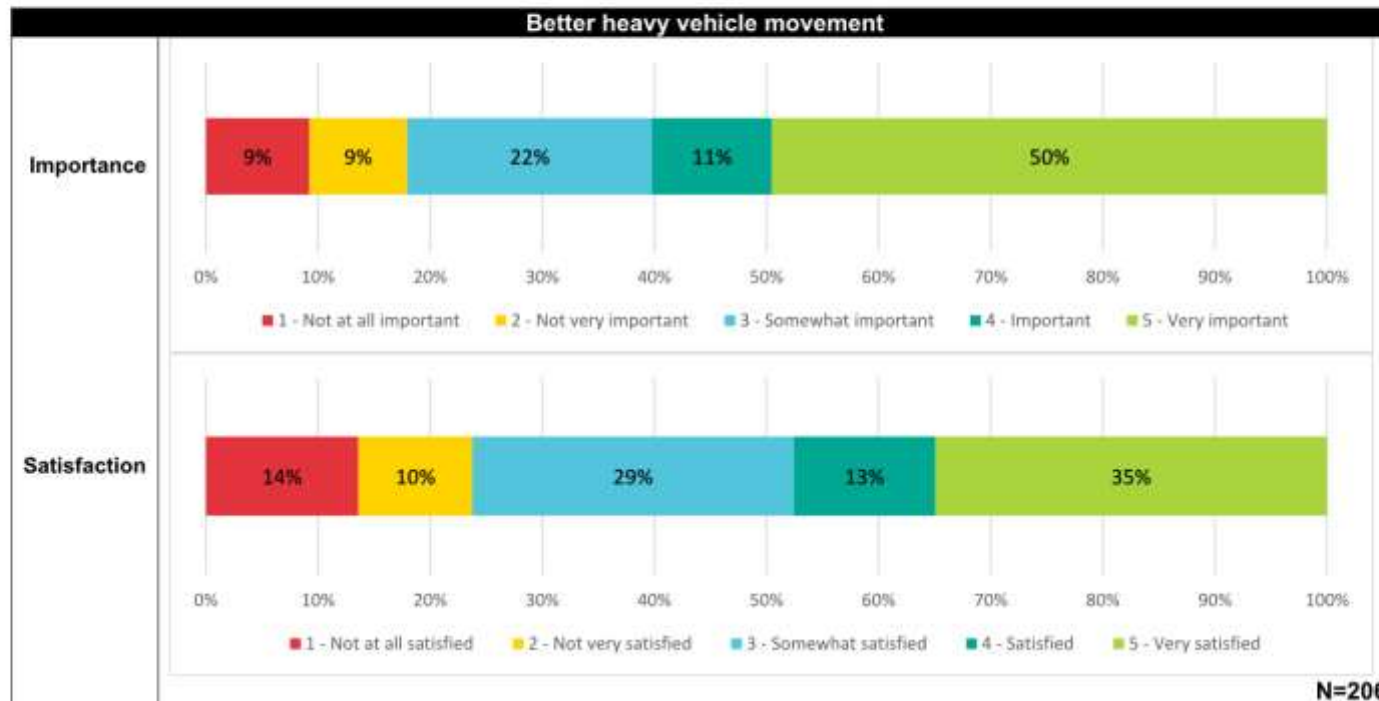


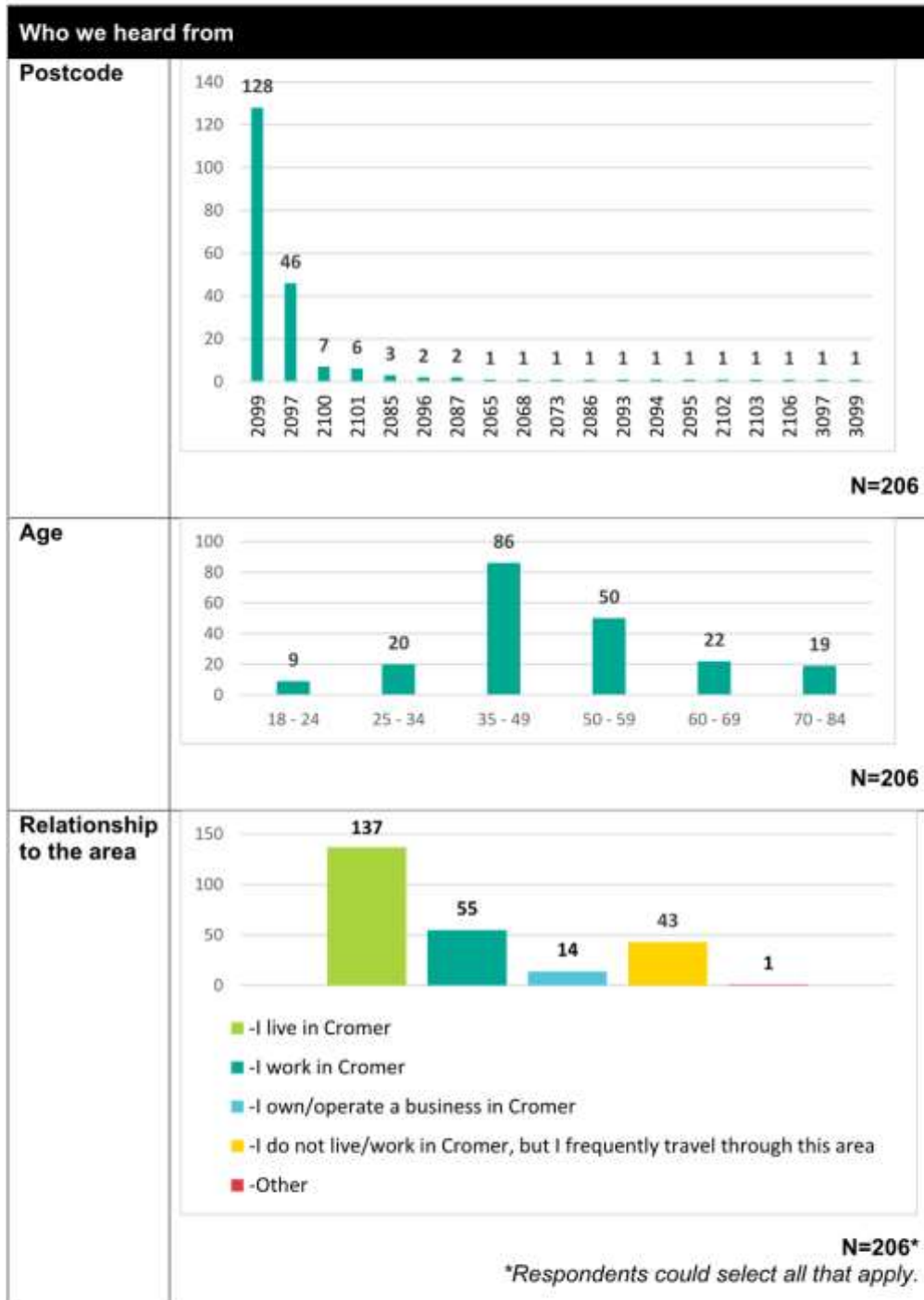














How we notified	
Properties notified by letter	594 letters
Stakeholder external emails	20 emails <ul style="list-style-type: none"> - URM - Keolis Downer - CDC - Emergency services - Cromer High - Cromer Primary School - Childcares in Cromer: Only About Children, Ballykin, Ekidna, Kids Academy Cromer, Cromer Kids Club - Manly Warringah Gymnastics Club - Chocolate Box Training - Plie Groove n Shuffle - Dee Why Bowling Club - Modbod gym Cromer - Manly Warringah Football Association - Collaroy Cromer Strikers FC - Made at Lukes - Dee Why Mechanical Repairs
Visitors to Your Say page	1,825 visits

Findings		
Theme	What we heard	Council response
Support for the overall proposal	<p>Many residents express strong support, describing the project as "long overdue" and "badly needed."</p> <p>There's a general consensus that the current intersections are dangerous and congested, particularly during school hours and sporting events.</p> <p>Residents appreciate Council's proactive approach to addressing these issues.</p> <p>Eagerness for the project to be implemented quickly, with some</p>	<p>We agree that the proposal will improve safety for motorists, pedestrians and cyclists.</p> <p>We acknowledge the delay in delivering the construction of the previously approved roundabout at South Creek and Fisher Road North and raised pedestrian crossing due to funding constraints.</p> <p>We are pleased that we are now in a financial position to deliver all three traffic calming devices.</p>





Findings		
	<p>questioning the time taken since initial approval in 2021.</p> <p>Requests for regular updates on the project's progress and expected completion date.</p>	<p>A Your Say project page was established for this project. If you would like to be kept informed on the progress of the project, please Click +Follow at the top of our online project page.</p>
<p>Concerns for traffic flow and congestion</p>	<p>Many respondents expressed their support for the proposal of the dual roundabouts for the improvements it will have on relieving congestion.</p> <p>While supportive of improvements, some respondents are concerned that two roundabouts in close proximity might cause more congestion, especially during peak hours.</p> <p>Some suggest that only one roundabout (near the petrol station) might be sufficient.</p> <p>Multiple comments were made about the difficulties exiting Grover Avenue, especially during peak times and weekends, some residents requested "keep clear" road markings or do not queue across intersection.</p>	<p>Traffic studies and modelling have been conducted for the dual roundabouts with findings supporting our recommendation for the proposal.</p> <p>The introduction of the dual roundabouts and the raised pedestrian crossings should reduce the speed at which motorists are travelling and should provide a break in the traffic for motorists coming out of Grover Avenue.</p> <p>We encourage motorists who wish to travel south along Fisher Road North from Grover Avenue, to turn left and use the roundabout at South Creek Road to make a U-turn.</p> <p>Keep clear markings on the road are usually reserved for areas near hospitals, fire stations or near car parks to ensure their vehicles are not obstructed when leaving on an emergency call. Council is not delegated to install "Do not Queue across intersections".</p>
<p>Pedestrian and cyclist safety</p>	<p>Strong support for improved pedestrian crossings, with many citing the current difficulty and danger in crossing these busy roads.</p> <p>There were multiple requests for additional crossings, especially near the skate park, childcare</p>	<p>We appreciate respondents conveying their concerns about the important issue of pedestrian and cyclist accessibility and safety. We are committed to improving pedestrian and cyclist access for all in our community and to</p>





Findings		
	<p>centres, and along South Creek Road.</p> <p>There were calls for better cycling infrastructure, including protected bike lanes and clear signage for cyclists at crossings.</p>	<p>promoting walking and cycling as safe modes of transport.</p> <p>This proposal includes three pedestrian refuges which have been purposely designed to cater for cyclists.</p>
<p>Speed reduction and road safety</p>	<p>Respondents frequently mentioned excessive speeding on these and surrounding roads.</p> <p>Many requested additional speed reduction measures beyond the proposed changes, such as speed bumps or lowered speed limits.</p>	<p>The road network of South Creek Road, Fisher Road North, and Middleton Road is a busy area with many pedestrians, cyclists, and drivers. The road, situated between a sports field/skate park to the west and a childcare centre to the east, is frequently visited by younger children.</p> <p>Traffic and speed data identifies that a number of motorists are currently travelling at inappropriate speeds at various times throughout the day though this location.</p> <p>The dual roundabouts and raised threshold will enhance traffic flow and turning movements while also aiming to reduce travel speed for improved safety of pedestrians and cyclists. We will monitor the effectiveness of these facilities after installation. If needed, we will explore additional traffic calming methods to further reduce speed in the area.</p>



Findings		
Extend traffic calming measures to other areas	<p>Some respondents suggested we implement additional traffic calming measures to address speeding in the following streets: Willandra Road, South Creek Road, Carawa Road, Fisher Road North, Tennyson Road and Toronto Avenue.</p> <p>Others suggested intersection improvements along Fisher Road North at Ryrie Avenue and Grover Avenue.</p>	<p>These requests are noted but are beyond the scope of this proposal. Council has been and will continue to consider traffic calming options within the Cromer area as part of our broader Safer neighbourhoods' program.</p> <p>Council has no current plans to install roundabouts at the intersection of Fisher Road with Ryrie Avenue or Grover Avenue.</p> <p>We are working towards creating safer neighbourhoods, which includes measures to reduce the speed limits and discourage traffic flow through our residential areas and move the majority of traffic to our major roads.</p>
Additional infrastructure requests	<p>Some respondents have called for more footpaths in the surrounding area, with specific mentions of lower Alfred Street and Tennyson Road.</p> <p>Concerns were raised for the current condition of the road surface.</p> <p>Requests for lighting improvements, especially at pedestrian crossing facilities for better visibility during early mornings and evenings.</p> <p>Suggestions have been made for the beautification of the roundabouts with landscaping or public art to improve the area's aesthetics.</p>	<p>Whilst new footpaths are outside the scope of this project, the requests have been documented and will be considered during the next review of our footpath program.</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> <p>Road surface resheeting is planned for the area and will be undertaken after the road safety upgrades have been installed.</p> <p>Council has submitted street lighting modification and new street light requests to Ausgrid at the proposed devices to</p>





Findings		
		<p>improve visibility during early mornings and evenings.</p> <p>We have investigated the request for the beautification of the roundabouts and whilst we understand the request to improve the aesthetics of the environment, we do not support the change to the proposal for the impact it would have on safety. With the high volume of traffic including heavy vehicles that travel through this area and the increased number of young pedestrians and cyclists, it is essential that motorists and pedestrians' visibility and attention is not drawn away from the dangers that are present when driving through or crossing the roads.</p>
Loss of parking	Some respondents expressed concerns about the negative impact on local businesses from reduced parking.	<p>We have met with local businesses that risk losing parking spaces for their customers directly in front of their premises. Those business owners voiced that they understand the significance of improving safety for pedestrians crossing the road.</p> <p>We agreed to review the existing timed parking restrictions on the northern and southern sides of Middleton Road, with the aim to provide some time restricted parking spaces to improve turnover and reduce the impact to businesses.</p>





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

Question raised in feedback	Council's answer
As the pedestrian crossings are near bicycle paths will there be signage that all cyclists must DISMOUNT before crossing the pedestrian crossing?	Where a bike path is marked out on the crossing, bike riders can ride across without dismounting and drivers will be required to give way. This will be reinforced by appropriate signage and line marking, similar to where they have been installed in other locations such as Campbell Avenue, Dee Why and Kenneth Road, Manly Vale. We still encourage all road users including pedestrians and bike riders to look out for one another. This provides connectivity between the shared user paths on both sides of the road.

Verbatim Responses received via Your Say

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

Click on the following link to view verbatim responses:

<https://eservices.northernbeaches.nsw.gov.au/ePlanning/live/Common/Output/Document.aspx?t=webdoc&id=IEnniw2MaKsV0A60ki4OEG==>

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.	Email response
1	<p>Thank you for your interest in trying to fix the problems we have turning right from Grover Ave onto Fisher Rd North.</p> <p>We do not believe the roundabouts will solve our problems.</p> <p>Once the roundabouts are installed there will be nothing to slow vehicles travelling south from both sections of South Creek Rd past Grover Ave.</p> <p>Added to that we still have to contend with vehicles believing they have right of way as they exit the service station opposite Grover Ave.</p>
2	<p>As a regular walker in this area, I take my life in my feet when crossing on both eastern streets. So I am definitely in favour of this proposal. Bring it on! Thank you for this not-before-time suggestion.</p>





Document administration	
Version	1.0
Date	23 September 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.

5.0 MATTERS FOR NOTATION

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ITEM 5.1 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 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>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>6/8/24: Samantha Morley advised this matter is still being investigated.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>6/8/24 Pending</p>

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>October 2023</p> <p>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>6/8/24: Samantha Morley advised that the CSE team has been in touch with Council about the matter.</p> <p>Completed</p>	<p>TfNSW</p>	<p>6/8/24</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>6/8/24: Samantha Morley advised that the design is in the workflow.</p> <p>3/9/24: Samantha Morley advised she has received correspondence and that she has requested this be sent to the correct Department.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>6/8/24</p> <p>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>6/8/24: Samantha Morley advised that this is still with Connect Sydney for maintenance.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>6/8/24</p> <p>Pending</p>

NORTHERN BEACHES COUNCIL CONTROLLED ROAD NETWORK

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>November 2023</p> <p>Item 6.2</p>	<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>6/8/24: Phill Devon advised that there is no update from TfNSW regarding Roundabout signals.</p> <p>Ongoing</p>	<p>Council</p> <p>Adele Heasman/</p> <p>Phill Devon</p>	<p>6/8/24</p> <p>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, corner 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>6/8/24: Phil Devon advised that TfNSW is investigating conversion of No Parking to No Stopping.</p> <p>Ongoing</p>	<p>Council</p> <p>TfNSW</p> <p>Council</p>	<p>6/8/24 Pending</p>
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RECOMMENDATION
That the Traffic Committee supports the Updated Actions Table.

Reporting officer Customer Service Officer
TRIM file ref 2024/675187
Attachments Nil

ITEM 5.2 APPROVED WORKS ZONES

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
Landmark Group Australia Pty Ltd	4 Delmar Parade, Dee Why NSW 2099	Length: 38 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	9 September 2024 to 11 July 2026
Mjk Building Pty Ltd	10 Ashburner Street, Manly NSW 2095	Length: 7.3 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	2 September 2024 to 3 March 2025
Buildline Constructions Pty Ltd	12 Birkley Road, Manly NSW 2095	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 October 2024 to 31 March 2025
Grindley Interiors Pty Ltd	Manly Village Public School, Darley Road, Manly NSW 2095	Length: 11 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 September 2024 to 18 October 2024
Abdulkwahar Aziz Ali	98 Rickard Road, North Narrabeen NSW 2101	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	3 September 2024 to 2 December 2024

RECOMMENDATION

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

Reporting officer	Traffic Officer
TRIM file ref	2024/675567
Attachments	Nil