

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRANSPORT FORUM MEETING

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

TUESDAY 4 NOVEMBER 2025

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



Campbell Pfeiffer
Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor
Member for Pittwater MP Representative
Member for Davidson Mr M Cross MP Representative
Member for Manly Mr J Griffin MP Representative
Member for Wakehurst Mr M Regan MP Representative
Transport for NSW – Network & Safety Officer
Northern Beaches Police Command, Dee Why

Mr Nicholas Beaugeard
Mr Matt Haran
Mr Michael Lane
Ms Adele Heasman
Mr Paul Murphy
Ms Samantha Morley
Senior Constable Adam Castleden

Non Voting Members

Keolis Downer Northern Beaches Bus Operations
ComfortDelgro Company (ex Forest Coach Lines)
Manly Warringah Cabs Cooperative Society Ltd
Cycling Representative

Mr Daniel Nock
Mr Steven Bakous
TBC
Mr Dave Musgrove

Officers

Director Transport and Assets
Acting Executive Manager - Transport and Civil Infrastructure
Manager – Transport Network
Traffic Engineering Coordinator
Traffic Engineer
Traffic Engineer
Traffic Engineer
Traffic Engineer
Traffic Officer
Traffic Officer
Traffic Officer
Traffic Officer
Road Safety Officer
Road Safety Officer
Strategic Transport Coordinator
Transport Project Officer
Acting Manager - Rangers
Coordinator - Rangers
Specialist Administration Officer

Mr Campbell Pfeiffer
Mr Brett Andrew

Mr Phil Devon
Mr James Brocklebank
Mr Ricky Kwok
Ms Leila Kazemnezhad
Ms Dolma Negi
Ms Jackline Shahho
Ms Gabriela Grano
Mr Linji Chen
Mr Nicholas Murace
Mr Bibek Dallakoti
Ms Robynann Dixon
Ms Pavica Kupcak
Ms Anneli Clasie
Mr Alex Yuen
Ms Kate Bock
Mr Michael Davey
Ms Mia Creed

Visitor

Agenda for a meeting of the Northern Beaches Council Local Transport Forum

to be held on Tuesday 4 November 2025

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 AM

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NEXT MEETING Tuesday 2 December 2025

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 TRANSPORT FORUM MEETING HELD ON 7 OCTOBER 2025

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Transport Forum Meeting held on 7 October 2025, 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 **DAVIDSON ELECTORATE - FRENCHS FOREST WARD - 1 STONE PARADE, DAVIDSON - INTERSECTION LINEMARKING**

GEOCODES: -33.739545, 151.197525

REPORT

BACKGROUND

Council has reviewed the sightline condition at the intersection of Borgnis Street and Stone Parade, Davidson when vehicles park on either side of Borgnis Street near Rural Fire Services and the playground. Council proposes to install relevant linemarking, including painted kerb build-out islands, to increase the sightline distance for vehicles to give way to the conflicting traffic flows for safety benefits at the intersection.

LOCATION

- Stone Parade connects with Borgnis Street at a T-intersection. This intersection currently has no signage or linemarking to explicitly show the Give Way traffic priority, as implied by the typical T-intersection layout.
- Both Stone Parade and Borgnis Street are over 10m wide, accommodating two-way traffic flows while permitting kerbside parking on both sides.
- Vehicles must not park on the curve section within 10m of the intersection, as specified in the statutory Australian Road Rules.
- Davidson Rural Fire Brigade is located on the southeastern side of Borgnis Street, directly opposite the intersection. There is also a public playground adjacent to the Fire Brigade.
- Both Stone Parade and Borgnis Street have an unposted default speed limit of 50 km/h.

ISSUES

Limited sightline distance due to parked vehicles on either side of Borgnis Street, leading to difficulties to give way in time and potential collision risks at the intersection.

PROPOSAL

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

- Paint 10m Two-way Barrier Lines on Stone Parade to visually separate the lanes
- Paint Give Way lines at the Stone Parade approach
- Install painted kerb-buildout islands for better sightlines at the intersection

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 walking paths

PARKING IMPACT STATEMENT

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

- No impacts on existing legal parking spaces

CONSULTATION

Consultation letters have been distributed to 24 properties within the immediate vicinity of the location providing notification of the proposed changes. Two responses have been received that are not supportive of the proposal, 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 Local Transport Forum supports the:

- Installation of 10m Two-way Barrier Lines on Stone Parade to visually separate the lanes
- Installation of Give Way lines at the Stone Parade approach
- Installation painted kerb-buildout islands for better sightlines at the intersection

Reporting officer	Manager, Transport Network
TRIM file ref	2025/564206
Attachments	1 1 Stone Parade, Davidson - Plan 2 1 Stone Parade, Davidson - Table of Consultation





	PROPOSAL						
	1 Stone Parade, Davidson Intersection Linemarking						
	DRAWN		LC	APPROVED		PD	
	LAYOUT	1 OF 1	REVISION NO.	B	DATE	27/08/2025	

Table of Consultation

Address	1 Stone Parade, Davidson
Proposal	Intersection Linemarking

Properties Consulted	24
Responses Received	2
Support	0
Do Not Support	2

Issue	Resident Comment	Council Response
Inadequate evidence for linemarking demand	It has been fine for 40 years, it will be fine for another 40. This is a quiet bit of the world, we do not need to join the craziness of the rest of The place. Save your paint.	The proposed intersection linemarking reinforces statutory Road Rules at T-intersections and aims to improve sightline conditions near the Rural Fire Services and playground while vehicles park on either side of the street.

ITEM 4.2	PITTWATER ELECTORATE - PITTWATER WARD - SURF ROAD, WHALE BEACH- INDENTED LOADING AND PARKING BAYS
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GEOCODES: -33.61109, 151.33056

REPORT

BACKGROUND

In December 2021 the Northern Beaches Local Planning Panel gave consent to a Mixed Use development for shop top housing, retail premises with associated carparking and landscaping works. The consent required the developer to lodge plans for Section 138 Roads Act consent for works within the road reserve including a service bay and associated footpath and retaining walls on Surf Road and parking bays and footpath to the east of the site on Surf Road to The Strand. Approval of these plans is required prior to issue of the construction certificate. This report is lodged for Transport Forum consideration of the plans (first attachment) relating to the above on Surf Road.

LOCATION

The subject section of Surf Road is a local road linking Whale Beach Road to The Strand and the Whale Beach beach carpark. Surf Road carries low volumes of traffic at most times however carries higher volumes of traffic during peak periods in summer when the beach is being well used. The road is of variable width but narrows to 5m at its narrowest point. It is on a steep gradient with a hairpin bend where it meets Whale Beach Road.

ISSUES

- The proposed service bay is located at point where access to it requires the truck to mount the driveway and footpath at the rear of the space. Egressing from the space requires the truck to cross into the path of the opposing traffic. The road is at its narrowest point in this vicinity.
- To address the access issue, the developer has proposed a mountable kerb at the rear of the service bay space.
- A small rigid vehicle parked in the service bay will impede visibility to eastbound traffic on Surf Road for drivers exiting the basement carpark serving the development
- There is a footpath being provided on the south side of Surf Road between The Strand and the development's northern boundary. A new section of footpath is also provided on the north side of Surf Road to connect to the existing footpath creating a continuous link to Whale Beach Road. The crossing point between footpaths on the south and north side is not supported by pram ramps
- The presence of roll kerb at the eastern end of the service bay will lead to vehicles parking on the footpath obstructing pedestrian access.
- A small rigid vehicle parked in the service bay will partially impede visibility to/from pedestrians waiting to cross Surf Road. Pedestrians waiting to cross will be unsighted by vehicles exiting the development carpark.
- The eastern side of Surf Road is not currently kerbed and guttered with drainage of the road edge being achieved by a dish drain. The requirement to introduce a footpath on the east side of Surf Road means that kerb and gutter is being introduced. The vertical faced kerb removes the ability for eastbound vehicles to encroach onto the road edge to avoid an oncoming vehicle. The developer's plans do not make provision for any widening of Surf

Road and may actually reduce its width. This means there is slightly less than 5m of road width at its narrowest point leaving space for two B99 vehicles to pass but no margin for driver error and only if the vehicles are travelling with a wheel in the gutter. This is considered unsafe. While not a standard for road design, AS/NZS2890.1 requires that two-way ramps for carpark access and circulation on straight sections be no less than 5.5m between kerbs. It is considered that the new kerb and gutter and footpath should make provision for the width of Surf Road to be no less than 5.5m to ensure adequate space for passing of vehicles.

- Although not originally provided, the developer has now provided details for the introduction of 4P time restricted parking in the indented car parking bays and for a Loading Zone restriction in the indented service bay. This plan is attached as Plan 2

PROPOSAL

Council has undertaken a review of the location and issues and proposes that the developers plan for an indented service bay for a small rigid vehicle and 4 indented carparking bays NOT be approved for the reasons outlined in the issues section of this report.

It is proposed that the developer be requested to prepare an amended plan for a service bay to the east of the development's driveway and provide 4 indented carparking bays east of the service bay in Surf Road and on the west side of The Strand potentially as illustrated in the attached mark up in the attached Plan 3 and accompanied by associated parking restriction signage. Subject to review of the revised design details it is anticipated that this alternate arrangement would be able to be recommended for approval.

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 provides new footpaths which would theoretically enhance pedestrian amenity however the proposed service bay works create or fail to adequately address a number of safety issues for pedestrians as outlined in the issues section of the report

PARKING IMPACT STATEMENT

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

- 4 additional parking spaces on Surf Road/The Strand
- 1 service bay accommodating a small rigid vehicle on Surf Road.

CONSULTATION

Consultation regarding this matter was undertaken through the development application assessment with the proposed changes being made to specifically address off street parking shortfall issues and concerns raised through these processes and to fulfil conditions of development consent. As a result, additional consultation on the recommended measures has not been undertaken, however Council officers have met with the resident group on site to discuss potential improvements to the proposed works that are now reflected in the recommendations.

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 Local Transport Forum:

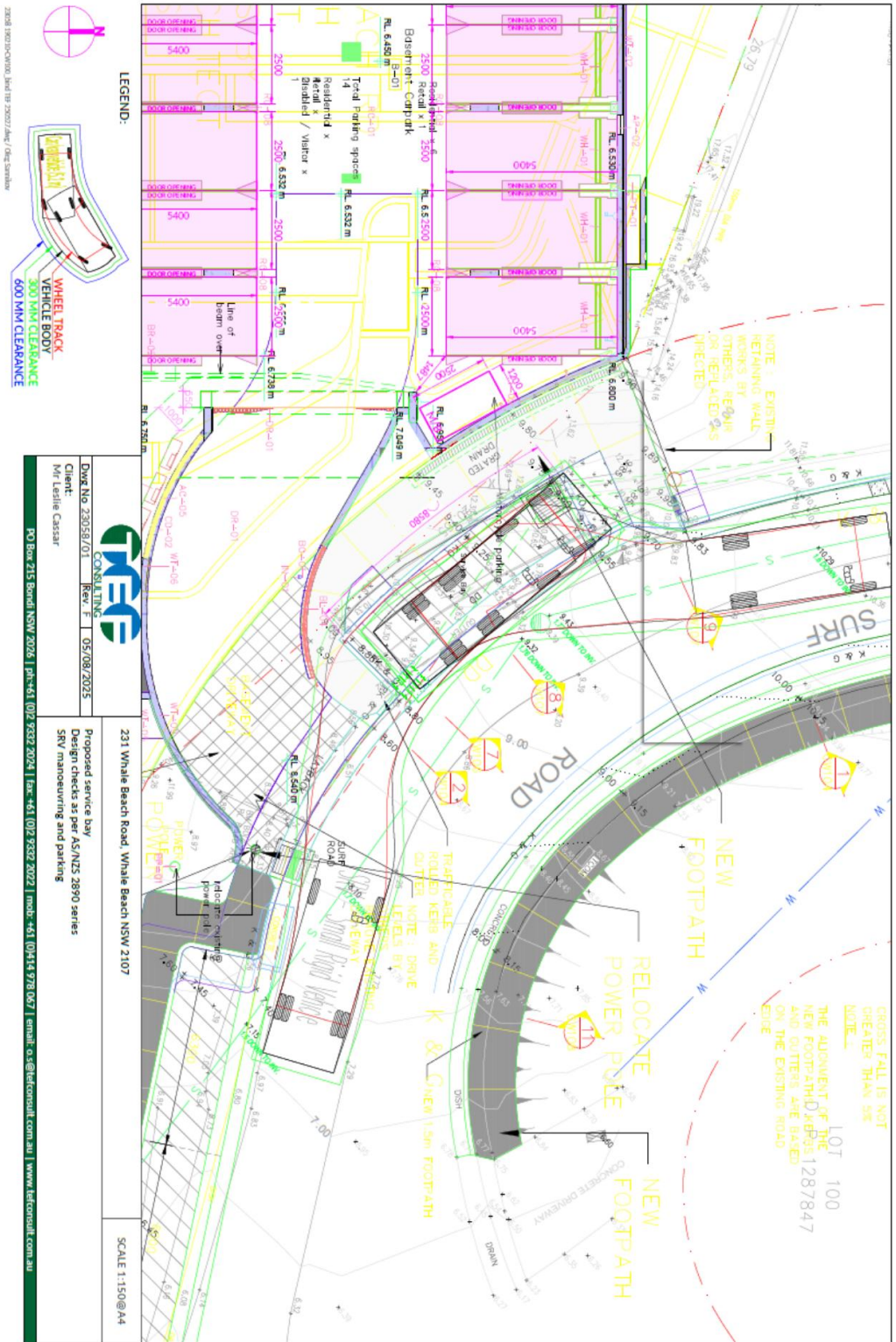
1. NOT support the submitted section 138 Roads Act approval plans for an indented service bay and 4 x indented parking bays:
2. Require the developer to lodge an alternate plan for further review by the Transport Forum with for an indented Loading Zone catering for a Small Rigid Vehicle east of the developments driveway and 4 x indented car parking bays with a 4P timed parking restriction applying 8am to 8pm Everyday. Together with associated signposting, linemarking, footpath and pram ramp details. The road width on Surf Road to be demonstrated with swept path plots to be adequate for passing of a B99 and Small Rigid Truck and no less than 5.5m at any point throughout the section subject to new road works.

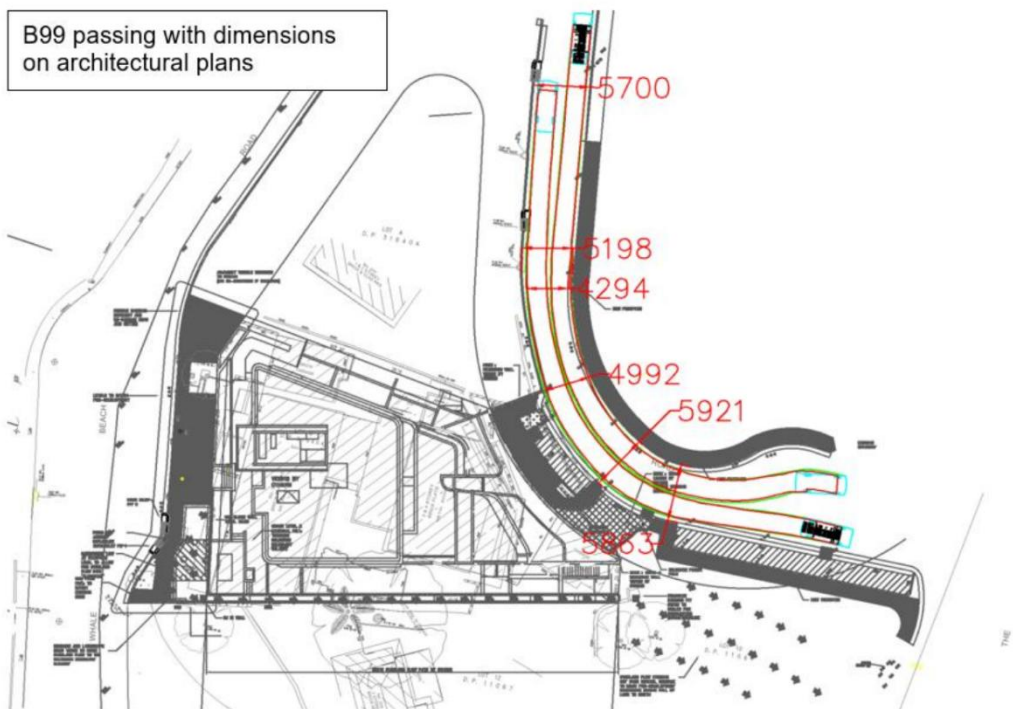
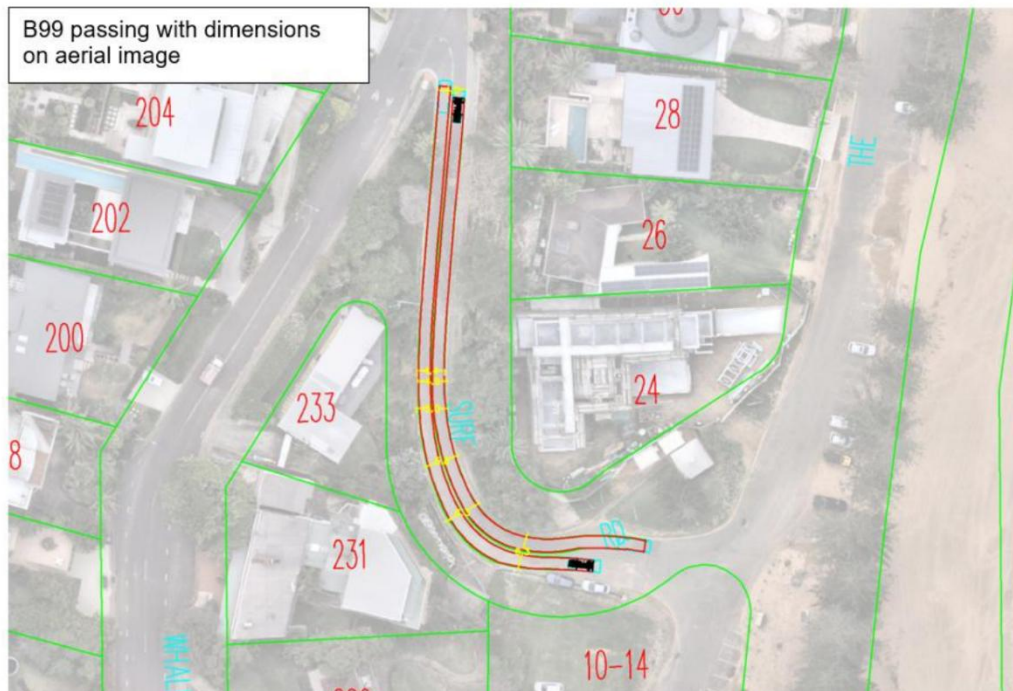
Reporting officer Manager, Transport Network

TRIM file ref 2025/408187

Attachments

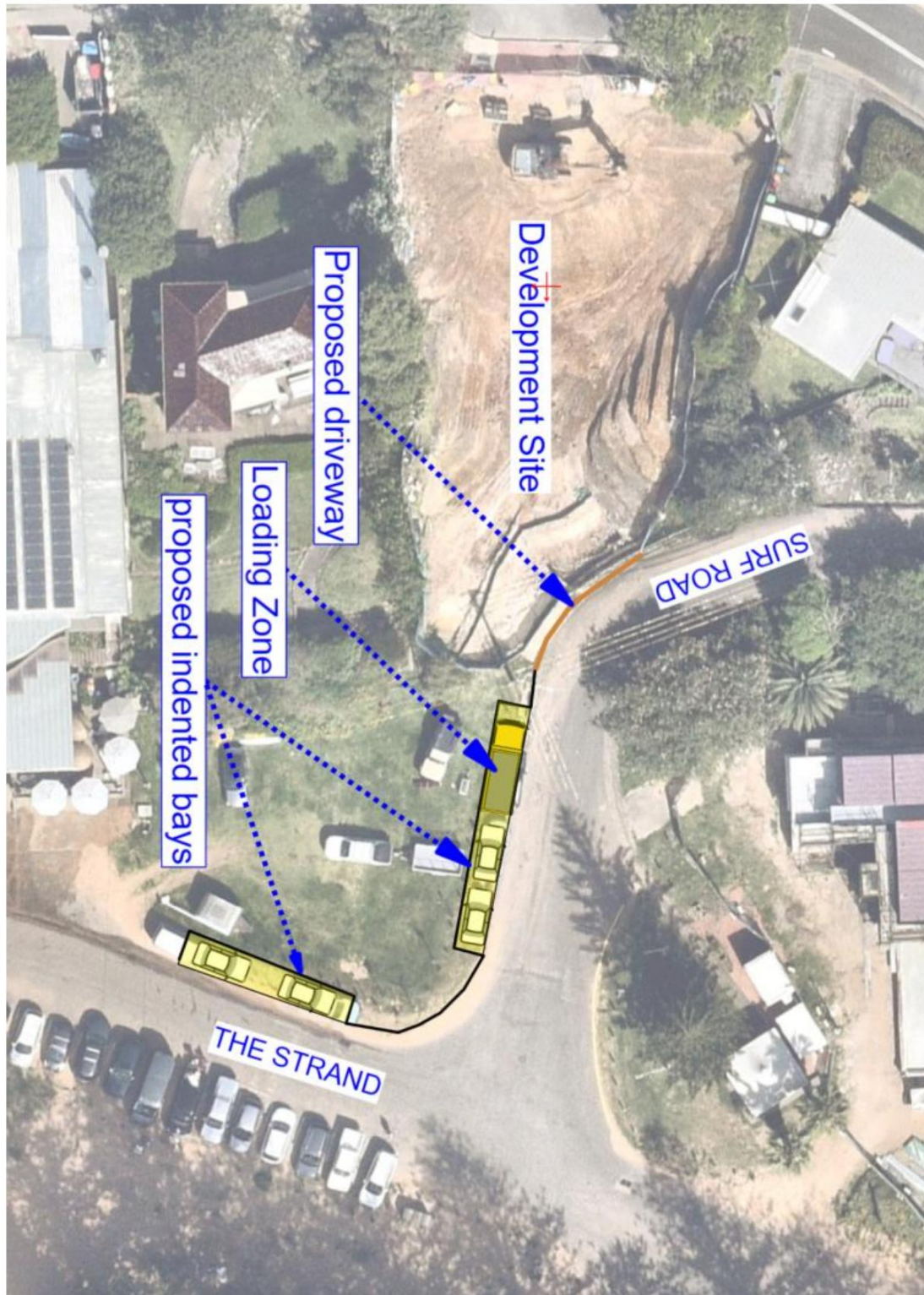
- 1 Surf Road, Whale Beach - Submitted Plans & Swept paths
- 2 Surf Road, Whale Beach - Updated Signage Plan
- 3 Surf Road, Whale Beach - Staff Preferred Layout Plan







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PROPOSAL

Surf Road, Whale Beach
Concept Loading Zone and 4P parking bays

Drawn JB

Approved *James Broderick*



northern
beaches
council

ITEM 4.3 PITTWATER ELECTORATE - PITTWATER WARD - HILLSIDE ROAD, NEWPORT - NO STOPPING AND NO PARKING RESTRICTIONS

GEOCODES: -33.649439, 151.319712

REPORT

BACKGROUND

Council has reviewed the parking controls due to inadequate road widths and accessibility issues for emergency service and waste collection vehicles.

LOCATION

- Hillside Road is a no through local road used by local traffic with a 50km/h speed limit.
- Hillslope Road is a no through local road intersecting Hillside Road at the hairpin bend of house number 33.
- Hillside Road has varying road widths starting at approximately 7m in width to the southern end, however, narrows to around 5m-6m in width from house number 23 to the dead end.
- Hillside Road has sporadic No Parking restrictions at various points along the road and carries two-way traffic in a single lane.
- No footpath exists along Hillside Road, apart from a 20m stretch outside number 15 to 17.
- There is a historic yellow line on the inner radius of the hairpin bend that has since become covered in dirt and debris.
- Land use of Hillside and Hillslope Road is predominately Environment Living (C4) with two nearby Public Recreation (RE1) reserves.

ISSUES

The narrow nature of this road prevents safe access for waste and emergency service vehicles when vehicles are parked in sections of the roadway. Council CRM records show frequently missed bin services as trucks are often unable to fit through the narrow street.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to re-mark and extend the yellow No Stopping lines on the inside radius of the hairpin bend at the junction of Hillside and Hillslope Roads and to provide a new length of yellow No Stopping line on the opposite side of the road at this junction. It is also proposed to introduce a new full time No Parking restriction between numbers 41 and 45-47.

In addition, Council also proposes to introduce new lengths of No Parking restrictions that apply only on Mondays for waste collection purposes. These will be between numbers 45-47 and 51, between numbers 21 and 29 and between numbers 26 and 34. The existing parking restriction in the cul-de-sac is proposed to be replaced by new signs stating, "No Parking 8am-5pm Monday Waste Collection". All other existing No Parking restrictions will be retained.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The No Parking restrictions will provide extra space and sight lines for vehicles driving, pedestrians and people cycling.

PARKING IMPACT STATEMENT

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

- Permanent removal of approximately 2 parking spaces.
- Temporary loss of approximately 9 parking spaces from 8am – 5pm on Mondays for waste collection.

CONSULTATION

Consultation letters have been distributed to 72 properties within the immediate vicinity of the location providing notification of the proposed changes. 6 responses have been received in support and 9 (with 3 duplicates) in non-support of the proposal. 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

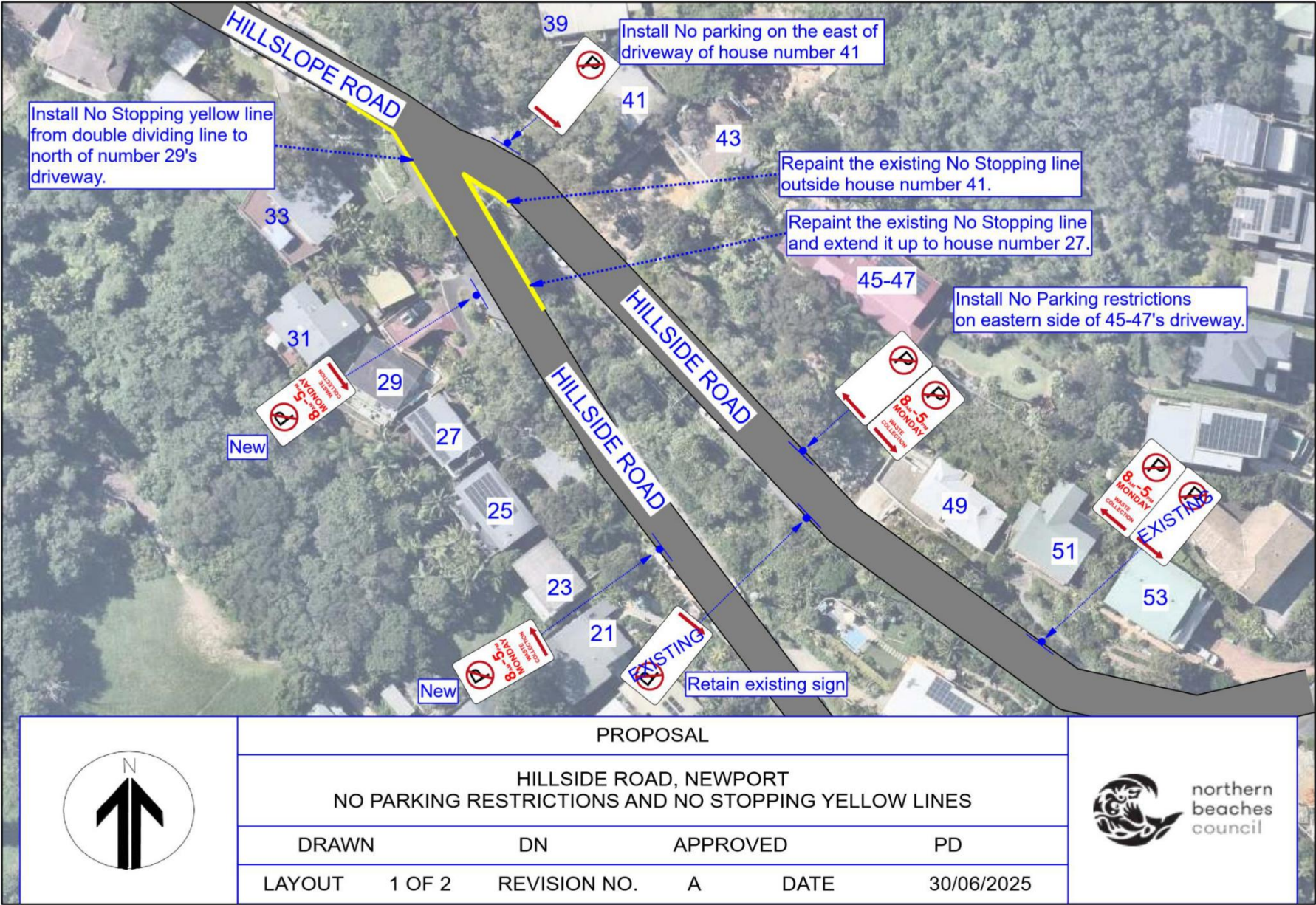
The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Local Transport Forum supports the:

1. Re-marking and extension of the yellow No Stopping lines on the inside radius of the hairpin bend at the junction of Hillside and Hillslope Roads between house numbers 27 to 41 and a new length of yellow No Stopping line on the opposite side of the road at this junction from house number 29 to 33.
2. Introduction of new full-time No Parking restriction between house numbers 41 and 45-47.
3. Implementation of new lengths of No Parking restrictions that apply only on Mondays for waste collection purposes, between numbers 45-47 and 51, between numbers 21 and 29 and between numbers 26 and 34.
4. Replace existing parking restriction in the cul-de-sac with new signs stating, “No Parking 8am-5pm Monday Waste Collection”.

Reporting officer	Manager, Transport Network
TRIM file ref	2025/562280
Attachments	1 Hillside Road, Newport - Concept plan 2 Hillside Road, Newport - Table of consultation



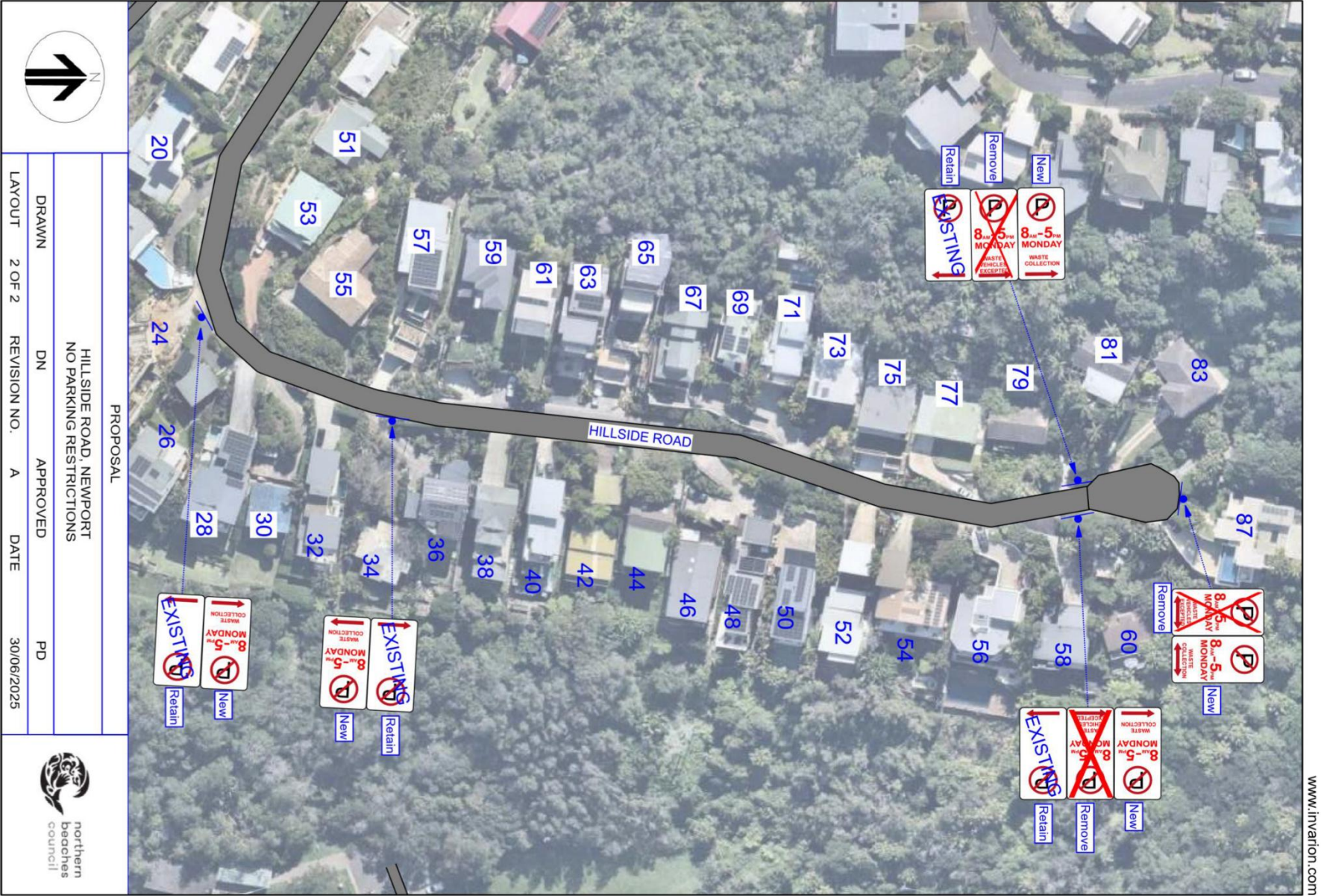


Table of Consultation

Address	Hillside Road, Newport	
Proposal	No Stopping and No Parking Restrictions	
Properties Consulted	72	
Responses Received	18	
Support	6	
Do Not Support	9 (3 duplicate response)	
Issues	Residents' Comments	Council Response
Loss of parking	Many residents commented that this proposal would create loss of parking in the area for residents, their visitors and trades vehicles and reported on-street parking is already highly in-demand.	Not all restrictions will be permanent. Most of the no parking restrictions apply only during waste collection Mondays between 8am to 5pm. At other times outside this restriction, parking is unrestricted.
Use of smaller garbage trucks	Many residents suggested the use of smaller trucks instead of introducing more no parking restrictions.	Smaller trucks are less efficient and considered a last resort option for areas where there is no possible approach to widen the road.
Unnecessary loss of parking	Some respondents have shown concerns of installing permanent no parking restrictions full time along no. 41 to 49 would create further loss of parking in the area where people could safely park.	Council suspects the respondents could have misunderstood the plans. The proposed No Parking restriction along no. 41 to 47 applies only on the northern side of the road to ensure people park on the e existing verge parking on the opposite side, which remains untouched.
Length of yellow line	Some respondents have shown concerns that the proposed length of yellow line from no. 41 to no. 25 is excessive and requested the yellow line to end outside no. 27's driveway.	Council has reviewed the original plans and will consider shortening the yellow line to end at house number 27 instead of 25.
Safety Concerns	Some residents have raised safety concerns of young children forced to walk on the road to travel to their cars as there is no existing footpath.	Council believes that the proposal would enhance pedestrian safety as it provides more visibility which could have been obstructed by the parked cars.
Additional Comments	A handful of respondents outlined parking restrictions could possibly cause tension between neighbours. Other comments suggested physical widening of the road.	Council has considered secondary effects of loss of parking, however the safety and accessibility benefits outweigh parking loss. Council cannot consider widening the road as it is inefficient and not cost-effective.
Supports		
These changes effectively address ongoing issues with missed bin services and enhance navigability on this difficult stretch of road.		
The extension of the yellow no-stopping line around the hairpin bend would promote traffic safety by giving drivers coming down Hillside Rd a better view of oncoming traffic.		
Some drivers feel the need to speed around blind corners and not allow a safe passage when you meet head on. Every vehicle would benefit from the parking restrictions you have proposed.		

ITEM 4.4	PITTWATER ELECTORATE - PITTWATER WARD - BILGOLA BEACH PARKING AREA, BILGOLA BEACH - ACCESSIBLE PARKING
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GEOCODES: -33.645705, 151.326768

REPORT

BACKGROUND

Council has reviewed the limited accessible parking opportunities to access the café at Bilgola Beach Parking Area. The existing accessible parking spaces have been reported as inadequate and unsafe for the purpose of travelling to and from the café, especially with mobility assistance devices.

LOCATION

- Bilgola Beach carpark is a popular tourist destination and attractions to different community groups. The carpark has an elongated layout with a main parking aisle off The Serpentine into the beachfront parking area. There is also an overflow carpark on the western side of The Serpentine.
- The proposed new accessible parking spaces are located near the café on the beachfront. There are also several other public amenities and infrastructure in this area including the SLSC, public toilets, access ramps to the beach, and three other existing accessible parking spaces.
- The Bilgola Beach Parking Area mostly consists of 90-degree parking spaces and is signposted as a 12-hour (12P) ticket parking area.

ISSUES

The existing accessible parking spaces are located near the beachfront pathway that connects with the ramp access and near the benches. However, they do not lead a direct path of travel to and from the café meaning that users with mobility limitations must share the parking aisle with motor vehicles. Although the carpark is a shared space with 10 km/h speed limit, the community has expressed several safety concerns with the current arrangement.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to convert 2 angled parking spaces adjacent to the café to accessible parking spaces. Note that these 2 new spaces may not be fully compliant with the AS2890.1 due to limitations of the carpark slope but can still be endorsed at the engineer's discretion if the other engineering standard requirements are satisfied.

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:

- 2x existing ticket parking spaces will be converted to accessible parking spaces. There will be no further loss of parking spaces or any total capacity change at the beach carpark.

CONSULTATION

Consultation letters were sent to 20 residential properties near the area and representative of the Bilgola Beach Residents Association. The proposal was also published on Council's Your Say page for public exhibition and feedback. The responses are noted in Attachment 2 – Community Engagement Report.

FINANCIAL CONSIDERATIONS

If supported, 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

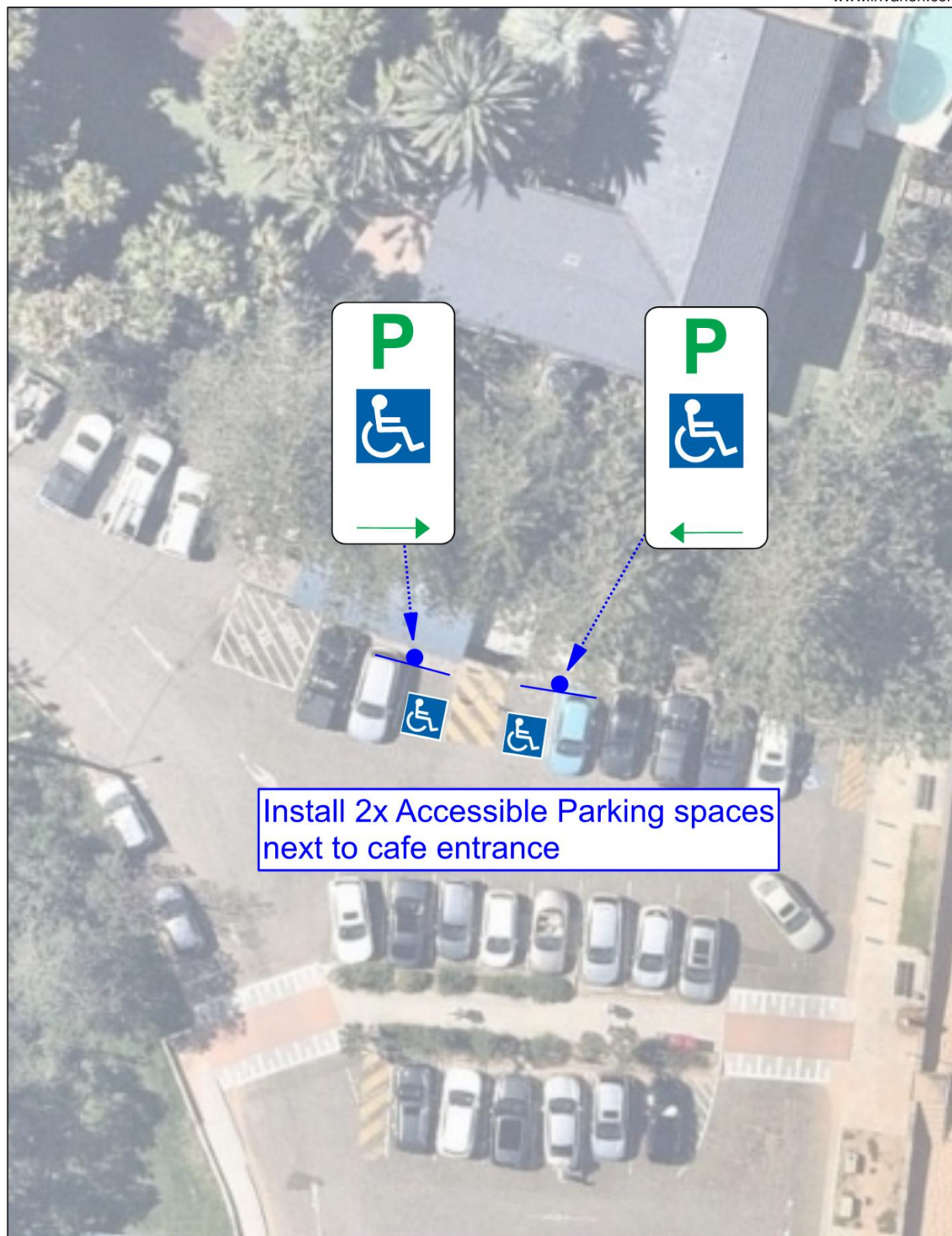
The proposal will be installed within 3 months of approval.


RECOMMENDATION

That the Local Transport Forum supports the:

1. Conversion of 2 angled parking spaces near the café entrance to accessible parking spaces

Reporting officer	Manager, Transport Network
TRIM file ref	2025/574412
Attachments	1 Bilgola Beach Parking Area, Bilgola Beach - Plan 2 Bilgola Beach Parking Area, Bilgola Beach - Community Engagement Report - Bilgola Beach Carpark - Accessible parking upgrade



	PROPOSAL					
	Bilgola Beach Carpark, Bilgola Beach Accessible Parking					
	DRAWN	LC	APPROVED	PD		
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	15/05/2025





Community and Stakeholder Engagement Report

Bilgola Beach Carpark - Accessible parking upgrade

Consultation period: 27 May to 6 July 2025

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1. Summary




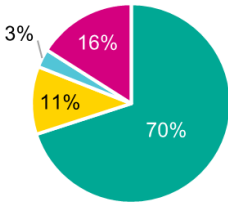

This report outlines the outcomes of community and stakeholder engagement as part of a proposal to convert 2 angled parking spaces adjacent to Bilgola Beach café to accessible parking spaces. It was reported that the existing 3 accessible parking spaces do not provide a convenient and safe path to and from the café, impacting the opportunity for users with mobility limitations to enjoy various services and social events at the café.

The feedback collected during consultation indicated a high level of support for the new accessible parking spaces near the café entrance, with comments citing the anticipated benefits for users with mobility limitations. The supportive comments also praised Council's efforts to minimise loss of the total number of parking spaces available.



Those respondents who were not supportive of the proposal were concerned about impacts on the limited parking available for general users in peak seasons.

Some respondents were not supportive of the proposal due to safety concerns with the proposed location of accessible parking spaces.




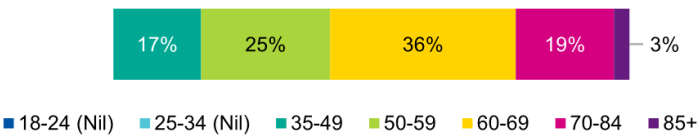
1.1. Key outcomes

 Total unique responses	38	
 How responses were received	Comment form Written responses (email/letter)	Completions: 37 Number received: 1
 Online sentiment question: How supportive of the proposed changes are you?	 <div data-bbox="1054 1312 1273 1447"> <ul style="list-style-type: none"> Very supportive Somewhat supportive Not very supportive Not at all supportive </div> <p>Total responses = 37</p>	
 Feedback themes	High parking demand Lack of alternatives	Safety of parking spaces

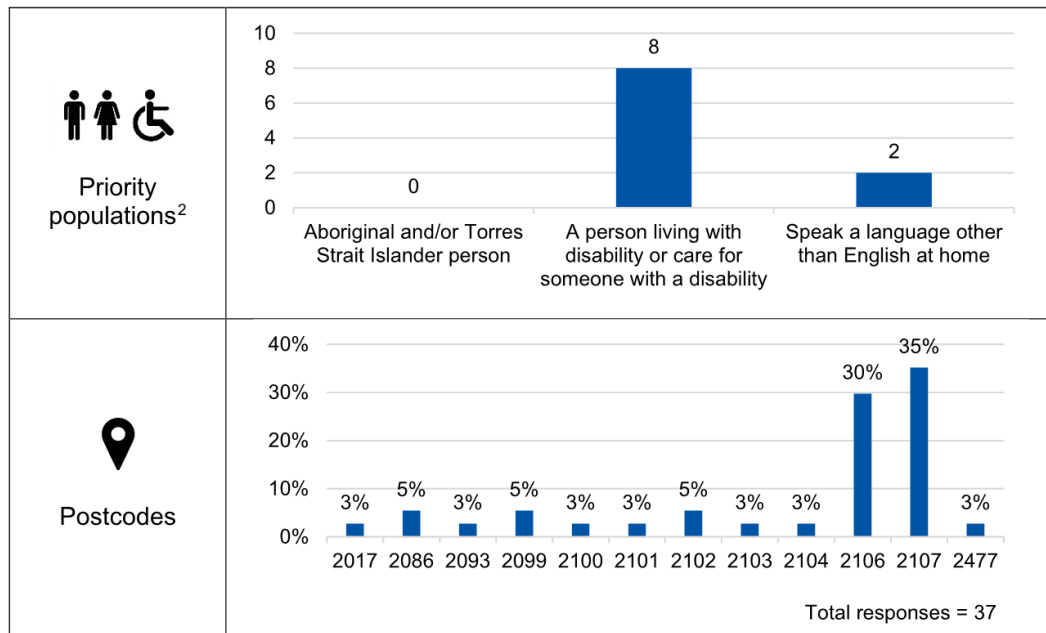
1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 520	Visits: 629
 Print media and collateral	Letterbox drop: 2107 Site signs used: Yes	Distribution: 27 Number of signs: 3
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 2 editions Council (weekly) e-News: 1 edition The Wave Disability Newsletter: 1 edition Stakeholder emails: 3	Distribution: 22,355 and 22,313 subscribers Distribution: 57,893 subscribers Distribution: 1,406 subscribers Distribution: 2 local businesses and Bilgola Beach Residents Association

1.3. Who responded¹

 Gender	 ■ Woman ■ Man ■ Prefer not to say Total responses = 37
 Age groups	 ■ 18-24 (Nil) ■ 25-34 (Nil) ■ 35-49 ■ 50-59 ■ 60-69 ■ 70-84 ■ 85+ Total responses = 36

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



2. Background

We have received requests for additional accessible parking spaces at Bilgola Beach near the café as the 3 existing spaces are located near the beachfront and Surf Life Saving Club (SLSC) for rockpool access rather than immediately next to the café entrance. It has been noted that the current locations are not convenient or safe for users with mobility limitations and we have reviewed potential locations to accommodate additional spaces.

The natural geometry of the carpark makes it challenging to install fully compliant accessible parking spaces due to the slope and limited aisle width. Extra care is needed for the parking design to be user-friendly while minimising the impact on the overall parking capacity at such a popular destination.

3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities for providing feedback on the proposed parking changes
- provide accessible information so community and stakeholders can participate in a meaningful way
- identify community and stakeholder concerns, local knowledge and values regarding usage of the carpark
- communicate to community and stakeholders how their input was incorporated into the planning and decision-making process

² Respondents could select more than one option

- provide vulnerable and marginalised groups access to the engagement process by providing information in The Wave Disability newsletter.

4. Engagement approach

Community and stakeholder engagement for the Bilgola Beach Carpark – Accessible parking upgrade was conducted between 27 May and 6 July 2025 and consisted of activities that provided opportunities for community and stakeholders to contribute.

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

A project page³ was established on our engagement platform with information provided in an accessible and easy to read format.

The project was primarily promoted through our regular email newsletter (EDM) channels, on-site signage and letters to nearby residences.

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

An open-field comments box provided community members a space to explain or elaborate on their level of support or non-support, as well as any other feedback they wished to contribute.

Email and written comments were also invited.

5. Findings

The proposal to convert parking spaces immediately next to the café entrance to accessible spaces was well received by the community. Those who would be eligible, or whose family members would be eligible to use such spaces have expressed strong support for the proposal.

There was a mixed response from other community members, however the majority expressed support provided the overall parking capacity and convenience of other carpark users can be maintained.

Key themes and our responses are provided in Table 1 on the next page.

³ <https://yoursay.northernbeaches.nsw.gov.au/bilgola-beach-accessible-parking-upgrade>

Table 1: Issues, change requests and other considerations

Theme	Issues, change requests and other considerations raised	Council's response
Improved access	Support for allocating more parking spaces near the café for users with mobility limitations.	Support for improved access is noted. The proposed spaces aim to provide more opportunities for a more equitable use of the beach and nearby facilities.
Safety	Some respondents commented that the proposed spaces next to the café entrance are also near the start of the circulation aisles and could interfere with traffic inflows especially for reversing vehicles.	Our traffic engineers have evaluated a number of options and concluded that the proposed spaces are most appropriate in terms of providing convenient mobility access without reducing the total capacity at the carpark.
Limited parking opportunities in summer	Some respondents raised concerns that the carpark is under high demand during peak seasons and would not be utilised efficiently with the conversion of parking spaces. Some also commented the current number of accessible parking spaces is sufficient, and at times underutilised.	<p>We have taken into consideration the mobility needs for different user groups and will design the parking spaces to maximise the ease of access without unduly reducing the total number of parking spaces.</p> <p>There is an overflow carpark on the western across Serpentine Crescent that could be used during peak seasons.</p>

Appendix 1 Verbatim community and stakeholder responses*

No.	Comment
1	Bilgola Beach car park is a very busy and rapidly changing space both for ocean and pool activities but also for social gatherings, food consumption and locality socializing. For those with physical disabilities it is difficult, slow and hazardous to negotiate so much close traffic to get access to the cafe or seating on the beach wall.
2	I have seen infirm or disabled people struggle to get to the cafe on several occasions so this would make it so much safer for them. There is currently only 1 disabled park on the cafe side of the car park and that is down at the beachfront - some distance for a disabled person to get to the cafe (especially in wet weather!). Also good that this can be achieved without reducing the total number of parking spaces. Well done.
3	My mother, a regular daily visitor to the cafe each mornin g, has greatly limited mobility, requiring a walker to move at a very slow speed. Arrows on the pavement plus extra parking is needed. There are some days my mother cannot park as the disabled parking is taken, so she drives home very dependant.
4	Just go ahead and do it.
5	In general I'd oppose anything that smacked of public convenience on public land being compromised to benefit what I assume is a commercial interest (cafe). But in this instance, given total number of spaces remains the same (I take you at your word that this is actually the case) what's to object to? That able bodied people might have to walk an extra 20m to get to a cafe?
6	I think 3 accessible parking spaces are enough. This is not a beach that have an accessible ramp which stands to reason 3 accessible parking spaces are enough. The carpark is already not coping with the amount of visitors during the summer months looking for a park.
7	Seriously? This is an absolute waste of our taxpayer money. There is ample space before, around and at the parking area, even during special WE events. The Council needs to disclose traffic and parking utilisation data including vehicles for people with disability and the number of complaints received for lack of spots reserved for people with disability
8	They are the two most dangerous locations you could put them. A recipe for disaster.
9	This is great. We need more accessible parking at all our beaches. Don't stop here, expand this to all the beaches especially Queenscliff. One accessible parking space near the clubhouse is not enough.
10	Bilgola Pool has excellent facilities for people with disabilities extra parking opportunities will be wonderful.
11	Not clear from the photo how many normal spots will be taken. If it's four spots taken to produce 2 disabled spots, I don't think that's very efficient. It should only take 2 or 3 spots.
12	Reversing out of those spaces is a nightmare and vision is awful also the metal poles each side. I think the 2 spaces that are tandem by the toilet block are much easier to access with parking. The cafe side is so narrow and with Van utes etc on the opposite side it will be disastrous particularly during the summer
13	It seems like a perfect solution. More spaces are created for people with mobility or disability issues without impacting anyone else. There are elderly and disabled people who rely on getting to Bilgola Beach and the cafe for their social connection to the community. So it is very important to them that they can safely park and access the cafe. And some mornings, this is not possible as the existing disabled parking spaces are further from the cafe.
14	<i>No comment provided</i>

*Personal identifying information, and content which is discriminatory, hateful or which may defame, offend, insult, humiliate or intimidate has been redacted. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.

**ATTACHMENT 2 : BILGOLA BEACH PARKING AREA, BILGOLA BEACH - COMMUNITY ENGAGEMENT REPORT -
BILGOLA BEACH CARPARK - ACCESSIBLE PARKING UPGRADE - ITEM 4.4 - NORTHERN BEACHES COUNCIL
LOCAL TRANSPORT FORUM - 4 NOVEMBER 2025**

No.	Comment
15	We recognise that many members of our community who live with accessibility challenges or disabilities visit the beach regularly. The addition of more accessible parking spaces is a meaningful step toward ensuring that everyone feels welcome and supported. This proposal not only addresses the needs of those who rely on accessible parking but also reflects our shared commitment to creating an inclusive and enjoyable environment for all. I fully support this initiative and look forward to its implementation. Thank you.
16	I have a spinal cord injury paralysis since 1980s and have had multiple difficulties accessing Council Owned Bilgola beach cafe over many years while on occasion cars have been the beach carpark at excessive speed Any help by NBC would be greatly appreciated by many of us... especially the disabled and infirmed Thankyou. [REDACTED] Ingleside
17	I visit Bilgola regularly. I have friends and family members who would greatly benefit from disabled parking close to cafe.
18	<i>No comment provided</i>
19	<i>No comment provided</i>
20	Improving accessibility is very important in the community.
21	I feel it is very important to ensure that people of all abilities have access to our beaches and amenities.
22	<i>No comment provided</i>
23	because I am disabled
24	The carpark isn't that big, and i'd suggest the existing number of accessible spots is in keeping with normal planning ratio's?
25	Makes sense
26	<i>No comment provided</i>
27	Extra special apavea at no extra inconvenience to others.
28	A great idea. There are lots of elderly people who go to the beach. There should also be some accessible spots near the surf club / for access to the beach.
29	We need to revise the plan from entrance to cafe and make 3 spaces west of that to make it easier
30	The current accessible spaces are left largely empty already, particulalry on a nippers morning when parking is required the most. To lose a further more 2 spots on a sunday morning which is unquestionably Bilgola beach's busiest time would cause even more undue stress to parent of young children.
31	This Sunday when I was swimming at Bilgola pool I noticed an expensive car with NO DISABILITY STICKER, parked in a disabled parking spot. I am pleased that more Disabled Parking spots are to be provided however Rangers need to be rostered to regularly 'police' the use of these, to ensure that they are available for only those who really need them.
32	My wife is in a wheelchair, following a stroke 28 years ago. It is easier for support persons pushing her wheelchair if the distance to the facilities (toilets, restaurants, parks, lookouts, etc.) is shorter. Also, extra space is required between the car and the next car to bring the wheelchair alongside so the disabled person can transfer from the car seat to the wheelchair.
33	Just do it. Stop wasting money thinking about it. More money was spend thinking rather than doing.
34	This is a great idea. Often I have had to leave the beach as there are no disabled spots available.

No.	Comment
35	will provide easier safer access
36	As a Disability Parking Badge owner, the more spaces I can park in close to the cafe and the beach, the better.
37	We need the 2 disability car spaces

Comments received via email:

No.	Comment
1	<p>I am the [REDACTED] of the BBRA (Bilgola Beach Residents Association) and I write to request a repair of the walkway adjacent to Billies Cafe at Bilgola Beach and to refresh the lines of the disabled car spaces in the Bilgola Beach car park, and establish a second disabled car space adjacent to the existing disabled space near the cafe.</p> <p>I have had many requests to smooth the bitumen surrounding the metallic poles adjacent to the outside eating area and have enclosed photographs of the problem for your information.</p> <p>The bitumen here is very uneven and is more likely than not, to create a "slip and fall" accident. The staff of the cafe, residents and visitors frequent this area which is heavily trafficked and very uneven and unsafe, making it hazardous to traverse. I would request Council to perhaps slurry the bitumen here so that it is smooth and easier to traverse.</p> <p>I am also writing to request an additional disabled car space be allocated next to the existing disabled car space near the cafe. Although there are 3 disabled spots in this car park (1 at the cafe, and 2 at BBSLSC), it is difficult/dangerous for those disabled people to traverse the car park from the surf club when traffic is constantly moving through this area of the reserve car park. I would also request that the yellow lines and disabled signs in the spaces be repainted as they are quite faded.</p> <p>If there is any further information you require, I would be only too happy to help.</p> <p>Many thanks for your attention to this matter.</p> <p>Regards,</p> <p>Attachments on next page</p>

No.	Comment
	
	

Document administration	
Version	1.0
Date	5 August 2025
Approval	Content provided and approved by Transport Network Team. Responsible manager: Phillip Devon
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	WAKEHURST ELECTORATE - NARRABEEN WARD - BEACH ROAD, COLLAROY - ACCESSIBLE PARKING
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GEOCODES: -33.734386, 151.304091

REPORT

BACKGROUND

Council has reviewed the potential location for an on-street accessible parking space on Beach Road, Collaroy related to the limited parking opportunities for community members to visit Sargood on Collaroy, which provides short-term accommodation to groups with spinal injuries. Council proposes to install an on-street accessible parking space near the pram ramp, in line with Council's Disability Inclusion Action Plan.

LOCATION

- This section of Beach Road is a No Through Road surrounded by residential dwellings, Sargood on Collaroy, and the Collaroy Beach Rockpool.
- The road is approximately 10.2m wide, carrying two-way traffic flows while allowing unrestricted kerbside parking on both sides of the road.
- There are 5x 90-degree parking spaces at the northern end of Beach Road, subject to 4-hour timed parking restrictions between 8am to 6pm every day.
- There is 6m of No Parking area immediately north of the pram ramp to facilitate short-term pick-up and drop-off activities.

ISSUES

Limited on-street parking opportunities for users with mobility limitations in the vicinity of Sargood on Collaroy, exacerbated by high parking demand near Collaroy Beach.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install one parallel Accessible Parking space by signposting 8m of space next to the existing No Parking area.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impact 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 regular unrestricted kerbside parking space is converted to Accessible Parking space

CONSULTATION

Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. No public feedback was received.

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 Local Transport Forum supports the:

1. Installation of one parallel Accessible Parking space next to the existing No Parking space on Beach Road, near Sargood on Collaroy

Reporting officer	Manager, Transport Network
TRIM file ref	2025/540247
Attachments	1 Beach Road, Collaroy - Plan



	PROPOSAL						
	Beach Road, Collaroy User With Limitations Parking						
	DRAWN		LC	APPROVED		JB	
	LAYOUT	1 OF 1	REVISION NO.	B	DATE	10/09/2025	

ITEM 4.6	WAKEHURST ELECTORATE- NARRABEEN WARD - OXFORD FALLS ROAD, OXFORD FALLS - EXTEND KISS AND DROP ZONE
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GEOCODES: -33.740602, 151.247614

REPORT

BACKGROUND

Council has been liaising with Oxford Falls Grammar School regarding issues related to traffic and parking congestion and unsafe driver behaviour during the school drop-off and pick-up periods.

LOCATION

Oxford Falls Road is a local collector road located in the suburb of Oxford Falls, providing access to Oxford Falls Grammar School, residential properties, and nearby rural and recreational areas.

The road connects with Dreadnought Road and serves as a key access route for school traffic, particularly during morning and afternoon peak periods.

The road width is approximately 8 to 10 metres.

Parking demand is high during school hours, with vehicles frequently parked on both sides of the road. This causes congestion and limits the available carriageway width for two-way vehicle movement, especially during drop-off and pick-up times.

The surrounding road environment includes a mix of sealed and unsealed shoulders, narrow verge areas, and no continuous pedestrian pathway, which reduces pedestrian safety and contributes to congestion when vehicles stop or park outside designated areas.

ISSUES

Traffic and parking congestion and unsafe driver behaviour during the school drop-off and pick-up periods.

This is part of a broader safety upgrade package that the Transport Network Team are working on to improve access and walkability between the residential areas and the school precinct. The larger package has been delayed as Council liaises with Transport for NSW on the Wakehurst Parkway upgrade and the adjoining Queenswood School Project and the impacts this will create and opportunities it also presents.

PROPOSAL

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

1. Adjustment of the No Parking restrictions (the existing Kiss & Drop zone) applying from 8:00am to 9:00am on School Days (rather than 9:30am).
2. Installation of a 5-minute parking limit from the loop road entry gate 2, commencing at 7:00am (to cater for before school activities) and continuing until 9:00am, and from 2:30pm to 4:30pm on School Days.

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:

- The proposal will improve short-term parking turnover during school drop-off and pick-up times, ensuring spaces are used as intended for quick student drop-off rather than long-term parking.
- The change may slightly reduce flexibility for staff or visitors wishing to park for extended periods in front of the school, but overall parking efficiency and traffic flow during peak school periods will be improved.

CONSULTATION

Consultation letters have been distributed to 74 properties within the immediate vicinity of the location providing notification of the proposed changes. Of the 41 responses received, 38 are in support of this proposal. 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 Local Transport Forum supports the:

1. Adjustment of the No Parking restrictions (the existing Kiss & Drop zone) applying from 8:00am to 9:00am on School Days.
2. Installation of a 5-minute parking limit from the loop road entry gate 2, commencing at 7:00am and continuing until 9:00am, and from 2:30pm to 4:30pm on School Days.

Reporting officer	Traffic Engineering Coordinator
TRIM file ref	2025/673435
Attachments	1 Oxford Falls Road, Oxford Falls - Plan 2 Oxford Falls Road, Oxford Falls - Table of Consultation

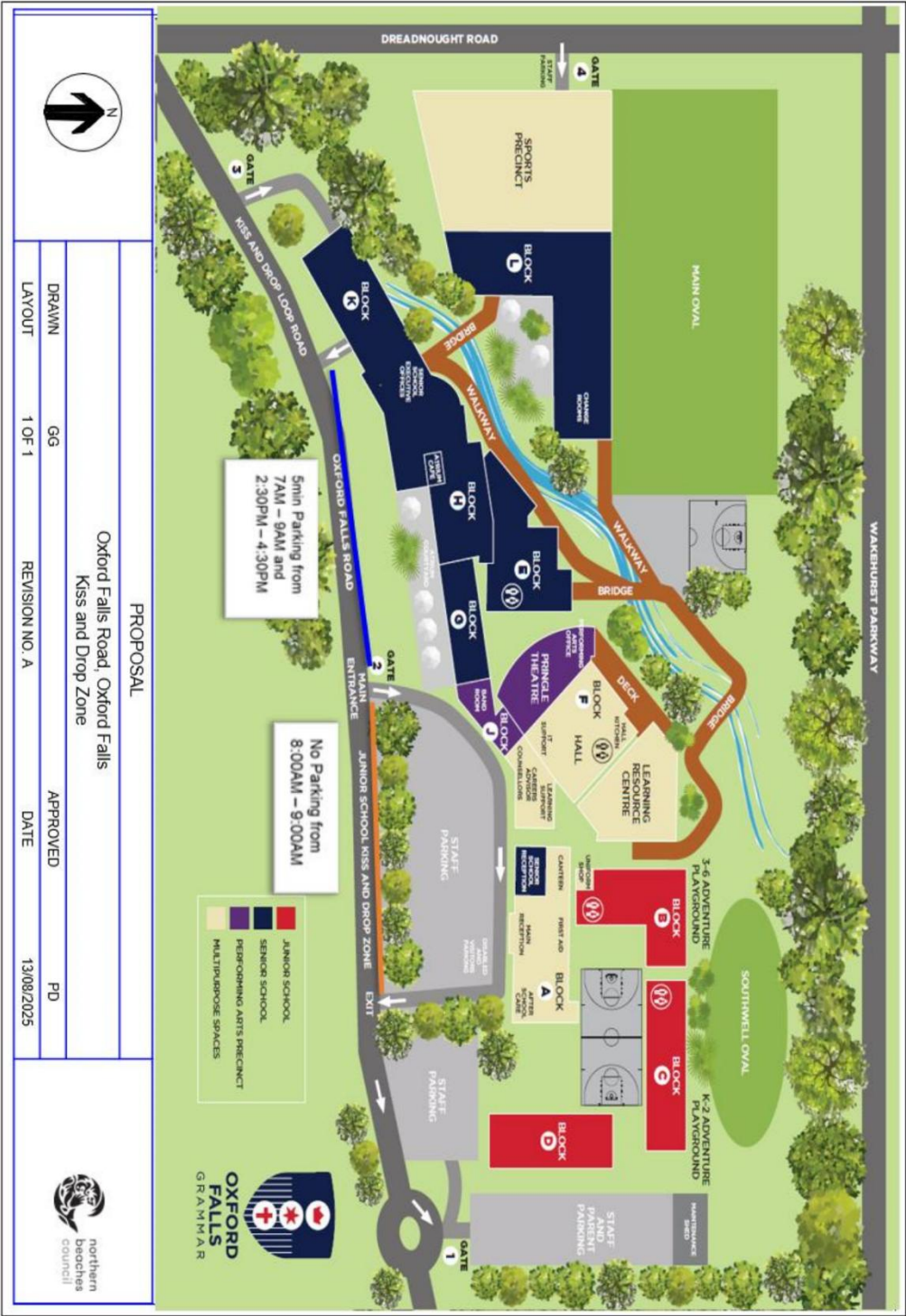


Table of Consultation

Address	<u>Oxford Falls Road, Oxford Falls</u>
Proposal	<u>Extend Kiss and Drop Zone</u>

Properties Consulted	74
Responses Received	41
Support	38
Do Not Support	3

Issue	Resident Comment	Council Response
Restriction hours	The kiss and drop needs to be no parking from 7:00am. People park there at 7:30am and walk their little ones in to whatever activities they have rather than using the empty car parks to then walk them in.	Council acknowledges the concern regarding vehicles parking in the Kiss and Drop area before 8:00am and recognises that some parents use these spaces to park and walk children into before-school activities. The proposed adjustment already extends the restriction period to begin at 8:00am to align with the peak school drop-off period and improve safety and traffic flow.
Community consultation	The school does not consult the community at all. They have the ability to provide easier access for parents and safer access for children but they prioritise staff.	Council acknowledges the concern regarding community consultation and school access arrangements. The proposed changes were developed in collaboration with Oxford Falls Grammar School as part of Council's Safer Schools Program, which aims to improve safety and traffic management around school zones. Council also undertook community consultation through the formal notification process to ensure local residents and road users had the opportunity to provide feedback. All submissions received will be reviewed and considered in the final recommendation to balance safety, accessibility, and operational needs for both the school and the surrounding community.
Limited on street parking	There is still not enough parking on the street all day for parents attending the school during school hours. There is only one small allocated carpark that is usually full. Dreadnought Road south side and Oxford Falls Road east side need to have upgrades of the roads with guttering and pathways and allow all day parking.	Council acknowledges the concern about limited on-street parking near the school. The current proposal focuses on improving safety and traffic flow during drop-off and pick-up times. Broader upgrades to Oxford Falls Road and Dreadnought Road, including parking, guttering and pathway improvements, will be considered separately as part of future capital works and transport planning programs.

5.0 MATTERS FOR NOTATION

ITEM 5.1 WORKS ZONE APPROVALS

GEOCODES: Various

REPORT

BACKGROUND

Since the previous report to the Local Transport Forum (closure date for November meeting was 10 October 2025), staff have approved the following Works Zones under delegated authority. 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
Allcastle Homes Pty Ltd	58 Oliver Street FRESHWATER	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 September 2025 to 3 November 2025
Pbc Pty Ltd	7 Reddall Street MANLY	Length: 13 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	29 August 2025 to 2 October 2025
Novati Constructions Pty Ltd	90 Queenscliff Road QUEENSCLIFF	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	30 August 2025 to 29 November 2025
Chase Projects Pty Ltd	65 Undercliff Road FRESHWATER	Length: 11 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 September 2025 to 15 September 2025
Laxland 3 Pty Limited as the Trustee for the Laxland 3 Trust	52 Brighton Street FRESHWATER	Length: 27 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	10 September 2025 to 31 March 2026
Buildland Australia Pty Ltd	101-105 Old Pittwater Road BROOKVALE	Length: 24 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	28 August 2025 to 28 November 2025
Dilcara Construction Pty Ltd	151 Pacific Parade DEE WHY	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	20 August 2025 to 20 November 2025
Kegg Constructions	181 Sydney Road FAIRLIGHT	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	16 September 2025 to 18 March 2026

Lexpol Group Pty Ltd	231 Whale Beach Road WHALE BEACH	Length: 13 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	22 September 2025 to 5 October 2025
Levvel Pty Ltd	27 Waine Street FRESHWATER	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	10 September 2025 to 11 May 2026
Sapna Sidhu	18 Hilmer Street FRENCHS FOREST	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	26 September 2025 to 25 September 2026
I.S. Design Studio Pty Ltd	30 Abernethy Street SEAFORTH	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	7 October 2025 to 6 December 2025
Better Built Homes	35 Balgowlah Road MANLY	Length: 9 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	2 October 2025 to 19 December 2025
Champion Homes Sales Pty Ltd	2 Cormack Street BALGOWLAH	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	5 September 2025 to 2 February 2026
Dilcara Construction Pty Ltd	68 Toronto Avenue CROMER	Length: 24 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	13 October 2025 to 6 December 2026

RECOMMENDATION

That the Local Transport Forum notes the delegated approval or Works Zones described above.

Reporting officer	Manager, Transport Network
TRIM file ref	2025/664543
Attachments	Nil

ITEM 5.2 ONGOING ACTIONS UPDATE

REPORT

Previous matters have been raised during general business – this report provides an update on the progress of the items raised. There are currently no outstanding actions.

PROCEEDINGS IN BRIEF

TFNSW CONTROLLED ROAD NETWORK			
General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
	No Outstanding Actions		
COUNCIL CONTROLLED ROAD NETWORK			
General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
	No Outstanding Actions		

RECOMMENDATION

That the Local Transport Forum notes the updated Ongoing Actions summary.

Reporting officer	Manager, Transport Network
TRIM file ref	2025/565848
Attachments	Nil