

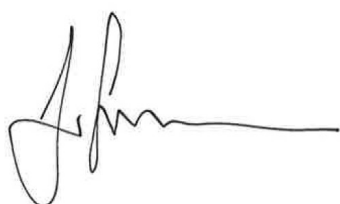
AGENDA

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 via Teams on

TUESDAY 1 FEBRUARY 2022

Beginning at 10.00 am for the purpose of considering and determining matters included in this agenda.



Jorde Frangoples
Director Transport and Assets

Voting Members

Chair – Mayor – Northern Beaches Council
 Member for Pittwater Mr R Stokes MP Representative
 Member for Davidson Mr J O’Dea MP Representative
 Member for Wakehurst Mr B Hazzard MP Representative
 Member for Manly Mr J Griffin MP Representative
 Transport for NSW
 Northern Beaches Police Command, Dee Why

Mr Michael Regan
 Mr Andrew Johnston
 Mr Phil Corbett
 Mr Toby Williams
 Ms Adele Heasman
 Mr Peter Carruthers
 Sergeant Nino Jelovic

Non Voting Members

State Transit Authority, Brookvale Depot
 Forest Coach Lines
 Manly Warringah Cabs Co-operative Society Ltd
 Cycling Representative

Mr Egwin Herbert
 Mr Robert Bicakcian
 TBC
 Mr Owen Dunne

Officers

Director Transport and Assets
 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
 Ranger Coordinator
 Strategic Transport Coordinator
 Transport Project Officer
 Transport Project Officer
 Traffic Officer
 Road Safety Officer
 Road Safety Officer
 Traffic Engineering Trainee
 Traffic Engineering Intern
 Specialist Administration Officer

Mr Jorde Frangoples
 Mr Craig Sawyer
 Mr Phillip Devon
 Mr James Brocklebank
 Mr Ricky Kwok
 Mr Velsamy Sankaran
 Mrs Rezvan Saket
 Ms Leila Kazemnezhad
 Mr Luke Nickson
 Mr Brian Duong
 Mr Ali Samimi Haghighi
 Mr Yuan Ren
 Mr Michael Davey
 Ms Michelle Carter
 Mrs Kajal Todd
 Mr Scipio Tam
 Mr Jenzy Ocampo
 Mr Michael Kennedy
 Ms Robynann Dixon
 Mr Nicholas Murace
 Mr Michael Kennedy
 Ms Caty Pilley

Visitors

Nil

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

to be held via Teams on Tuesday 1 February 2022

Commencing at 10.00 am

1.0 APOLOGIES

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

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 9 November 2021

2.2 Declaration of Pecuniary and Conflicts of Interest

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Nil

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NEXT MEETING Tuesday 1 March 2022

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

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 7 DECEMBER 2021

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 7 December 2021, 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	DEVITT STREET, NARRABEEN- INSTALLATION OF 2P PARKING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/761249
ATTACHMENTS	1 Table of Consultation 2 Plan

GEOCODES: -33.719742, 151.297699

REPORT

BACKGROUND

Council has received concerns from local residents regarding long-term parking of vehicles, boats and trailers on Devitt Street that reduce parking availability for customers of local businesses, residents and parents trying to pick up and drop off their children from the Narrabeen Lakes Public School.

LOCATION

Devitt Street is a local road of 8m in width, medium volumes of two-way traffic. Devitt Street meets Pittwater Road at its eastern end and meets Park Street at its western end. School bus services use Devitt Street. There is a No Parking zone between Park Street and Pittwater Road on the northern side of Devitt Street.

ISSUES

- Long-term parking of vehicles, boats and trailers on Devitt Street reduce parking availability for customers of local businesses, residents and parents trying to pick up and drop off their children from the Narrabeen Lakes Public School.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of a 2P timed parking restriction between 8am to 5pm, Monday to Friday on southern side of Devitt Street, between Park Street and Pittwater Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have impact no 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 8 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 3 submissions were received with no objections and 3 supporting the proposal.




RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of a 2P timed parking restriction between 8am to 5pm, Monday to Friday on southern side of Devitt Street, between Park Street and Pittwater Road.
-

<u>Table of Consultation</u>		
Address	Devitt Street, NARRABEEN	
Proposal	Installation of 2P Parking Restriction	
Properties Consulted	8	
Responses Received	3	
Support	3	
Do Not Support	0	
Issue	Resident Comment	Council Response
Road Safety/ Lack of Parking Spaces	The congestion around this area is considerable at all times and a danger to pedestrian traffic, including school children. Long term parking of any vehicle in the street inhibits the use of these parking spaces for general local convenience.	Council proposes the installation of 2P parking restriction between 8am to 5pm, Monday to Friday in order to create more available parking spaces for the residents, business holders and the visitors who require to pick up or drop off their school children, as required.



	PROPOSAL		 northern beaches council
	Installation of 2P Parking Restriction Devitt Street, NARRABEEN		
	Drawn: A.S.H	Approved 	

ITEM 4.2	INSTALLATION OF 4P PARKING RESTRICTION - JUBILEE AVE, WARRIEWOOD
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/841227
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.677608, 151.287323

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles and boats on Jubilee Avenue for long periods of time that cause shortage of parking for the residents and the business holders of the area.

LOCATION

Jubilee Avenue is a local road of 7.5m in width, carrying medium volumes of two-way traffic. Jubilee Avenue meets Warriewood Road on its eastern side and it intersects Ponderosa Parade on its western side. There is a No Stopping zone on western side of driveway No. 20 Jubilee Avenue. There is a bus route that services Jubilee Avenue.

ISSUES

- Parked vehicles and boats on Jubilee Avenue for long periods of time cause shortage of parking for the residents and the business holders of the area.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of 4P time parking restriction on Saturday, Sunday and public holidays between western side of the RSL driveway and the existing No Stopping zone on the northern side of Jubilee Avenue. In addition, Council proposes the installation of 51m No Stopping zone on northern side of Jubilee Avenue between Foley Street and the western side of RSL Club's driveway.

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

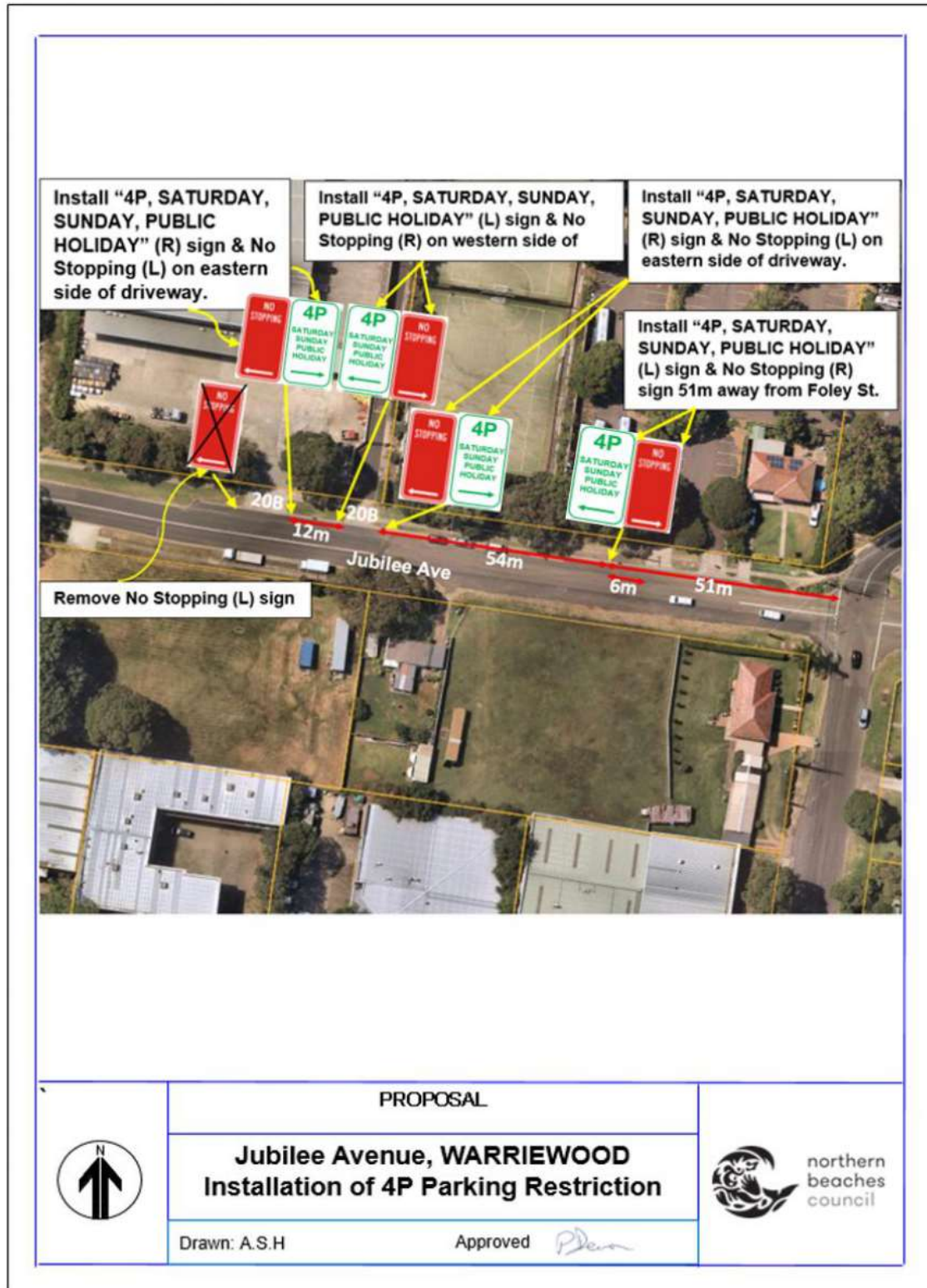
Consultation letters have been distributed to 119 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 1 submission was received with no objections and 1 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 4P time parking restriction on Saturday, Sunday and public holidays between western side of the RSL driveway and the existing No Stopping zone on the northern side of Jubilee Avenue.
- B. Installation of 51m No Stopping zone on northern side of Jubilee Avenue between Foley Street and the western side of RSL Club's driveway.



<u>Table of Consultation</u>		
Address	Jubilee Avenue, WARRIEWOOD	
Proposal	Installation of 4P Parking Restriction	
Properties Consulted	119	
Responses Received	1	
Support	1	
Do Not Support	0	
Issue	Resident Comment	Council Response
Lack of Parking	Very difficult for our team to find parking during business hours due to the number of trailers parked there.	Council's proposal will create more available parking spaces for the residents and the business holders of the area who have difficulties to find available parking during the standard business hours.

ITEM 4.3	BIBBENLUKE AVENUE, DUFFYS FOREST- INSTALLATION OF NO STOPPING YELLOW LINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/751642
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.681702, 151.179474

REPORT

BACKGROUND

Council has received concerns from Duffys Forest Residents Association and the Rural Bushfire Brigade regarding parked vehicles in the turning circle at the southern end of Bibbenluke Avenue. These vehicles block access for local residents and also for fire trucks, should the need to access Bibbenluke Track, Bibbenluke Reserve and the National Park.

LOCATION

Bibbenluke Avenue is a local road of 5m in width, that has low volumes of two-way traffic. Bibbenluke Avenue meets Guwara Road on its north-western side and it ends in a cul-de-sac with a diameter of 5m. No Bus route services Bibbenluke Avenue. No Parking restriction is allocated on Bibbenluke Avenue.

ISSUES

- Parked vehicles in the turning circle at the southern end of Bibbenluke Avenue block access for local residents and also for fire trucks that need access to Bibbenluke Track, Bibbenluke Reserve and the National Park.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of a 30m length of unbroken No Stopping yellow line around the turning circle at the southern end of Bibbenluke Avenue.

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 affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 6 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 2 submissions were received with no objections and 2 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of a 30m length of unbroken No Stopping yellow line around the turning circle at the southern end of Bibbenluke Avenue.



<u>Table of Consultation</u>		
Address	<u>Bibbenluke Avenue, DUFFYS FOREST</u>	
Proposal	<u>Installation of No Stopping Yellow Line</u>	
Properties Consulted	6	
Responses Received	2	
Support	2	
Do Not Support	0	
Issue	Resident Comment	Council Response
Block of Access	The turning circle at the southern end of Bibbenluke Ave Duffys Forest, is frequently blocked with cars, blocking access to local residents and also to Fire trucks needing to access Bibbenluke Track, Bibbenluke Reserve and the National Park.	Council proposes the installation of a 30m No Stopping yellow line around the turning circle at the southern end of Bibbenluke Avenue in order to resolve the issue by providing a safe access to Bibbenluke Track, Bibbenluke Reserve and the National Park at the end of the existing cul-de-sac.

ITEM 4.4	HEADLAND ROAD, NORTH CURL CURL - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/802480
ATTACHMENTS	1 Headland Road, North Curl Curl - Plan

GEOCODES: -33.75979, 151.28827

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parked on the south side of Headland Road, which obstruct sight lines for vehicles exiting Delaigh Avenue..

LOCATION

- Headland Road is a collector road that intersects Delaigh Avenue, North Curl Curl. It carries two-way traffic in low to moderate volumes with a speed limit of 50km/h.
- Delaigh Avenue is a local road that caters for two-way traffic connecting Headland Road and Pitt Road, carrying low volumes of traffic, with a speed limit of 50km/h.
- The intersection has no signs or lines installed. Northbound vehicles leaving Delaigh Avenue are required to give way to vehicles on Headland Road.
- Adjacent land use in Headland Road and Delaigh Avenue is low density residential housing, although St.Lukes Grammar School is sited further to the west on Headland Road, which attracts before and after school traffic to Headland Road .
- There are no bus routes that service the intersection area under consideration, although school buses do traverse Headland Road.
- There is no footpath on the south side of Headland Road or on Delaigh Avenue.

ISSUES

- Cars regularly park on Headland Road in this location, which restricts the available road width and impedes sightlines for vehicles exiting Delaigh Avenue.
- Delaigh Avenue meets Headland Road on an upward gradient and at an angle which further impedes sight distance

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a length of No Stopping yellow line on the south-east corner of the intersection of Headland Road and Delaigh Avenue, to extend 20 metres east of Delaigh Avenue and 13 metres south of Headland Road. This will improve safety for vehicles leaving Delaigh Avenue joining Headland Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. No objections were received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of length of No Stopping yellow line on the south-east corner of Headland Road and Delaigh Avenue, to extend 20m east of Delaigh Avenue and 13m south of Headland Road.



ITEM 4.5	BANGAROO STREET, NORTH BALGOWLAH - 15MIN TIMED PARKING RESTRICTION AND MAIL ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/802797
ATTACHMENTS	1 Bangaroo Street, North Balgowlah - Plan 2 Table of Consultation

GEOCODES: -33.78924, 151.25123

REPORT

BACKGROUND

Council has received concerns from local residents regarding cars and other vehicles parked for extended periods of time near No.28 and No.30 Bangaroo Street, North Balgowlah. This limits parking opportunities for customers of the adjacent commercial premises and couriers.

LOCATION

- Bangaroo Street, along with Brook Road, are collector roads that connect North Balgowlah and Seaforth, catering for low to medium volumes of traffic, with a speed limit of 50km/h.
- The subject section of Bangaroo Street has a road width of 11 metres, with no road centre lines installed.
- On-street parking is generally unrestricted at the location under consideration, with the exception of No Stopping restrictions at the corner of Bangaroo Street and St Pauls Road.
- Adjacent land use consists of low density housing, mixed with two business premises.
- There are no bus routes that service the section under consideration, however, Route 168X and multiple school services pass nearby.
- There is a footpath available on the west side of Bangaroo Street.

ISSUES

- Long term parking activity adjacent to the corner store create difficulties for customers wishing to access the store or utilise the mailbox. It also prevents deliveries by couriers.
- Customers and couriers need to park in front of adjacent residential premises regularly.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a P 15 minute timed parking restriction and a Mail Zone on the west side of Bangaroo Street north of its intersection with St.Pauls Road. This will ensure easy customer access to the shops and to the mailbox.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 15m length of P 15 minute timed parking restriction and a 6m length of Mail Zone on the east side of Bangaroo Street north of its intersection with St.Pauls Road.



	PROPOSAL						 northern beaches council
	Bangaroo Street, North Balgowlah P 15 minutes Timed Parking and Mail Zone						
	DRAWN	YR	APPROVED				
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	22/Nov/2021	

Table of Consultation

Address	Bangaroo Street, North Balgowlah
Proposal	P 15 Minute Timed Parking and Mail Zone

Properties Consulted	13
Responses Received	3
Support	2
Do Not Support	1

Issue	Resident Comment	Council Response
Loss of parking	2 parking spaces will be lost.	Most homes have off-street parking. There is sufficient space on the road for visitors.
Mailbox relocation	Relocate mailbox around the corner.	Council may action accordingly if Australia Post relocates the mailbox around the corner.
Shorter time limit	P 15min 7:30am - 6 pm.	Plan changed accordingly

ITEM 4.6	BURTON STREET, BALGOWLAH - CHANGE OF TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/803016
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.797209, 151.264333

REPORT

BACKGROUND

Council has received advice from North Harbour Vacation Care and Preschool regarding extended operating hours. Vacation Care and Before & After School Care is commencing operations from the Preschool premises. This will require changes to the hours of operation of existing parking restriction signage in Burton Street.

LOCATION

Burton Street is a local road carrying low volumes of traffic. It is a cul-de-sac of approximately 7m in width. Parking is unrestricted on both sides of this street. There is a 12m length of unbroken Dividing Barrier Lines on the approach to Condamine Street, which prevents parking on either side of the road. No Stopping signs are installed on both sides of Burton Street, 6m to the east of the ends of the Dividing Barrier Lines.

ISSUES

- Advice has been received from North Harbour Vacation Care and Preschool regarding extended operating hours on Burton Street.
- Vacation Care and Before & After School Care is commencing operations from the Preschool premises, and this will require changes to the hours of operation of existing parking restriction signage in Burton Street.
- Most homes having off-street parking for multiple vehicles. Some residents have multiple vehicles, some of which are parked on the street.
- Some residents have expressed concern about all of the parking being allocated for Preschool/ After School Care purposes.
- There is a lack of parking opportunities for visitors and the Preschool drop-off and pick-up purposes.

PROPOSAL

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

- Remove the existing ¼ Hour Timed Parking 8am-9:30am and 2:30pm-4pm and install ¼ Hour Timed Parking 7:00am-9:30am and 2:30pm- 6pm – Mon to Fri restrictions & 90° Angled Parking. The signs will be installed on the southern side of Burton Street (closest spots to the Preschool) between No.3 Burton Street to the end of the cul-de-sac. All other existing signs, including accessible parking signs and No Stopping signs, will be kept.
- Replace the existing No Stopping 8am-9:30am & 2:30pm-4:00pm School Days on the north side of Burton Street with No Stopping 7am-9.30am and 2.30pm-6pm Mon-Fri.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the existing ¼ Hour Timed Parking 8am-9:30am and 2:30pm-4pm and install ¼ Hour Timed Parking 7:00am-9:30am and 2:30pm- 6pm – Mon to Fri restrictions & 90 degree Angled Parking. The signs will be installed on the southern side of Burton Street (closest spots to the Preschool) between No.3 Burton Street to the end of the cul-de-sac. All other existing signs, including accessible parking signs and No Stopping signs, will be kept.
- B. Replacement of the existing No Stopping 8am-9:30am & 2:30pm-4:00pm School Days on the north side of Burton Street with No Stopping 7am-9.30am and 2.30pm-6pm Mon-Fri.

Proposed Work:

- 1 – **on the south side of Burton Street (closest to the preschool):** Remove the existing 15min 90 degree angle parking 8am-9:30am and 2:30pm- 4pm and install 15min 90 degree angle parking 7am-9:30am and 2:30pm- 6pm Mon-Fri as shown in the Plan. Keep all other existing signs including disabled parking signs and No Stopping signs.
- 2 – **along the northern side of Burton Street:** Remove the existing No Stopping 8am-9:30am & 2:30pm-4:00pm School Days and install No Stopping 7am-9:30am and 2:30pm-6pm Mon-Fri as shown in the Plan.



*NOT TO SCALE



	PROPOSAL					
	Burton Street, Balgowlah Change of Timed Parking Restrictions					
	DRAWN	LK	APPROVED			
	LAYOUT	1 OF 1	REVISION NO.	B	DATE	29/11/2021

Table of Consultation

Address	Burton Street, Balgowlah
Proposal	Change of Timed Parking Restrictions

Properties Consulted	48
Responses Received	2
Support	0
Do Not Support	2
Partial Support	0

Issue	Resident Comment	Council Response
Traffic and Parking Issues	<p>Any consideration of the residents has been left out of the proposed changes. The main concern is that no parking has been left for residents, particularly at this time when more people are working from home. The area on the southside, between No 3. and No 5. should remain as is. The extended hours are unnecessary and should be kept in line with all other school zones in the vicinity (i.e. 2:30pm - 4:00pm).</p>	<p>The long term parking of vehicles should be on the private property, with additional vehicles sharing the available on-street parking. Burton Street is a public road and parking should be available for residents and visitors alike.</p> <p>The proposal will increase the turnover of the available parking spaces and benefit the visitors and the Preschool users for any drop off and pick up purposes.</p>

ITEM 4.7	FRANKSON PLACE, MONA VALE - CHANGES TO INTERSECTION AND PARKING RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/803519
ATTACHMENTS	1 Frankson Place, Mona Vale - Plan 2 Table of Consultation 3 Stop Sign Situation Diagram

GEOCODES: -33.672876, 151.308970

REPORT

BACKGROUND

Council has received concerns from local residents regarding reduced traffic sight distances and difficulties exiting Frankson Place on to Bassett Street in Mona Vale. Safety concerns have also been raised regarding vehicles parking on both sides of the road and on the curve with Mount Pleasant Avenue.

LOCATION

- Frankson Place is a local road with a 50km/h speed limit.
- The road width is approximately 7.2m between kerbs and there is no constructed footpath.
- Frankson Place intersects Bassett Street as the stem of a 'T' intersection. The statutory 10m 'No Stopping' from the intersection has previously been extended to 20m west of Frankson Place, due to sight distance issues for vehicles exiting the road.
- The 'Give Way' controls apply at the intersection, and a section of dividing barrier lines have been installed on the approach to Bassett Street, where parking is restricted within 3m of the continuous line.
- Bassett Street is a collector road with a 50km/h speed limit, connecting Barrenjoey Road in the east to Mona Street in the west.
- The southern side of Bassett Street is commercial/light industrial land use while the northern side is residential. Pavich Reserve is located on the eastern side of Frankson Place.

ISSUES

- Bassett Street is a well trafficked road and has a high demand for parking on weekdays due to staff and visitor parking from the commercial/light industrial area.
- Parking in Frankson Place is used by residents, visitors and for overflow parking when Bassett Street is fully parked out.
- Parallel parking is unrestricted on both sides of the road north of the dividing barrier lines.
- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Sight distances are restricted when vehicles park on the curve where Frankson Place intersects Mount Pleasant Avenue, creating a potential hazard for through traffic.
- Traffic sight distances for vehicles exiting Frankson Place on to Bassett Street are restricted due to the curvature of the road and existing trees near the intersection.

PROPOSAL

Council has undertaken a review of the area and proposes to upgrade the intersection from 'Give Way' to 'Stop', and to move the 'Stop' line forward using paint markings (refer Attachment 3 - Stop Sign Situation Diagram). 'No Stopping' restrictions are proposed on the curve outside No.8 Frankson Place to prevent parking on the bend. A section of 'No Parking 8am-5pm Mon-Fri' restrictions (17m in length) is proposed outside Pavich Reserve, to provide a passing area on the narrow road midway between Bassett Street and Mount Pleasant Avenue. The restrictions will only apply on weekdays during work hours and allows for overnight parking for residents. A plan of the proposal is shown in Attachment 1 - Frankson Place, Mona Vale - Plan.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Frankson Place and Bassett Street are part of the Road Cycling Network. The proposal will improve safety for all road users including people cycling along Frankson Place by providing a wider road and improved sightlines for through traffic.
- The proposal does not affect pedestrian facilities or impacts on walking paths.

CONSULTATION

- Consultation letters have been distributed to 35 properties within the immediate vicinity of the location providing notification of the proposed changes. A summary of the responses is noted in Attachment 2 - Table of Consultation.
- The proposal included options for a section of 'No Parking 8am-5pm Mon-Fri' restrictions which would apply to one side of Frankson Place. Option 1 was located on the western side, between No.5 and 7 Frankson Place, resulting in the loss of two car spaces during the restricted hours. Option 2 was located on the eastern side outside Pavich Reserve and would result in one additional removal of parking with three car spaces impacted.
- A total of 13 submissions were received within the consultation area, with 12 supporting the proposal and one objection concerned with the availability of parking outside their property. Two submissions indicated support for Option 1 and five supported Option 2. The remaining submissions did not indicate any preference.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:


- A. Upgrade of the intersection controls at Frankson Place from 'Give Way' to 'Stop', and moving the 'Stop' line forward using paint markings.
- B. Installation of edge lines in Bassett Street for parking lanes (2.1m wide) on both sides of Frankson Place, from the intersection to No.72 Bassett (eastern side) and No.78 Bassett Street (western side).
- C. Installation of 'No Stopping' restrictions (35m in length) on the inside of the curve outside No.8 Frankson Place
- D. Installation of 'No Parking 8am-5pm Mon-Fri' restrictions (17m in length) outside Pavich Reserve.



PROPOSAL

FRANKSON PLACE & BASSETT STREET, MONA VALE
CHANGES TO INTERSECTION & PARKING RESTRICTIONS

Drawn RK

Approved 



northern
beaches
council

Table of Consultation

Address	Frankson Place, Mona Vale
Proposal	Changes to Intersection and Parking restrictions

Properties Consulted	35
Responses Received	13
Support*	12
Do Not Support	1

*Two responses indicated support for Option 1, and five supporting Option 2. The remaining submissions did not indicate any preference.

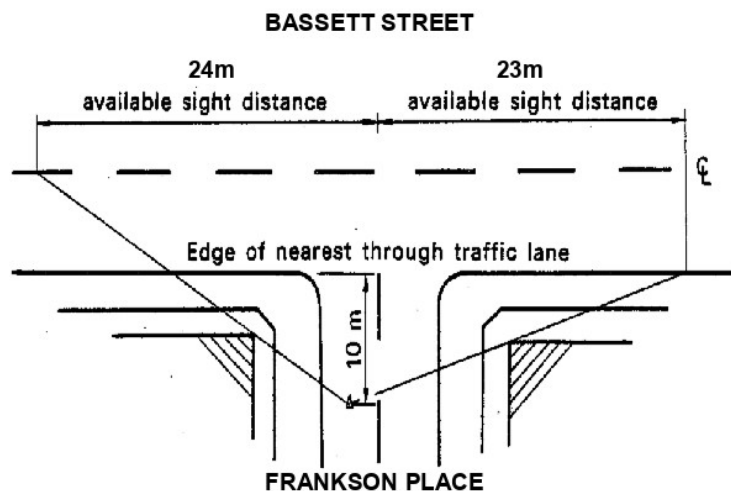
Issue	Resident Comment	Council Response
No Parking restrictions	<p>- I am in agreeance with both the Options for solutions that you have outlined. I would like you to carefully consider a no parking zone (at any time) between Lot No.78 and No.72 on Bassett St. Traffic turning from Frankson Place out onto Bassett St is becoming more and more dangerous as drivers can not see if there are any on coming cars especially ones driving in the easterly direction. It can be a total blind spot and only a few weeks ago, was there another car accident on a quiet Sunday morning.</p> <p>- I strongly object to your proposal for limiting parking on our street. Instead of punishing the residence of our street by limiting our parking options it would be a far more equitable to limit day time parking to residences only and allowing one hour visitor parking. When I come home from work I would like to park in front of my place otherwise I will have troll up and down the street for a park. As it is now we struggle to find parking during the week. I don't see how removing parking space will help any body in the street where we live.</p> <p>- Perhaps it may be best to try and stop Frankson Place being used as a short cut or Rat route by non residence.</p> <p>- Why are you making option 1 in front of our place and not in front of any other houses as most of the bottlenecks occur at the top end in front of number 9 or at the lower end towards Bassett St.</p> <p>- Would it be possible to change the Bassett St and Frankson Pl intersection into a roundabout intersection as the proposed stop line move would still let the Bassett St traffic to speed along at this intersection which is a big problem for traffic both pedestrians and vehicles.</p>	<p>- The proposed changes to the intersection include upgrading the priorities from 'Give Way' to 'Stop', and moving the 'Stop' line forward using paint markings. The promotion of the 'Stop' line will improve the existing traffic sight distances. Extending the No Parking restrictions west will have limited benefits due to the curvature of the road and would further impact parking in the area.</p> <p>- On-street parking is public parking for the use of the community. Resident Parking Schemes can only be approved by TfNSW and the situation in Frankson Place does not satisfy the necessary guidelines and eligibility criteria. All properties have or could have off-street parking on their private property, and on-street parking is available in the area. The proposed 'No Parking 8am-5pm Mon-Fri' will only apply on weekdays during work hours and allows for overnight parking for residents.</p> <p>- Access restrictions are unlikely to be effective without ongoing enforcement by the Police. Any restriction to traffic from Barrenjoey Road (State Road) into Waterview Street and flowing into Frankson Place, such as a 'No Right Turn' requires approval by TfNSW due to the impacts on the overall road network.</p> <p>- The section of 'No Parking' restrictions is located midway between Bassett Street and Mount Pleasant Avenue to provide a passing area for through traffic. Residents have indicated during the consultation preference for Option 2 located on the eastern side outside Pavich Reserve.</p> <p>- Council has no current proposals for a roundabout at the intersection of Bassett Street and Frankson Place. These traffic facilities require extensive infrastructure works and capital expenditure and there are other higher priority areas for this type of treatment.</p>

Stop Sign Situation Diagram Bassett Street and Frankson Place

R1-1 STOP SIGN

SITUATION DIAGRAM

Use R1-1 sign where a Give Way R1-2 sign is warranted and sight distance (in either direction) in accordance with the following sketch and table is not available.



85th Percentile Approach Speed on Major Road V85 (km/h)	Required Sight Distance (between points, 1.15 m above the road) A (m)
40	70
50	90
60	105
70	120
80	140
90	160
100	175
110	190

ITEM 4.8	AITKEN AVENUE, QUEENSCLIFF - NO PARKING & NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/869274
ATTACHMENTS	1 Aitken Avenue, Queenscliff - Plan 2 Aitken Avenue, Queenscliff - Table Of Consultation

GEOCODES: -33.782928, 151.282743

REPORT

BACKGROUND

Council has received concerns from local residents regarding on street parking and parking in the cul-de-sac area of Aitken Avenue, Queenscliff. The existing parking reduces in the proposed sections of Aitken Avenue reduces road width, restricts waste operators and emergency vehicle access and often vehicles drive into incoming traffic.

LOCATION

- The proposed section of Aitken Avenue is a local road located between Pittwater Road and a cul-de-sac and caters for two-way traffic with a posted speed limit of 50km/h.
- A Council free carpark with eleven (11) marked parking bays is located adjacent the proposed section of road next to Aitken Reserve and has four hour (4P) 8:00am – 6:00pm Everyday timed parking restriction.
- Adjacent land uses consist of low-medium density housing and is located within walking distance of Aitken Reserve, Hinkler Park, Keirle Park, Lagoon Reserve and North Steyne, Queenscliff.
- The area of concern has an existing road width of approximately 6.5 metres on an uphill bend, No Parking restrictions exist on both sides of the road prior to the reserve carpark and on the southern side of the bend. The cul-de-sac includes a slip rail and pedestrian stairway to Aitken Reserve, Queenscliff.

ISSUES

- Vehicles parking on both sides of the street reduce road width and restrict traffic flow.
- Visibility is affected by parked vehicles and often vehicles have difficulty entering and exiting driveways and drive into oncoming traffic with limited sightlines.
- Vehicles parking in the cul-de-sac affect the turning circle, in particular, entry and exit for waste operators.

PROPOSAL

Council has undertaken a review of the location and proposes to install a No Stopping Unbroken Yellow Kerb Line on the northern side, beginning from the driveway of No.8 approx. 31m east to the driveway of No.14 Aitken Avenue, Queenscliff. Additionally, replace a section of existing No Parking with a No Stopping Unbroken Yellow Kerb Line on the southern side between opposite No.12 to No. 8 Aitken Avenue, Queenscliff. Further, install a No Parking restriction in the cul-de-sac from outside to opposite No.34 Aitken Avenue, Queenscliff.

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 23 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses, including an alternate proposal, are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line on the northern side, beginning from the driveway of No.8 approx.31m east to the driveway of No.14 Aitken Avenue, Queenscliff.
- B. Replacement of a section of existing No Parking with a No Stopping Unbroken Yellow Kerb Line on the southern side between opposite No.12 to No. 8 Aitken Avenue, Queenscliff.
- C. Installation of a No Parking restriction in the cul-de-sac from outside to opposite No.34 Aitken Avenue, Queenscliff.

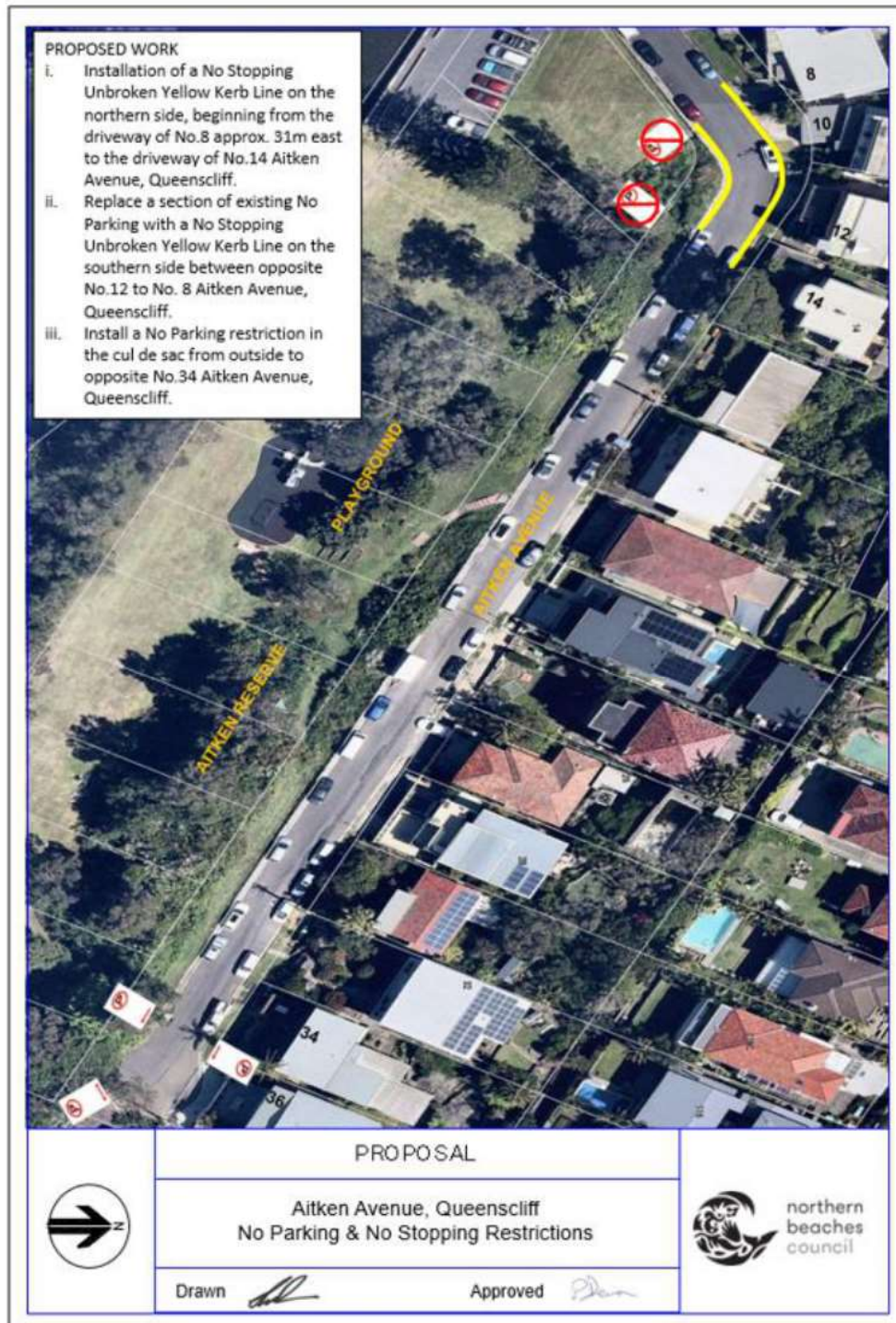


Table of Consultation

Address	Aitken Avenue, Queenscliff
Proposal	No Parking & No Stopping

Properties Consulted	23
Responses Received	11
Support	5
Do Not Support	6

*Includes a petition

NOTE 5 Households requesting an amendment

Issue	Resident Comment	Council Response
Affects Residents	There is already no Parking restrictions that are not policed so simply changing a sign to no stopping will have no effect unless there are plans to police this restriction. If Council is genuinely looking to solve the issue of driving into oncoming traffic, as it claims to in this letter, then it needs to restrict parking along the entire street to Resident Only Parking by either: • applying time restrictions and/or; • only allowing parking on one side of the street and or; • installing a footpath.	The proposal improves road safety concerns and enhances sightlines, Council Rangers can and will investigate breaches of existing and proposed NSW Road Rules. Restricting any entire section of road would reduce existing off-street parking and may increase speed. Timed restrictions would effect resident parking and if applied may not feature a resident exception due to the availability of off-street parking which may not meet the guidelines for a resident parking scheme. A footpath request has been forwarded which will be listed on Council's future works program.
Loss Of Parking	I have also noticed non-residents parking their cars for the day on Aitken Avenue and then walking to the bus stop at the corner of Pittwater Road. The only way that I might consider showing any support is if Council properly addressed parking issues in the area, and specifically on this street. I do feel for the garbage truck and construction vehicle drivers. I am inclined to think that it is the construction company currently working down the road which has complained about the parked cars making access problematic for them. It would limit our parking massively. We do not have enough parking spots available right in front of the house so that we need the street parking option. I'm concerned that with the planned changes it would make it very hard for us to find parking in the street. We'd have to park at the car park at Aitken Reserve and would risk a fine.	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Timed restrictions would affect residents and if applied, may not feature a resident exception due to the availability of off-street parking which may not meet the guidelines for a resident parking scheme. The proposal improves road safety concerns and enhances sightlines.

Additional Comments - Council Carpark Time Restriction	A few years ago when maximum daylight parking time was reduced to 4 hours in the Council car park. This was supposedly done to stop non-vehicles eg. boats and trailers, from being left for long periods in the car park. I had no problem with that but to then introduce the 4 hour limit, was and is I believe over the top. I might add that these changes were touted as being only on a 6 month trial basis but have been in force ever since their introduction. Extend the proposed 'new' No Stopping section of road on the southern side by an additional 12 metres to the east and 3 metres down the hill to the south west. Parking conditions on the northern side are to remain as existing to preserve the amenity provided to 8, 10, 12 Aitken Avenue.	Council can review if the existing four hour time limit is suitable, however, given residents have mentioned may motorists park in Aitken Avenue to attend Manly and the city an extension of the time limit possibly to eight hours may reduce parking turnover in the carpark. Council appreciates the alternative proposal, however, it fails to allow sufficient road width and address vehicles driving into oncoming traffic at the bend. An additional 15 metres removes two to three on street parking spaces which does not substantially improve loss of parking concerns.
Alternative Proposal		

ITEM 4.9 **OAKS AVENUE, DEE WHY, DARLEY STREET, FORESTVILLE
AND DOWLING STREET, FRESHWATER - ELECTRIC VEHICLE
PARKING****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2021/869940****ATTACHMENTS** **1 Dee Why, Forestville and Freshwater - Electric Vehicle
Parking - Plan**
**2 Dee Why, Forestville and Freshwater - Electric Vehicle
Parking - Community Engagement Report****GEOCODES:** -33.753692, 151.287137 Oaks Avenue Dee Why,
 -33.762107, 151.214080 Darley Street Forestville
 -33.778944, 151.283829 Dowling Street Freshwater**REPORT****BACKGROUND**

In order to assist the transition to electric vehicles in the Northern Beaches Council area, JOLT in conjunction with Ausgrid, are deploying free public charging for up to 15 minutes in selected locations within the local community (existing location in Bungan Street, Mona Vale which was approved and installed recently and 2 spaces in Village carpark Mona Vale yet to be installed).

Dee Why, Forestville and Freshwater have been identified as a suitable location for the installation of three additional electric vehicle charging stations, which utilise the existing Ausgrid infrastructure to provide charging points to the allocated bays.

Electric vehicle charging points have proven to boost surrounding commercial activity by providing an additional use to supplement existing infrastructure.

LOCATION

- Oaks Avenue, Dee Why is a local road with existing various timed parking restrictions between Avon Road and Pittwater Road. The proposal for 1 EV charging space is currently located within existing 1P timed parking restrictions.
- Darley Street, Forestville is a local road with existing various timed parking restrictions between Violet Lane and Warringah Road. The proposal for 1 EV charging space is currently located within existing 2P timed parking restrictions.
- Dowling Street, Freshwater is a local road with existing unrestricted parking (western side) and 1P timed parking restrictions (eastern side) and is located between Undercliff Road and Lawrence Street. The proposal for 1 EV charging space is currently located within existing 1P timed parking restrictions.
- Electric Vehicle charging station locations in Dee Why, Forestville and Freshwater were identified as suitable locations as they meet the requirements in the adopted EV Charging Infrastructure Plan. These locations are also in close proximity to existing Ausgrid infrastructure which will supply electricity to the EV charging stations.

- These areas are strategic centres and consists of businesses, mixed residential and education facilities.

ISSUES

Council recently had the Draft Electric Vehicle Charging Infrastructure Plan on exhibition for comments and was adopted at the August 2021 Council meeting.

The Electric Vehicle Charging Infrastructure Plan guides the future management of publicly operated electric vehicle (EV) charging stations in the Northern Beaches.

The plan identifies the framework for establishing a future network of EV charging stations and outlines conditions for the installation, management, maintenance and removal of EV charging infrastructure on identified Council sites.

Our MOVE Transport Strategy sets a target of a 30% reduction in vehicle emissions by 2038, and our Climate Change Action Plan has a range of actions for delivering this outcome, including facilitating and providing public EV charging infrastructure at key locations.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to convert the existing timed parking bays at 21 Oaks Avenue Dee Why, Darley Street Forestville (outside 55 The Centre) and Dowling Street Freshwater (outside 28 Lawrence Street) 'No Parking Electric Vehicles Excepted Only While Charging' with a 1 Hour limit (1 parking bay in each location).

The signage installation will be aligned and staged with the charging infrastructure installation.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

- Consultation letters have been distributed to 687 properties within the immediate vicinity of the location providing notification of the proposed changes.
- The project was also available on Council's website 'Your Say' for comment and was included in the fortnightly Community Engagement Newsletter and the weekly Council e-News.
- 5 temporary signs were displayed onsite with a QR code to direct users to the 'Your Say' webpage.
- The responses are noted in Attachment 2 – Community Engagement Report.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Parking Electric Vehicles Excepted Only While Charging' with a 1-hour Limit at 21 Oaks Avenue, Dee Why (1 parking bay).
- B. Installation of 'No Parking Electric Vehicles Excepted Only While Charging' with a 1-hour Limit at Darley Street, Forestville (outside 55 The Centre) (1 parking bay).
- C. Installation of 'No Parking Electric Vehicles Excepted Only While Charging' with a 1-hour Limit at Dowling Street, Freshwater (outside 28 Lawrence Street) (1 parking bay).



PROPOSAL

Dowling Street, Freshwater
Electric Vehicles Charging Bay

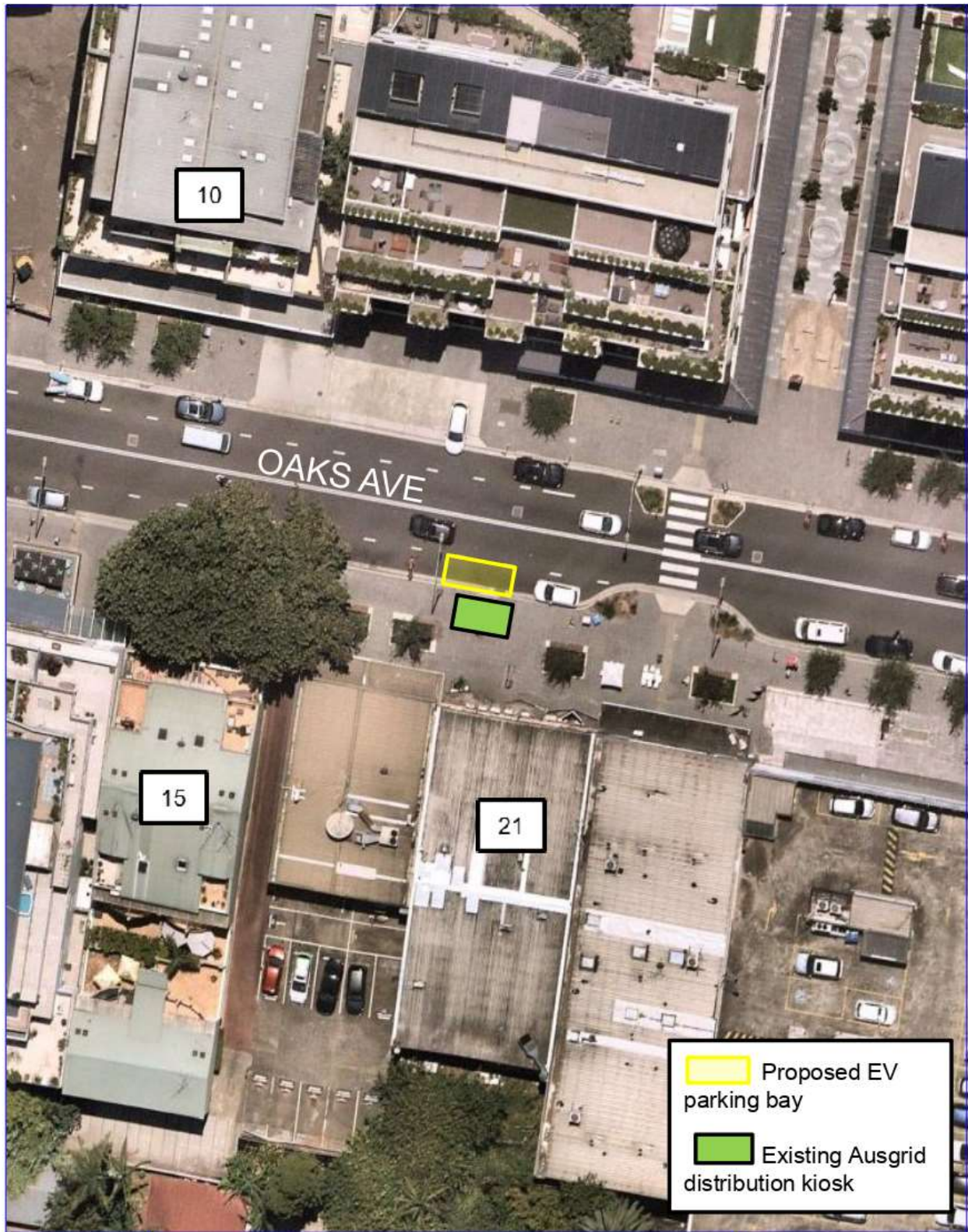
Drawn KT

Approved

P. Devan



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PROPOSAL

Oaks Avenue, Dee Why
Electric Vehicles Charging Bay

Drawn KT

Approved

P. Devan



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PROPOSAL

Darley Street, Forestville
Electric Vehicles Charging Bay

Drawn KT

Approved

P. Devan



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Community and Stakeholder Engagement Report

Electric Vehicle Charging Station proposed locations (Stage 1 of 1)

Impact level: 4

Consultation period: 22 October to 21 November 2021

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1. Summary




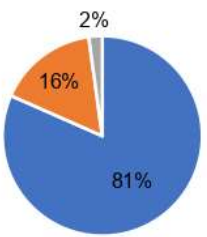

This report outlines the outcomes of community and stakeholder engagement as part of a proposal for more Electric Vehicle (EV) charging station locations across the Northern Beaches. The proposal identified three locations: Oaks Avenue, Dee Why, Darley Street, Forestville and Dowling Street, Freshwater.

The feedback collected during the consultation indicated a high level of support for the proposed conversion of car parking spaces to EV charging spaces as it would encourage the uptake of EVs and contribute to the reduction of carbon emissions.

While the majority of respondents supported the proposal, several concerns were raised including the placement of the proposed charging bay in each location and opposition to advertising on the charging stations.

Respondents who were not supportive of the proposal also felt that publicly owned land (carparks) should not be used for a commercial enterprise and that Council should not be supporting or subsidising EV owners who are only a small minority of total drivers.





1.1. Key outcomes

 Total unique responses	282	
 How responses were received	Online submission form Written responses (email/letter)	Completions: 278 Number received: 4
 Online sentiment question: Do you support the proposed changes to the three car parking spaces?	 <div style="display: flex; justify-content: flex-end; margin-top: 10px;"> <div style="display: flex; align-items: center; margin-right: 10px;"> Yes </div> <div style="display: flex; align-items: center; margin-right: 10px;"> No </div> <div style="display: flex; align-items: center;"> Neutral </div> </div> <p style="text-align: right; margin-top: 20px;">Total responses = 282</p>	
 Feedback themes	Additional locations. Location suitability. Charging infrastructure.	Loss of parking spaces. Enforcement. Signage.

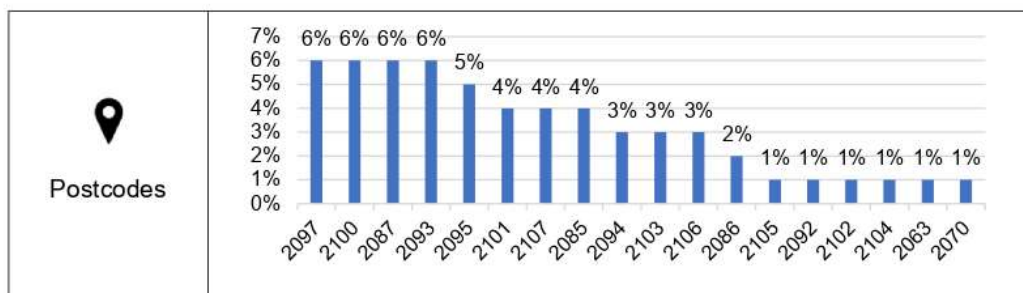
1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 1768	Visits: 2012	Av. time onsite: 2m41s
 Print media and collateral	Letterbox drop: 2099, 2087 & 2096 Site signs: Yes		Distribution: 687 Number: 5
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 3 editions Council (weekly) e-News: 1 edition		Distribution: 20,000 subscribers Distribution: 150,000 subscribers
 Key stakeholder engagement	Direct emails sent: 1		Distribution: Forestville Public School

1.3. Who responded¹

 Gender	<div> <div>Male</div> <div>Female</div> <div>Other id.</div> </div> 
 Age groups	<div> <div><25 yrs</div> <div>26-50 yrs</div> <div>51-75 yrs</div> <div>76+ yrs</div> <div>N/A</div> </div> 

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



2. Background

This report outlines the community and stakeholder engagement conducted for the proposal to install Electric Vehicle (EV) charging bays in Dee Why, Forestville and Freshwater.

In line with our Transport Strategy - Move 2038, Northern Beaches Council supports the uptake of electric vehicles (EV) and have partnered with Ausgrid and JOLT (a vehicle charging network company) to install free, 15-minute public EV charging stations in selected locations across the Northern Beaches

Electric Vehicle charging station locations in Dee Why, Forestville and Freshwater were identified as suitable locations as they meet the requirements in the adopted EV Charging Infrastructure Plan. These locations are also in close proximity to existing Ausgrid infrastructure which will supply electricity to the EV charging stations.

To enable the existing parking spaces to be converted into EV charging bays, we need to change the restrictions from 1 hour parking at Oaks Avenue and Dowling Street and 2 hour parking at Darley Street to 'No Parking Electric Vehicles Excepted Only While Charging Limit 1 Hour' in all three locations.

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

- 21 Oaks Avenue, Dee Why.
- Darley Street, Forestville (outside 55 The Centre).
- Dowling Street, Freshwater (outside 28 Lawrence Street).

3. Engagement objectives

The engagement on this project was designed to:

- build community and stakeholder awareness of participation activities
- provide accessible information so community can participate in a meaningful way
- identify community concerns, local knowledge and values.

4. Engagement approach

Community and stakeholder engagement for the Electric Vehicle charging stations – new locations proposal was conducted over a four-week period, from 22 October to 21 November 2021, and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

A project page was established on our have your say platform with information provided in an accessible and easy to read format.

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

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

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

Email and written comments were also invited.

5. Findings

During consultation we received 282 unique submissions. 81 percent reflected support for the proposed conversion of three car spaces to EV charging bays.

Those that supported the proposal did so for primarily as they believed there would be environmental benefits including the reduction of carbon emissions.

Some respondents added that this initiative should be rolled out through the entire Local Government Area.

16 percent of respondents were not supportive of the proposal. Their main concerns are reflected in Table 1 below.

Several respondents supported the proposal but disagreed with having an EV charging bays in the proposed locations as they felt that these were busy and already congested shopping areas.

These respondents would prefer the charging bays be installed in suburban streets where there is less competition for spaces, or alternatively, located in petrol stations and/or council and shopping centre car parks. Church Point, Palm Beach, Avalon, Newport, Frenchs Forest, Brookvale, Narrabeen, Manly, Curl Curl, Seaforth, Belrose were all suggested as additional locations.

Further to this, some commented that the conversion of the car spaces for EV would result in the spaces being empty most of the time. An adjacent business commented that they felt revenue would be lost if people could not park directly outside their shop.

Table 1: Issues raised and response

Theme	What we heard	Council's response
Signage	Confusion and lack of clarity around timing and what 'free'	The 15 minutes free charging will be funded by paid advertising on Ausgrid's existing infrastructure.

Theme	What we heard	Council's response
	charging means in practice.	Customers can continue to use the charging beyond 15 minutes (as the parking bay is for one hour), with the prices currently being the first 7kWh free, then \$0.40 per kWh thereafter. \$5/hr idle time Signage is a standard Transport for NSW sign and enforceable under NSW road rules.
Locations	Locations proposed are in busy town centres and would remove existing parking from non-EV users.	These locations are deemed suitable, as they are in high turnover town/strategic centres. This allows and attracts EV users to the town centres, which will support local businesses. These spaces also need to be located within proximity to existing Ausgrid distribution kiosks to allow for the charging infrastructure. Feedback received from the recently installed Mona Vale EV spaces supports usage and boosting local economy (food, beverage, shopping while waiting for vehicle to charge).
	Feedback reflected that multiple charging bays are required at each location.	We will monitor the demand and usage of these bays and will consider installing additional multiple bays at locations as/if required.
	Additional charging bays required across the whole Local Government Area.	As part of the adopted EV Charging Infrastructure Plan, we will initially consider locations that are in strategic and tourism destinations for EV charging infrastructure. This will include strategic centres such as Mona Vale, Brookvale/Dee Why, Frenchs Forest and Manly, some sporting grounds, as well as tourist areas such as Palm Beach. We will consider sites based on the location having: <ul style="list-style-type: none"> • an existing and/or potential demand for EV charging • a desirable location for the user to stop, spend time in the area or use local amenities • a safe location for access to the proposed charging infrastructure • access to a suitable power supply. We will also consider sites that are located at key entry points to the Northern Beaches Local Government Area or near the main road corridors.
Financial and commercial interests	This proposal results in commercial	Any provision of EV charging stations on public land will be subject to licensing/ leasing arrangements, or similar, between the provider and Council.

Theme	What we heard	Council's response
	benefits on publicly-owned land. Concerns about advertising on electricity kiosks.	Licence and/or lease terms shall be in accordance with Council's related Policies. The use of advertising by any provider is to be disclosed to Council in the initial application process and disclosed as part of the community engagement process. Separate planning approvals may be required for the presence of advertising. Advertising must comply with relevant standards. Advertising that contains tobacco, nicotine, alcohol and gambling will be prohibited from any EV charging infrastructure and site in the Northern Beaches LGA.
Infrastructure	The proposal should incorporate charging infrastructure for e-bikes and electric car share.	We will continue to explore options and additional infrastructure to support e-bikes and electric car share opportunities.
Social	Subsidising or assisting EVs only benefits a minority of drivers that are already affluent.	Operational costs will be recovered from the EV customers.
Enforcement	The proposed spaces need to be effectively enforced (notably for non-EV and those who park over the one-hour time limit).	Signage provided will be a standard Transport for NSW sign and enforceable under NSW Road Rules 2014 . All EV non-charging vehicles or non EV vehicles are subject to enforcement while parked in these dedicated spaces.

During the consultation/exhibition. Council received a number of questions either through direct contact or within the feedback received. Table 2 outlines these with our response.

Table 2: Questions and Council's response

Questions raised ²	Council's answers
Will the proposed spaces (size and infrastructure) support all charging infrastructure including Tesla's?	Yes, CCS and CHAdeMO (type of connectors for EV charging) service all EV models available in Australia (including all Tesla models) and will be installed at these locations. The chargers themselves are 'fast 25kW DC Chargers'.

² Paraphrased and summarised for clarity and consistency

Questions raised ²	Council's answers
	Parking bay size will be to the Australian Standards with enough room provided for the charging port to reach either end of the vehicle. Concept drawings provided were for illustrative purposes only.
Does the PCYC in Dee Why have public EV charging stations?	Yes, there are existing charging stations located within the PCYC Dee Why carpark. To view all the public EV charging locations across the LGA, please view the interactive map at: https://electricvehiclecouncil.com.au/about-ev/charger-map/
Will the EV chargers be powered with renewable energy?	Council currently utilises renewable energy for all buildings and facilities. All electricity provided for charging of EVs will be from a renewable energy source.
Are the charging station free for 15 mins charging or 1 hour? Will the charging station allow for additional charging beyond 15 minutes, if so what will be the rate charged?	Spaces are available for EVs for up to one hour which will include 15 minutes free charge. The 15 minutes free charging will be funded by paid advertising on Ausgrid's existing infrastructure. Customers can continue to use the charging beyond 15 minutes (as the parking bay is for one hour), with the prices currently being the first 7kWh free, then \$0.40 per kWh thereafter. \$5/hr idle time.

Appendix 1 Verbatim community and stakeholder responses*

Please note that not all respondents provided a comment in addition to answering the sentiment question.

Number	Comment
1.	I don't support the electric charging bay in Dee why main shopping area or any main shopping area. as this would hold up traffic for one, as Oaks avenue is a busy street ,if it is for 15 mins which they take longer than that you will have a traffic jam for cars waiting . A better place for it would be in the car park behind the Dee Why surf club. If it has to be in Dee Why. I know you say it is free but I can not see Ausgrid/ Jolt . saying free forever . I can only see the consumer (us) paying regardless if we own one or not. If people who want Electric cars they should set the charging bays up on their own properties
2.	Great news for northern beaches and the environment
3.	I support charging stations but I urge NB Council to ensure that they are never allowed to compromise the pedestrian space. There are some awful example from around the world where chargers have been placed on footpaths. It is essential to prioritise people walking and cycling and continually work to declutter footpaths and shared paths. The Transport for NSW Road User Space Allocation Policy establishes a hierarchy with pedestrians at the top and parked vehicles at the bottom. If space is needed for charging infrastructure, please take it from the road. Any small inconvenience to drivers will help encourage active travel and drive the mode shift that Council and TfNSW want to see. The charging bay on Dowling St looks like it might compromise the new shared path. Please ensure this doesn't happen!
4.	Electric cars are the future, very happy to support!
5.	EV is technology to reduce carbon emissions. The more charging stations the better to encourage up take.
6.	Hi, Oaks road Dee Why is already busy it does not need any more distractions. It is a narrow road with a lot of other built infrastructure. The better location is the car park between Oaks and Howard here you could have at least 2 spots out of the way but still a very central location.
7.	For the Dee Why location, there is a much better location on the spare land on the corner of Griffin Road and Banksia Street Dee Why. There is an electricity substation already there. There would then be no loss of a parking on busy Oaks Avenue and be very convenient place to park and to even have more than one charging point there, not far from beach.
8.	2% of Australians have an electric vehicle. This will hardly ever be used and cause enormous anger among residents. Hard enough to find parking here at the best of times.
9.	Woow, 3 spaces across the whole Northern Beaches - that's so progressive! At that speed we might have 100 charging spaces by 2070!
10.	Illustrated spaces look a bit short.
11.	I am in favour of a charging bay in Dee Why but NOT at the proposed site. 21 Oaks Ave is a poor location for a charging bay because: 1. It is on a busy shopping strip where the car spaces turnover quickly and cannot keep up with existing demand, so removing one from general use makes the situation worse. 2. Because of this demand parkers will use this charging bay , when not in use, regardless of signage. This will limit its usefulness. 3. Installing the infrastructure for a charging bay will add more street clutter to an already cluttered pedestrian experience. 4. 21 Oaks Ave is for sale as a development site so it is likely that in a few years the charging bay will have to be moved for construction work. My suggested alternatives are: install a charging bay in either the car park adjacent to the post office or the library car park.
12.	We know demand for charging bays is likely to explode - Dee Why is densely populated, so more of these please!

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

Number	Comment
13.	Welcome the initiative for public parking spaces being reserved for charging of electric vehicles but one space only? Being provided rent free for some horrible advertising hoarding and no doubt exorbitant charging fees to charge and park there. I think it might be better to work with Coles Westfields and shopping centre managers who will be providing free EV charging spaces to entice shoppers away from shopping online in the near future so concerned this is a "nice Idea" but with no real merit. Thinking One EV space to park and charge every 20 min to charge to 80% is next to doing nothing really.
14.	a great idea and in line with the climate action needed to support 2030 targets. Would like to see more in future.
15.	1 in each location will not be enough. What happens when more than 1 car needs to charge? Few people can wait 1 hour or 2 if there is someone waiting ahead of them. Existing petrol service stations should also be charging stations. You should be able to register to charge via an app with an electronic notification (to your phone) 10 minutes before the current charge is complete. Each charging station will need to show the time still needed till end of charge, both onsite and through the app so people can plan to be on location when their booking becomes available. A time limit to vacate the location at charge end, and to set up for your pre booked charge will also be needed. 3 is a good start but the next 5 years should see a much greater up take of electric cars so future planning is needed.
16.	More charging stations for electric vehicles are highly welcome.
17.	I'm very pleased to see this initiative to install local EV chargers & support locals who are doing their bit to reduce carbon emissions. Will these chargers work for Teslas? What type will they be please? I've just ordered a Tesla. Will be handy while shopping, although 1 in DY sounds limited. Does the PCYC have more public chargers, or are they for council staff? Is there a plan to power the EV chargers with renewable power? How will we know? Will it be made obvious so the public sees your fantastic eco efforts? Will they be free for 15 mins charging or 1 hour? If 15 only, what rate will charging cost for the 45 mins remaining of the hour parking time? Will the Parking space be big enough for a Tesla car?? The DY parking space in your pic looks very small, as I know Nissan Leafs are smaller than Tesla's.
18.	I have an electric car. We need charging stations. I have my own but they are necessary for visitors.
19.	Please add more charging stations in the community such as in council car parks adjacent to the beach at Freshwater, Curl Curl, Dee Why etc...
20.	We need to make the move. I wish I could afford an electric vehicle, but still support moving away from petrol-burning vehicles. What would be better would be to reduce the need for people to use private vehicles at all.
21.	I think RV is the way forward. A year ago I bought volvo and it would be great to be able to top up when out
22.	An excellent project but since the limit is 1 hour will it be a rapid charge? We need many more recharge stations before it is "safe" to buy an EV. One needs security that when finding a charging station there will be several available and not having to wait for maybe 2-3 hours.
23.	You cannot be serious! You have taken away so many parking spaces at both Dee why and freshy water locations. No!
24.	The council should concentrate on the local issues important for the residents..like footpaths, proper groceries shoppings around Avalon beach, and not wasting our community resources for providing facilities for millionaires to enjoy their expensive toys, not accessible for the great majority living in this council area.. A classic for this council ..playing ideological delusional games at the expense of the rates paying residents..
25.	I am against the proposal because it represents a gift of pubic owned land to a commercial entity and purpose. It represents yet another subsidy to electric vehicle owners who make no contribution to road building and maintenance.

Number	Comment
	Electric vehicles do nothing for the climate change agenda. They are powered by coal generated electricity. Their construction and mineral component cost exceed that of a Toyota Camry and lets not forget the pollution of their used battery. The council should encourage Ausgrid and Jolt to place their charging stations with selected service station.
26.	Aus grid proposes 15 minutes but the signs mention 1 hour All 3 proposed sites are very busy parking locations - I doubt they will be observed and policed Not enough spaces for our proposed increase in electric vehicles. Can ausgrid consider in council car parks?
27.	1. Parking on the northern beaches is difficult at the best of times and I don't agree with EV's getting any more privileges than other users. 2. EV's are just one alternative fuel vehicle that owners choose to purchase at their own risk. I don't want my rates subsidising their purchase. EV's are and will be more expensive than conventional vehicles for some time, so, why are the privileged getting more privileges? 3. EV's may suit some owners at present but conventional vehicles will be with us for long time yet and should not be discriminated against (e.g. having parking spaces taken away). If someone wants an EV, let them charge up at home at their cost, or, find a charging station that is off street. 4. Those spruiking EV's are often those with vested financial interests. 5. Erecting charging stations on public space highlights the problem with the EV ideology. EV's will require expensive extensive infrastructure (e.g. high embedded energy) to be practical at a currently unseen benefit. Where is the coordinated (local, state, federal govts) plan on the roll out? What we're seeing with Council's proposal is more visual pollution as well, with additional signage, transformers etc. 6. With more people occupying space on the peninsula, we need Council to put effort into providing more parking, not less.
28.	Not enough people or car to take out 3spots at DY
29.	I support the location of 2 sites Freshie and Forrestville The Location for Dee Why is an already chaotic pedestrian and traffic quagmire most of the time The Church or Council chambers carpark would be an entirely better location and allow potential queuing - which would probably occur as double parking in Oak St otherwise
30.	As I pointed out with the Mona Vale site this is choice of site is totally unjustifiable. They have been placed in busy shopping streets where parking is already at a premium. Put them in quieter streets away from busy shopping areas.
31.	We need more charging points
32.	They appear to be in a position that if additional charging bays are needed they can be added easily. Is there a way to figure out how long the car has been parked for charging purposes. I wonder if someone who needs to charge their vehicle but finds the spot being used knows when to return.
33.	The additional charging bays is a wonderful step forward. However, it would be a giant leap to add at least one more at the proposed sites as it seems that a 1-hour limit would be, well, a limit on the availability of the bay over the course of one day. The aerial views appear to show the possibility of accommodating such additions. Or maybe limit at the bays to 1/2 an hour during certain times of day (especially if the service is currently free) so more cars could access the bay. Current information available supports topping up rather than full charges. Note also that charging gets considerably slower once you hit 80% battery. Wins all around.
34.	Good idea
35.	The Dee Why proposed spot is in an already busy place for parking. The site of the charging point would be much better away from the main area of parking eg further east along Oaks Avenue. Please don't take away another on-street parking spot. Alternatively, there are plenty of unused spots in the carpark under Woolies. Why not locate

Number	Comment
	the charging point there, out of the weather and where dedicating the spot to a charging facility won't impact parking for others.
36.	The Freshwater one could have been less confusing visually if it wasn't so rectangular. This makes it look like the spot is some how elevated. Not important as long as it doesn't confuse people. More charge stations are a good start.
37.	...but is one parking space really enough?
38.	Electric cars are the future and in my view dozens of electric charging stations should be installed within the Northern Beaches. Charging should not be free, but reasonable.
39.	Council should look to enable electric carsharing in these locations along with public electric charging (i.e install 2 parking spaces). Electric carshare would enable even faster adoption of electric vehicles by residents and council could use them to supplement/replace its fleet as well. Question why is it 1 hour parking if only 15min of charging (or its it 15 minutes free and paid for the other 45 minutes?). If its 15 minutes free onyl, then te parking should be 15 minutes or 30minutes not 1 hour to ensure high turnover.
40.	If we are going to reach net zero this is essential. Fully support
41.	The more the better at present
42.	Great idea
43.	just the one space in that street is fine. parking spots in the shopping precinct are hard to find, especially on the weekend. Not so much a problem during the week. At least all those Tesla cars that i see in the suburb will have a quick spot to park. I still have no need to get an EV. If I ever did it would be a hybrid.
44.	I've had a Tesla EV for over 6 years. I don't see the need for charging stations in the suburbs. EVs have a range of 300 to 500km. You don't need a charge as you drive around the suburbs. If you buy an EV you're going to have charging at home on your overnight charger. Fast charging on the high way between Brisbane and Melbourne works well. Ive travelled those trips a few times. Also, those charges are painfully slow, charging overnight at home when you sleep isn't.
45.	I am considering an electric car next and hope to find charging stations locally in the future
46.	Whilst not an EV car owner just yet, I intend to be within five years. Where I live we don't have off-street parking - therefore no charging - so these charging stations will be invaluable. Also, I support the Council in any kind of initiative that's positive for our environment. Can we also have e-bike charging stations as well? Just need a power point for those.
47.	Yes please for these three. Please also place some in the Avalon and Palm beach areas as well as some Type 2 (non Jolt) charging facilities in those suburbs, particularly Palm Beach (in Gov. Phil. Park).
48.	We need more and a push to encourage EV purchasing. How about in all shopping centres and council car parks. Many shopping centres provide car washing, why not incorporate charging stations with them?
49.	Given the increasing popularity of electric bicycles, perhaps council should consider the incorporation of charging points for bikes.
50.	Following the summit in Glasgow and also trying to give an idea on how we could possibly reach the 2030 Target date on providing less methane into the community, I was wondering if it was possible to also place electric cars for hire in these car park spots as they do in cities overseas so that these cars can be more accessible to the public? As I lived and worked in Milan Italy for a few years prior to Covid 19 hitting the world, I noticed that this has been a trend since 2015. I had a thought that instead of everyone using their own cars which use the various petrol types thus emissions ruining the planet, everyone uses the money to rent an electric car and continues to spend the money for petrol to the government for road expenses. This means that The northern beaches becomes a forerunner in helping to keep greenhouse gases at bay. What would also be great if young people are trained in these

Number	Comment
	skills so that they emerge equipped for this technological advancement. This then applies to having electrical buses too.
51.	More charging points would be good!
52.	This looks to be more like virtue signalling rather than an actual attempt to make any significant change whatsoever, to or for, any particular 'green' cause . . . I'd suggest NBC use the rate payers money on more meaningful projects
53.	Freshwater local small roads are overly congested with additional traffic from recent apt developments & increased traffic as result of post covid lockdown . It's a grid on most days , not just weekends / school run . Suggest an alternative location further away from congested areas - how about Curl Curl or Dee Why ?
54.	Fabulous idea and contributes towards Council's net zero commitments :)
55.	Brilliant idea
56.	Public land and parking facilities should be available to all residents, whether they have an EV or not. EV facilities should be provided by the private sector in shopping centres and the like where they gain a commercial benefit. I can imagine the frustration of driving around trying to park at these locations, only to see those EV spaces unoccupied but we can't park there. How is this fair?
57.	I say no to 3 proposed sites, not in the front of small businesses. Put them in the back of large car parks out of the way . And it looks like you are putting them in front of , Off the grid power mains. I thought the rechargers were going to be charged from Solar ?
58.	Given there will hopefully be heaps of electric cars on the road soon one charging space per suburb will be totally inadequate as you well know. I like the idea of several points at service stations which is probably pie in the sky at present. I also like the idea of all batteries being the same size so one can pull into a service center/garage and exchange one used for one charged. The more power required the more batteries required. If we did that that would bring back the forecourt attendant, how good is that !
59.	YES - Fantastic, we need as many of these as possible - thank you JOLT!
60.	Definitely support this. Northern beaches needs a lot more charging stations. As a ev owner myself I would shop at these local areas as I could charge my car at the same time.
61.	Great idea!!
62.	I think this is a good initiative. Any move to make life easier for the pioneers who have already invested in electric cars, is welcomed.
63.	Even though you claim advertising will fund I suspect we as council residents will end up paying for the costs. If people want an electric car then they should pay accordingly, I don't get free petrol!
64.	It's a good start but we need more - and further north than Dee Why please. Suggest charging stations installed at beach car parks ? Can we also allow EVs to use Bus lanes and T3s
65.	Hi, I 100% agree and support the provision of EV charging bays - however with regards to the proposed bay at Forestville, I would ask for the location to please be re-considered. These "premium" parking spots provide parking for the medical centre across the road, the large pre-school, the large public school and the shops. There are 6 spots that are direct "pull in" spots in front of the shops and your proposal is taking away one of them. These are the spots that are preferred by the many elderly residents so they don't have to tangle with the large and busy Coles car park or the library car park which gets extremely busy. It really is the "King" of parking spots in the whole complex. I think you will find it is of such a premium that people would be tempted to park there and ignore the fact that it is EV, therefore denying it for it's purpose. I strongly recommend seeking an alternate spot and suggest one outside the library or towards the small council paly area beside the library.
66.	Anything to get us to a cleaner future that encourages the use of electric vehicles
67.	Why not put the charging station in an existing, off street parking area to reduce disruption to traffic flow.
68.	I support these and more. Well done and how soon will they be operable.
69.	More and more, sooner and sooner

Number	Comment
70.	Public parking spaces should not be taken by what are essentially private business. I don't want my rates contributing or otherwise subsidising those people that choose to use electric vehicles. Perhaps Council can ask ratepayers for donations to fund their support of EV's? We also don't need more clutter in the streets (signage etc).
71.	One car only seems a pretty non committal offering and surely can be expanded to try and encourage the take-up of EV's. How much co-ordination has been attempted with the petrol station owners and NRMA in their efforts to recognize this movement?
72.	I very much support the proposed changes as I would like to get a EV myself yet am unsure. However, the Forestville parking spot should be next to the library which is quieter, instead of outside the shops as this is a 5 min zone and a very high turn over parking spot, needed for school drop offs.
73.	I believe there would be more convenient location in Freshwater. The current position is ok, but I feel that the car park next to the main Ausgrid site behind Vintage Cellars on Lawrence Street? At least there you could expand quite easily to more than one stop and there is less risk of collision etc.
74.	Everything should be done to make electric cars as attractive as possible and if this disadvantages fossil fuel vehicles, so be it. Increase the size of the Dee why parking space.
75.	I would support a whole load of charging stations on the beaches. There are more and more EVs on the road, we are going to need them.
76.	The more charging stations the better!!
77.	would also like on in Mona vale or newport
78.	This is a great idea. We need more fast chargers on the beaches
79.	I think people will still park there illegally though, and how is that going to be policed? It would be better to put it somewhere that's not in the middle of a busy parking area.
80.	Great idea - only confusion is 15 mins v 1 hour parking.
81.	Good start. Don't hesitate to add more in the near future.
82.	I think it's a start and will provide the opportunity to at least commence the transition in some peoples mindsets. This started over 10 years ago in my UK hometown and it will grow and change peoples perception as we start to see more of these on the streets. They will just need to be managed, people without EV will park in them, people will get angry, as will always be the case unfortunately with 'change'.
83.	For Freshwater - Dowling St seems an unusual location to start EV charging. Is it possible to have this charging station in the Oliver St Carpark - next to the electricity grid? Couldn't this spot also cater for increased growth of vehicles.
84.	Anything that transitions any part of Australia from carbon fuelled energy reliance MUST be supported. Since Morrison and the Climate Change Deniers won't move on coal, oil and gas, it HAS TO BE DOWN TO THE REST OF US to do it. Hence this initiative by Ausgrid / JOLT / Council is to be roundly applauded and supported. FURTHER, any use of the stations during daylight hours will help Ausgrid soak up Solar Panel generated electricity that, during mid day sun, is "overloading" their Poles and Wires distribution network (according to them), so much so that Ausgrid is mooting putting a pulse signal down the Wires to turn off our paid for Solar Panels from generating energy during the panels' most productive time of the day. ROFL if that wasn't so stupid and serious.
85.	More required. There should be groups of 5-10 charging units in new car parks dedicated to charging stations. There should also be charging units in all retail parking stations, like Westfield, Stockland and Dee Why Grand. Some already have maybe 1 or 2 but there should be at least 5 - 10 units in each location.
86.	I think the positioning in Freshwater is too close to the main road. What happens if there is a queue it would block traffic which even now gets congested at times due to all the level crossing too. What about the car park area at the back of the new IgA, although this may still create the same problem.
87.	Need many more of those

Number	Comment
88.	We need in every street a charging spot, look over the borders and see how it's done in Norway and Netherlands. Technology is already available, it doesn't have to go this slow
89.	The 3 locations are an excellent start to ev charging infrastructure in the NB community, well placed for ev owners to easily park, recharge their vehicles and do their shopping, pickup, dog walk or whatever. 100% support this proposal.
90.	We need to move with the times to encourage the use of electric cars
91.	Demand is finally picking up and we are so behind. Glad to have a few new stations but we need so many more.
92.	Yes to electric vehicles
93.	I support anything that encourages the use of EV cars and the move away from the use of petrol. Hopefully by improving the infrastructure the prices will decrease and therefore the take up will increase. I am however a little confused by the model. In one place it says that it is only a 15 min charge - which is nothing for an EV - unless it is a supercharged version. Or does it just mean that it is only free for 15 mins and after that you will be charged? In another place it says that you can park for 1 hour but only if charging! The other query I have is whether it is accessible for all EV cars, not just Tesla or Type 1 cars? It seems crazy that there are various connectors for EVs and the charging bays generally only service one type, leaving the owner having to purchase adaptors (if available).
94.	Thanks so much for looking into this. Is great! Looking forward to seeing more chargers in the near future
95.	As a non Tesla electric car driver - there are limited options for charging stations around the peninsula. I welcome any that are proposed and installed. Even better would be if they are from a renewable form of electricity as well.
96.	RE: Freshwater - reject proposal Issue 1: Council's proposed location is in close proximity to the harbord pre-school that already lacks sufficient drop off and pick up parking. The proposal will make this situation worse. Issue 2: there is already insufficient on street parking in the freshwater village and the proposal only makes the situation worse for local businesses and patrons. Freshwater proposed parking station should be moved away from the village and down Oliver st or to a carspace within the freshwater beach council parking area off ocean view rd. Regards, [REDACTED]
97.	Taking away rare parking spaces
98.	Very good for the start but not enough
99.	I support having charging stations around the Northern Beaches, however, I do not think these should be on the side of the road but rather in suitable carpark near these locations. The Darley Street charging station is good as it is a designated parking spot rather than on the side of the road. For the Dee Why and Freshwater ones, I believe these should be moved into the nearby car parks. The Oaks Avenue charging spot could easily be moved to the carpark neat to the post office OR at Dee Why library where there are always an abundance of parking spots and could allow for three spots within the carpark, rather than one spot on the side of the road. The one in Freshwater could be moved to either the Arcade carpark or the carpark on Oliver street. Again, there could be two or three spaces reserved for the charging stations, rather than one on the road which would limit street parking.
100.	Fully support the EV parking spot, I think the location on the corner of Dowling St, Freshwater is a bit of a blind spot when turning left from Lawrence St. Suggest a location a bit further in or in the car parks also. One EV space is not enough & a 2hr+ limit would be better.
101.	There is a great need for public charging stations for EV across Australia. I would suggest 30min max as there will be great demand and 30mins is enough time to top up. But I would do 2 spots in each location. The charging stations don't need to be in popular parking/ shopping areas - think like a

Number	Comment
	service station - just somewhere convenient to stop while visiting the area. EV users will generally have charging stations in their homes so these charging stations will mostly be for visitors.
102.	I unreservedly support the establishment of EV charging stations and would like to see more rolled out over the Northern Beaches. The lack of Charging Stations is one of the main reasons that I have not purchased an EV to date.
103.	I don't support the location of the Dee Why station. The Forestville and Freshwater are a simple drive in locations, but the Dee Why location could be more awkward due to vehicles being able to park at both ends of the allotted space.
104.	I'm fully supportive of council encouraging uptake of electric vehicles and support This
105.	I am an EV owner. This is a great initiative that will, hopefully, encourage the uptake of EVs and provide an extremely useful resource for residents and visitors to the area who drive EVs. When locating the dedicated parking bay, please ensure that the charging cable will reach the charge socket of EVs which can be located at the front, side or rear of the vehicle. FYI, the new parking space for EVs in Bungan Street in Mona Vale is sited too far forward for cars with a front charging docket and it is necessary to park partly in the space behind.
106.	Electric vehicles should be the responsibility of the owner to maintain and charge in the owners' own time and expense. We need every bit of street parking for PARKING.
107.	Yes - we should be encouraging more EV drivers. However please consider charging ports that don't just fit Teslas (ie Mennekes type 2 port and others) - otherwise it only favours teslas and not the whole EV community.
108.	I think that more car charging spaces is a great idea! It will encourage more people to buy electric or hybrid on the beaches! Personally the location of the Forestville one is great as it's in the Center! I highly support this
109.	Great addition to the community. I can't comment on the length of time for the parking, but then depending on the power output of the charger 15 is a very short time. If the charger is say greater than 50kw, then that's reasonable, but it is 20kw or less you'd barely get any charge in 15mins. It's not clear whether you can charge the entire time (up to 1 hour) or the charger will only run for 15 mins. I think it's great to start to see infrastructure like this, but it's got to be practical for users.
110.	EV charging stations are needed as part of Australia's overall approach to tackling climate change. I am very supportive of this initiative by Council.
111.	As an electric vehicle driver who has a smaller range on their car (
112.	This is a great initiative to make the move to EV's easier for our community.
113.	Car parking is being taken away all the time for council cars, police cars etc All paid by us rate payers We don't need more spaces taken to make a councilor feel good about their expensive purchase Charge at home or your work place
114.	Great ideal
115.	Honestly, for the sake of it all and the push to EV why not go two per location instead of one. This will get parked out quickly
116.	Is this really enough - only 3 carspaces? Any plans for charging stations in Frenchs Forest where there will be a transport hub?
117.	Stop removing street parking. 15min charge is nothing and this reeks of desperation to be seen as doing something environmentally friendly but falling way short of the mark. Put these into council car parks instead, like ALL shopping centres have done already and give people a 2 hour limit to make it worthwhile.
118.	Get serious. One bay is nothing - either a waste of a space or full when you need it. All the 6 non-disabled bays in Darley Street should be for EV charging, even if the occupants need to pay. There are plenty of parking spaces off Darley or in the Coles car park.
119.	We need more than 3 or 4 charging stations. If we are to encourage ordinary citizens to buy electric cars we need tons of charging stations. As a beach destination we will need them in beach car parks too

Number	Comment
120.	We should not be bombarded with more advertising boards so electric car owners get free charging. Chargers should have low visual impact & owners pay normal costs for electricity, like in Europe.
121.	Last night I watched a video interview with three UK entrepreneurs and consultants, one building a network of charging stations for EV's, another involved in construction of a massive battery factory in the north-east and the third with a rapidly-growing company manufacturing control systems for home EV charging and hot water heating control. I could hardly believe how confidently positive they were about the future for their businesses in the UK. We are already a pariah on the global stage - if we don't get cracking we're going to be an uncompetitive coal-fired backwater. I am arranging finance for my first EV and will charge at home in Forestville, but this is an overdue move!
122.	I live in Manly and don't have access to a garage so I can't charge at home. I found the one that Jolt installed in Mona Vale super useful but inconvenient to get to as it is 30 minutes away from where I live. I do use it regularly and when I'm waiting I do have a coffee and eat something, so the local businesses around the charger will benefit. With the increasing number of EVs being sold, specially Model 3s, it's getting harder and harder to find available chargers, so I really welcome this initiative :)
123.	Why on earth would anyone object these? I'm surprised you even put this up for comments (sigh). ... if anything, I'd say just having three single spots being proposed as additional charging stations is super underwhelming (put mildly) given the increasing number of EV on the roads - a trend that's only going to pick up in speed. Why wouldn't you be a bit more 'forward looking' in the name of a more sustainable planet?
124.	Very happy to see this - not having anywhere to charge but at home was a drawback to an electric or hybrid car. If you could also trial one at Glenrose that would be awesome
125.	good idea
126.	However I feel that there could be a better location for the charging station inside the actual outdoor car park rather than take up a spot outside which traditionally is used for quick stops.
127.	Free EV charging stations is a great idea, strongly support this I like that they are highly visible. My only concern is that there is only one space - so they can't really be relied on as a charging location. How about installing 3-4 charging spots at a location like Dee Why brach carpark as well.
128.	Great to see these chargers being rolled out. 15 mins free is not enough time to give most vehicles much of a charge. Consider making this an hour free? If uptake is substantial then can consider reducing the time. Will the user have to BYO a Jolt compatible charging cable or will these be provided?
129.	An excellent initiative by the Council, hopefully the first of many more to accomodate those living in units who may not have access to off street charging.
130.	For future locations, please consider parking locations near the Frenchs Forest Business parks, e.g. near Skyline shops, Rodborough Rd, Frenchs Forest Rd, and the hospital. A lot of people with personally owned electric cars would charge from home (except if they live in an apartment or live in an area where their house does not have off-street parking). For those that cannot, having a charger near their office would be useful. Also would be useful to encourage businesses in the area to change to electric vehicles.
131.	This will only delete one car parking space and will provide a much needed charging point.
132.	We definitely need electric charging stations but it is taking valuable parking spaces from already busy/overcrowded streets in all Northern Beaches suburbs. Could we perhaps have them at nearby parks or quieter streets nearby. Could petrol stations have them. If people park in these designated spots near shops, are they going to leave their car and do a "quick" shop. Will they vacate the spot in time. Will there be a bank up of cars waiting? Just some questions to think about. Thank you
133.	This proposal allows for 3 cars maximum to occupy charging stations for an hour each. Cars at a petrol station occupy a pump for an average of, say, 10 minutes (probably less). If you

Number	Comment
	add all the petrol pumps in Forestville, Dee Why and Freshwater and multiply by 6, the proposal would allow for refilling services for that number of petrol driven cars (I don't know the exact number, but we're talking 100s if not 1000s), compared to recharging services for every 3 electric cars. This is merely a token gesture which will simply lead to massive frustration if electric cars take off, and if it were decided to increase the number of charging stations many hundreds of times, goodness knows what that would do to the power grid. Electric cars are a green feel-good idea (although in their manufacture they are not green at all), have hugely dangerous batteries and quite frankly are a recipe for total disaster to the power infrastructure if they attempt to supersede petrol cars.
134.	I strongly approve of more EV charging infrastructure. As a Freshwater resident, I think this is a good move for the village.
135.	The more public charging infrastructure we have, The more people will transition to renewable energy vehicles.
136.	Many more required
137.	I drive an EV so obviously support in principle. Where will the charger be placed, will it be possible for cable to reach either a rear or front charging inlet. Forestville should be OK, but the other 2 locations dictate the direction the car must park. Are these parking restrictions enforceable? I have seen too many cases where non EV's simple use as a parking space. I think in most cases by accident, so signage and road markings need to be very clear.
138.	Can these single spaces be expanded to cater for multiple vehicles? Who will be responsible for enforcing parking restrictions and time limits?
139.	Why should my rates go to pay for the filling up of someone's car that does not contribute one cent in fuel excise to help pay for our roads and whose batteries harm the environment. "According to a report by Friends of the Earth, lithium extraction inevitably harms the soil and causes air contamination."
140.	Would it make more sense for dee why station to be in car park near australia post offices? That would allow easy expansion as demand increases
141.	We need a row of these in every significant location in the Northern Beaches area. When people are searching for parking spots and they realise the spots are reserved for electric vehicles it will do wonders for the uptake of those vehicles and hence cleaner air for everyone to breathe.
142.	We need to move to more sustainable ways and vehicle electric charging is great. We need more though.
143.	We need significantly more charging stations! And we need the commercial centres, especially Brookvale included! What businesses would be willing to offer on-site charging stations as well? What about Warringah mall? How about working with the chamber of commerce? Where do people spend significant time? Where are people working?
144.	For these to be a success you need to have a minimum of two at each location. You need to have some degree of success that there will be a bay free before even bothering to drive to try and use it. A single bay doesn't make that worthwhile. I'd also consider a strategy nearer schools as parents are doing a school dropoff anyway.
145.	Barely any of the electric charging stations get used at warringah mall. Why do we need to lose more parking.
146.	You say the recharge stations will provide 15 minutes of charging. The parking limit on each of the spaces is one hour. 15 minutes won't provide much of a charge. It would be better to allow an hour of charging and an hour of parking.
147.	I have tested Jolt's charger in Mona Vale. It works well, however the charging speed is SLOW compared to other DC Fast Chargers (19kw max at Jolt, 14kw constant, vs 40-50kw DC Fast Charger such as that operated by Chargefox in Mosman). Yes, the first 10-15 mins of charging is free, but the charging experience leaves a little to be desired.

Number	Comment
148.	A great initiative. I would like to see more charge stations installed.
149.	This is a great start and to be watched closely for frequency of use.
150.	This is the way of the future. We need to provide infrastructure for this to happen. Your average person will not invest in an EV if they are not sure they will be able to charge it so government needs to make it easy. Wealthy people can afford batteries and power stations (?) at home, but not everyone has the money so we need to support. Great idea!!!
151.	Why are these vehicles getting priority parking and free fuel while using the parking? As car manufacturers switch to electric cars these sports will need to be multiplied or eliminated. Electric cars will be forced on us as legislation in Europe and some state of America will mean petrol and diesel fuel cars will not be available. Also, current petrol stations or at least some will provide charging points. Except for visitors, the cars should be charged at home. You will not give restaurants free use of footpaths why are these allowed. I looking at buying an electric vehicle but as I travel regularly to Melbourne and Brisbane range does not allow me to use points unless I stay at upmarket motels. Look after the things that your level of government is responsible for. Approving commercial sites on non-community land is as far as you need to worry. The market without local government influence will determine sites on private land like in current petrol stations.
152.	The more the better! Please make sure that there are penalties for miss-use of the spaces. Entitled non-electric vehicles deliberately (or accidentally) blocking charging spaces is a real problem.
153.	Critically needed to facilitate EV usage
154.	I think the Freshwater location may invite a traffic accident. The other two locations seem fine. It's a start.
155.	signage says 1 hour parking while charging but ausgrid & jolt say 15min free charging. so, does it only take 15 mins to charge or, is the first 15 mins free and then a charge?? or, can you charge up for 15 min and still do your shopping for 45 mins? also, what is the cost for charging eg at home? or at the bays??
156.	Need to encourage use of evs. Any additional charging facilities would be fantastic.
157.	We need to see at least 2-3 Electric charging within each and every Council parking area and people will be more comfortable to buy EV cars etc.
158.	To encourage more EV replacements within our own council for environmental reasons as well as providing an incentive for tourists to visit, we need many more charging bays too, perhaps in shopping centre car parks such as glenrose.
159.	These EV charging bays are an excellent addition to the community
160.	Dear Northern Beaches Council Yes. I fully support moves to add electric vehicle parking spots. Three spaces though seem to be a very limited effort. I would like the council to work with larger car parks and new buildings coming into line to expand electric car charging stations. We shall need thousands of places to charge vehicles once these cars become common place. Thank you [REDACTED]
161.	The more we can encourage the uptake of EVs the better for the whole community
162.	should be set up like service stations not on public streets
163.	We need more in the northern beaches. It is a LGA of 40 kms. You need to work with other LGAs so we can leave the area with confidence.
164.	I encourage NBC to introduce a significant number of charging bays.
165.	Can we please have more charging stations in the Manly/Balgowlah area too.
166.	We need to support the transition to a carbon neutral economy. It is in-keeping with the council's 2040 vision document.
167.	It would be great to see other charging stations in Church Point or Mona Vale to service the off shore community who obviously cannot charge their EVs on their own property. We are

Number	Comment
	ready to purchase an EV, however we will wait until there is a charging station located at Church Point.
168.	Provide as many charging spots for EVs as possible. This is the way of the future in terms of positive steps towards climate change action. Wherever there is a transformer add one. For example- Farnell St Curl Curl. People going to the beach to surf or relax can charge their car. Unless there are multiple sites the switch to EVs will not be as quick or as successful as it has been on places like Norway
169.	We need more in Dee Why This is a great initiative from NBCouncil
170.	What about Seaforth shops?
171.	To encourage acceptance of EVs - we need to have plenty of charging stations available
172.	A good start - there needs to be more in each suburb to encourage the switch to EV
173.	Fantastic to encourage more EVs replacing petrol cars on Northern Beaches
174.	A great idea! It's a great way of helping demystify and normalise electric vehicles while providing a convenient charging experience for EV owners.
175.	Please can we have at least one in Manly- why are there NONE in one of the busiest locations?? Thx
176.	It is great to see the NB Council supporting EV usage pathing the way to incentivising early adopters while encouraging others to move to a cleaner energy to improve cleaner air quality and leading to the reduction of polluting ICE vehicles in the community.
177.	Let's have many more. But provide the rate of charging too, ie how fast will they be?
178.	We need many more of these to encourage people to buy electric vehicles. The real issue is making the vehicles affordable in the first place so the council needs to make this case to the local members of our NSW and Federal parliaments.
179.	Good idea. Keep adding more.
180.	All this cost to allow one car to park for one hour. A waste of money.
181.	Sounds a sensible approach. The one hour limit will be necessary.
182.	Am a driver of ev plug in and would ve very happy to see new charge lications
183.	Please add as many of these stations as you can. More and more EVs on the road everyday. Thanks!
184.	I encourage Council to continue to find appropriate sites for additional public EV charging bays to provide the community with the confidence needed to switch to an EV.
185.	We need to encourage uptake of electric vehicles and great that the Council is supporting this.
186.	Seems a good initiative provided there are some aesthetic standards controlling the advertising on the AusGrid substations.
187.	All fine but why are there no plans to locate EV charging stations in Avalon, Clareville, or Newport?
188.	What action will be taken against non-electric vehicles parked in these spaces?
189.	Good step to encourage EV ownership!
190.	Great move!
191.	Need so many more, how about Narrabeen, Mona Vale, Newport, Avalon and Palm Beach?
192.	It is not council's job to to commandeer road space for vehicle charging. It is not provided for petrol refilling. The market will provide through free enterprise for such stations on a user pays basis. Don't forget that the electricity has to come from somewhere and the manufacture of equipment to produce that electricity utilises many energy factors, often more over the entire lifespan than it generates.
193.	Excellent and necessary initiative to facilitate electric vehicles and net zero economy. Agree with Locations, I live at Dee Why. Also need locations rolled out across the whole northern beaches and multiple charging stations at each to serve infrastructure capacity requirements.

Number	Comment
	Also need to make a requirement of all Development Approvals for commercial development and in commercial car parks as infrastructure requirement. May need to update the LEP and other planning requirements to support.
194.	Yes to all except forrestville unfortunately. Im sure you've done a need analysis, however i find it hard to believe that there are currently enough evs (and projected evs) in that area to justify loosing one of only 6 unrestricted parking spaces. It is already difficult for those with limited mobility (but not disabled) to find a park there. Thr underground car park nearby is challenging for that commuter group. Is there any way to incorporate the charging space in the underground car park or further away from shops (maybe residential street?) .This may encourage local homeowners to by ev when they next upgrade?
195.	Please make sure that non electric vehicles that use the these spaces as parking spots get fined handsomely as a deterrent. I have seen that happen already.
196.	[They are an eyesore and will probably never be used and take up valuable parking spots. If people want an electric car they should charge it at home or in an appropriate station
197.	All for electric vehicles, they are the way of the future, but they should be charged at home or work premises, they are generally designed to be able to travel at least 100kms on a charge, and this range will increase dramatically as technology moves on, so why have designated charging stations in our local shopping precincts, maybe a few bays at our Shopping Malls such as Warriewood and Warringah Mall. There is a charging bay at Terry Hills shops on Mona Vale road that NEVER gets used, just a waste of a parking bay. Its hard enough getting a parking spot at our local shops now without reserving bays for electric vehicles that can be charged at home and places of work.
198.	Fantastic ! This will encourage more drivers to buy electric cars.
199.	We own an electric vehicle and appreciate the provision of convenient charging facilities. We have used the Jolt charger in Mona Vale and it works well. The green road marking helps to identify it and discourage cars not charging.
200.	3 is great - but you need at least 30 more around the council area to support people to buy electric cars. You need lots in areas where people don't have easy access to charge their electric cars at home.
201.	Bring it on ! the more the better.
202.	We need more of these - one in every town centre, encourage the use of green fuel to help our local environment.
203.	I make comment on the new charging station in Mona Vale. I just believe Bungan Street is too busy for a charging station. It's such a busy street. Surely a less busy street would have been better. People get absorbed when shopping and will over stay their time. There is not enough parking as it is in Monavale atm.
204.	Having had a TEsla EV for the last 10 months there is clearly a shortage of charging stations on the beaches with more people purchasing an EV we really need to move forward with access to charging stations. The charging stations at Westfield have only had 2 of the 4 working for a number of weeks now. Whilst I am able to charge at home via my 9.7kwh solar system not everyone has this available to them. Having an EV charging station also encourages residents to shop at those business that are close by. I regularly use the stations located at Mona Vale, Westfield and Hills Flower Market and use it as an opportunity to frequent businesses in that locality. Warm regards Sara
205.	These all look like good spots where people would want to park for short periods to go and have a quick coffee or do some shopping. And they don't seem to be on routes that would logically be earmarked for bikeways (this should always be a consideration when planning to install something in the roadway). In the case of Freshwater, Oliver Street should be earmarked for a protected bikeway leading between Freshwater and Manly.
206.	Increasing the number of charging stations is essential to the increased use of electric vehicles, which is an important element of reducing pollution and moderating the causes of climate change.
207.	Such a great initiative by Council. I have already used the charging space in Mona Vale for my Tesla several times and it's great! More please!
208.	Hopefully the start of many more to come! People need all the encouragement they can receive for uptake of EVs

Number	Comment
209.	Please provide more - much, much more.
210.	We need a lot more charging stations to encourage the uptake of electric vehicles.
211. <i>Written submission received via email</i>	I think this is a fantastic initiative. Especially with the withdrawal of Charge Point from the Australian market which means the only other chargers in the area (Stockland Balgowlah and Harbord Diggers) are no longer functional. EVs are without a doubt key to the long term goal of net zero. The take up of EVs won't increase without better infrastructure and this is a great start. I am surprised it has taken this long for the Northern Beaches council to do something! But better late than never! Have you also thought about installing chargers in the council car parks? I think that would work even better than these limited street spots
212. <i>Written submission received via email</i>	Dear Michelle, I live in Forestville and have received the letter about the proposed charging point at the Forestville Shops. I 100% support this and congratulate you and Council on this. I work in Infrastructure Construction, so my comments are: I note there is only one space being provided. Is that enough? From a cost point of view, I request that when Council / Ausgrid are doing the works to set up that single station, can you please "future proof" the works by installing additional conduits to allow for a faster and cheaper expansion of charging points to further parking spots along this area. This will reduce rate payers costs and minimise disturbance to the shops along here when further stations are set up on the future. Thanks
213. <i>Written submission received via email</i>	My husband and I, [REDACTED] think that this is a good idea.
214. <i>Written submission received via email</i>	As you have asked for comments I am replying. I am afraid that my comments aren't complimentary to the scheme. At the present time that part of Darley Street is very busy as you have a school and pre-school opposite and then just down from the pre-school a medical practice and then you have the block of shops. You have people driving up and down Darley Street to come from or go to Warringah Road. You have people trying to park at the existing parking spaces on both sides of the road. So you want to put a charging station with a time limit of one hour. What happens to the cars that come along wanting to charge their cars? Do they queue up and hold up all the traffic. Darley Street is not a wide street so double parking will not allow any traffic to go past. If you put a charging station in the best place is in the car park adjoining the proposed parking bay. At least the car park will allow some leeway for people queuing up to charge and you may be able to accommodate 2 cars at once if you put a charger on each side of the station. I won't be getting an electric car as I can't afford to buy one.

Document administration	
Version	3.0
Date	23 November 2021
Status	Final Draft
Related Projects	
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 4.10	EILEEN STREET AT WORROBIL STREET, NORTH BALGOWLAH - DOUBLE CENTRELINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/806914
ATTACHMENTS	1 Eileen Street at Worrobil Street, North Balgowlah - Plan 2 Table of Consultation

GEOCODES: -33.78991, 151.24763

REPORT

BACKGROUND

Council has received concerns from local residents regarding the safety of road users at the bend in the road where Eileen Street becomes Worrobil Street, North Balgowlah.

LOCATION

- Worrobil Street and Eileen Street are local roads that cater for two-way traffic, carrying small amounts of traffic, with a speed limit of 50km/h.
- Travelling southbound from Eileen Street to Worrobil Street, the available road width increases from 7.5m up to 8m (at the road bend), and decreases down to 7m.
- Road centreline is not installed at this location – and is under consideration.
- On-street parking is unrestricted at this location – and is under consideration.
- Adjacent land use consists low density housing.
- There are no bus routes that service the section under consideration.
- A footpath is unavailable on this section of the road.

ISSUES

- Cars regularly parking in this location obstruct road width and limit sight distance for vehicles and bicycles passing through this road bend.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes to install a length of double unbroken road centreline. This will remove parking along the road, increase sight distance for vehicles approaching the bend and improve safety for all road users.

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.

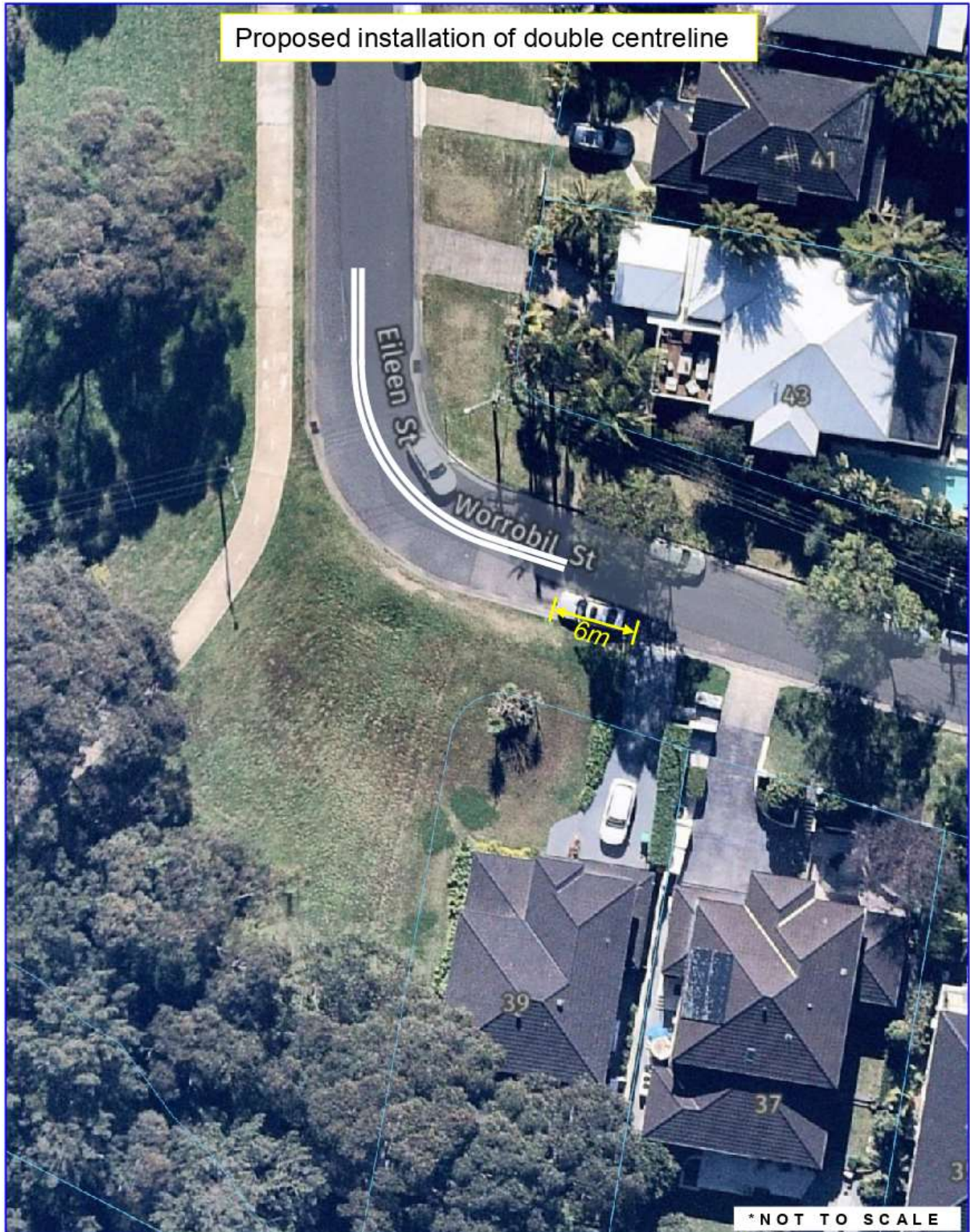
CONSULTATION

Consultation letters have been distributed to 10 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE


That the Traffic Committee supports the:

- A. Installation of double unbroken road centreline at the road bend where Eileen Street becomes Worrobil Street, North Balgowlah.



PROPOSAL

Eileen Street at Worrobil Street, North Balgowlah
Installation of Double Centreline

DRAWN	YR	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	30/Sept/2021



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Table of Consultation

Address	Eileen Street at Worrobil Street, North Balgowlah
Proposal	Double Centreline

Properties Consulted	10
Responses Received	2
Support	1
Do Not Support	1

Issue	Resident Comment	Council Response
Street upgrade	Suggested to close these two street and build cul-de-sacs.	There is no existing plan to close these streets and this would be a very costly alternative unlikely to be a high priority action.
Loss of parking spaces	A considerable amount of parking positions will be lost.	Most homes have off-street parking. Safety issues outweigh the convenience, and sufficient space is on the road for visitors.
Others	The double centreline will be ignored. Suggested "No Bikes Allowed" signs. Suggested cement block, bollard and Keep Left sign.	Council will continue to monitor the parking conditions and may take action accordingly when necessary.

ITEM 4.11	INTERSECTION OF ROSEBERRY STREET AND KENNETH ROAD, MANLY VALE AND BALGOWLAH - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/807141
ATTACHMENTS	1 Roseberry Street at Kenneth Road, Manly Vale/Balgowlah - Plan 2 Table of Consultation

GEOCODES: -33.78672, 151.26794

REPORT

BACKGROUND

Council has received concerns from local residents regarding cars parked adjacent to the intersection of Roseberry Street and Kenneth Road, Manly Vale/Balgowlah.

LOCATION

- Roseberry Street is a local road that caters for two-way traffic connecting Koorala Street and Balgowlah Road, carrying small to medium amounts of traffic, with a speed limit of 50km/h.
- Kenneth Road is a collector road that intersects Roseberry Street in Manly Vale/Balgowlah, catering for two-way medium amounts of traffic with a speed limit of 50km/h.
- The intersection of Kenneth Road and Condamine Street is controlled by a roundabout, and the area under consideration is within 40 metres of the intersection.
- The minimum available road width of this area is greater than 9 metres.
- Partial No Stopping restrictions exist at this intersection, leaving 2 intervals (NE, SE and SW) not enclosed.
- Adjacent land use consists of residential, industrial and commercial.
- School services 619N and 620N serve this area and pass through the intersection.
- A footpath is available on both of the roads.

ISSUES

Vehicles parked in this location obstruct sight lines, creating hazardous conditions for vehicles entering and leaving the roundabout.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install No Stopping yellow lines at the abovementioned location. Existing No Stopping signs will be removed and/or relocated to suit the new extension of the yellow No Stopping lines.

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

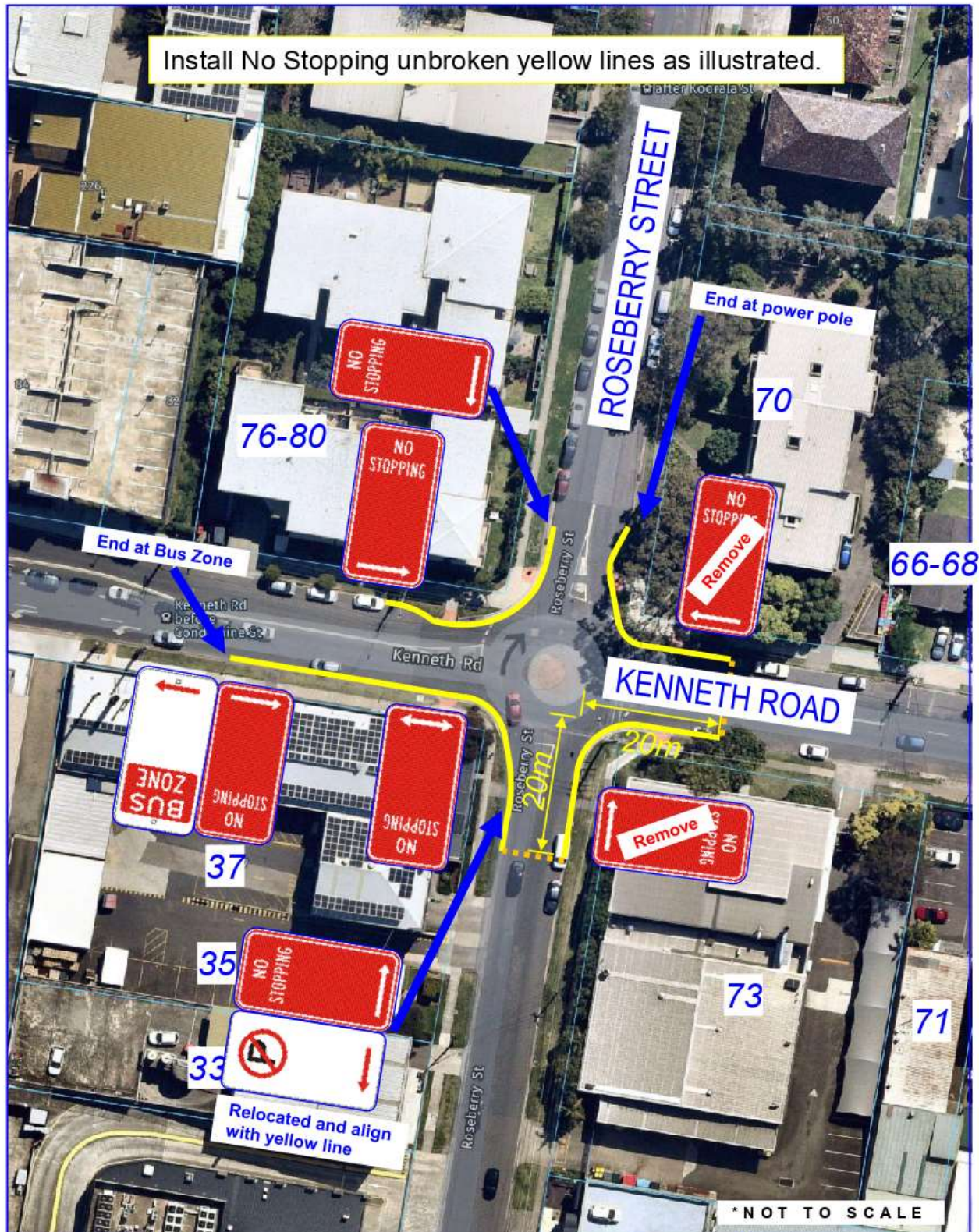
CONSULTATION

Consultation letters have been distributed to 111 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Stopping yellow lines.
- B. Relocation/adjustment of existing No Stopping signs at the intersection of Roseberry Street and Kenneth Road, Manly Vale and Balgowlah.



PROPOSAL

Roseberry Street at Kenneth Road, Balgowlah
No Stopping adjacent to the intersection

DRAWN	YR	APPROVED	<i>P. Dean</i>
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	27/Oct/2021



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Table of Consultation

Address	Roseberry Street at Kenneth Road, Manly Vale/Balgowlah
Proposal	No Stopping Yellow Line and Sign Adjustment

Properties Consulted	111
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Further Parking Restriction	Suggested extension of yellow line to the driveway of 70 Kenneth Road.	The sight distance can be improved and acceptable with this proposal but Council will assess if further extension is required.

ITEM 4.12 KANDRA AVENUE, BEACON HILL - NO STOPPING & SPEED CUSHIONS**REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2021/871519****ATTACHMENTS**
1 Kandra Road, Beacon Hill - Plan
2 Kandra Road, Beacon Hill - Table Of Consultation**GEOCODES: -33.757537, 151.261387****REPORT****BACKGROUND**

Council has received multiple concerns from local residents regarding the inappropriate speed and dangerous driving of vehicles in Kendra Road, Beacon Hill. Council has forwarded several requests to NSW Police to address alleged speeding on the proposed section of road.

LOCATION

- The proposed section of Kandra Avenue is a local road located between Crawford Place and Elliot Street and caters for two-way traffic with a posted speed limit of 50km/h.
- Kandra Road is also located between Beacon Hill Road and Warringah Road, with motorists accessing Ryan Place, Elliot Street, Kalianna Crescent and Willandra Road, Beacon Hill as a 'rat run' to improve travel time.
- Adjacent land uses consist of low-medium density housing.

ISSUES

- Local residents have raised multiple concerns regarding traffic speeds and dangerous driving along the proposed section of Kandra Avenue, Beacon Hill.
- Afternoon traffic on Kandra Road increases due to the 'rat run' to improve travel time to an alternative access to Warringah Road, rather than que on Beacon Hill Road, Beacon Hill.
- Traffic and speed counts were undertaken on Kandra Avenue and the results indicate inappropriate speeds.
- Local residents report NSW Police are unable to conduct sufficient levels of patrol to address breaches of the posted speed limit.

PROPOSAL

Council has undertaken a review of the location and proposes speed cushions be installed outside No.8 -10 Kandra Road and No.1 Crawford Place to No.9 Kandra Road Beacon Hill, respectively. To enhance visibility of the speed cushions sections of No Stopping and warning signs are included in the proposal.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of two speed cushions (2.2m in width and 2m in length) outside No.8 and No.10 Kandra Road, respectively, between Elliot Street and Crawford Place, Beacon Hill.
- B. Installation of 1 x No Stopping Unbroken Yellow Kerb Line, beginning on the southern side of the driveway at No.1 Crawford Place on Kandra Road, approximately 10 metres to outside No.9 Kandra Place, Beacon Hill.
- C. Installation of 1 x No Stopping Unbroken Yellow Kerb Line, beginning outside No.8 Kandra Road, approximately 10 metres to outside No.10 Kandra Road, Beacon Hill.
- D. Installation of 2 x Speed Humps warning signs, 1 x on existing power pole FF01001 outside No.8 and a new stem and signs outside No.1 Crawford Place, on Kandra Road, Beacon Hill.

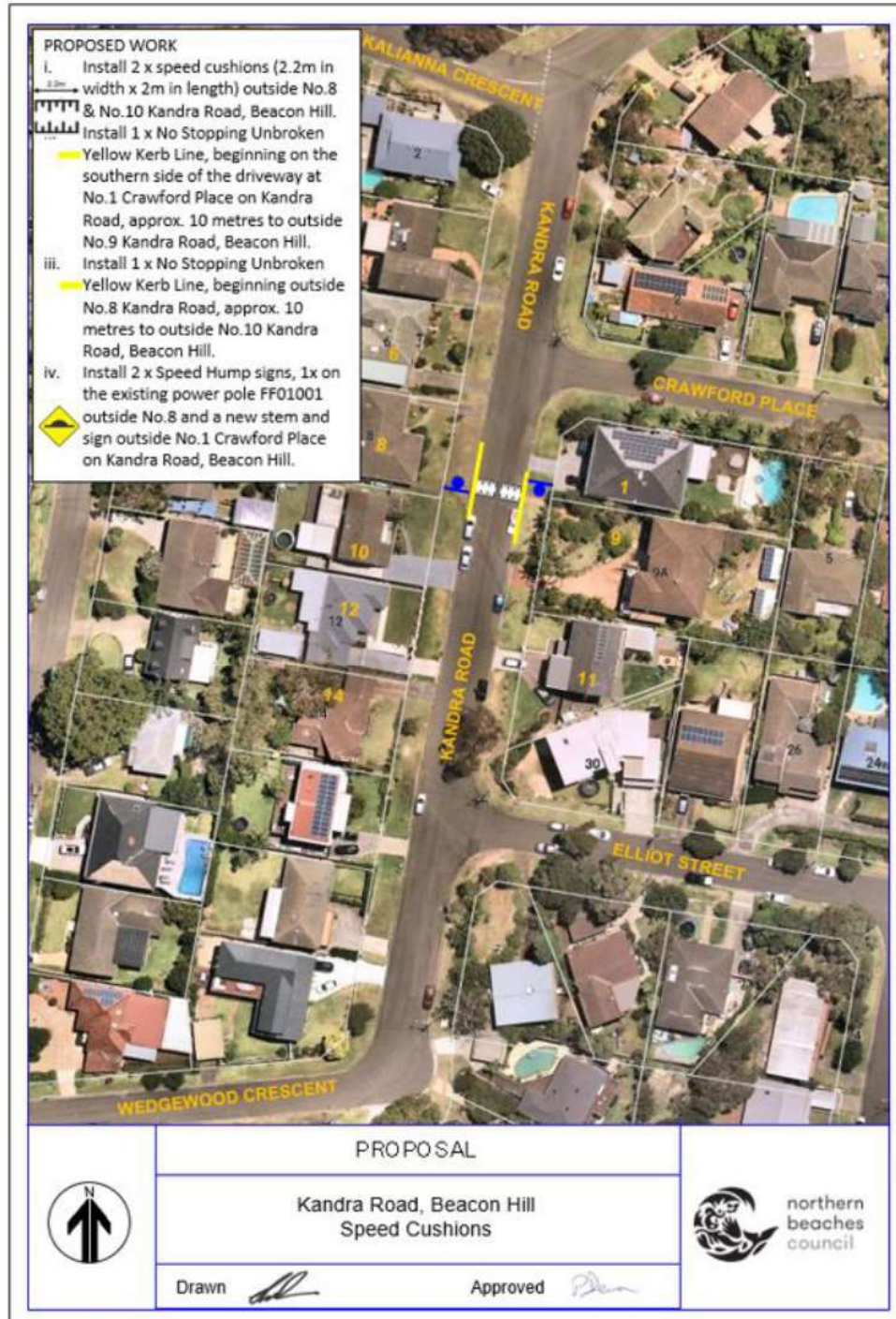


Table of Consultation

Address	Kandra Road, Beacon Hill
Proposal	No Stopping & Speed Cushions

Properties Consulted	19
Responses Received	8
Support	4
Do Not Support	4

Issue	Resident Comment	Council Response
Affects Residents	The current level of traffic flow through Kandra Road is quiet - except for cars heading north in 'rush hour' on a weekday afternoon. This is due to 'non-residents' cars using Beacon Hill Avenue, Elliot Street, Kandra Road and Willandra Road as a 'rat-run' to avoid queuing to turn left onto Warringah Road as they go up Beacon Hill Road when they leave Warringah Mall and Brookvale Industrial Estate in the afternoon. There is no increase in traffic at any other times, and no southbound 'rat-run' in the morning.	It should be noted Kandra Road is a public road and available for all motorists. The proposal improves road safety and addresses ongoing speeding concerns.
Loss Of Parking	If it is deemed necessary to install speed-cushions in Kandra Road, the proposed location of the speed cushion is not ideal. The current proposed position and associated no-stopping zones would remove 5 parking spaces from Kandra Road and force people to park in Crawford Road and away from their houses. If it is completely necessary to install speed-cushions then it would make sense to do so approximately 10 metres further north where the access drives to 6 & 8 Kandra Road, 1 Crawford Place and entry to Crawford Place itself would provide natural 'no-stopping areas' around the speed-cushions minimising the loss of parking spaces.	The road has sufficient off-street parking opportunities and the long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. The proposed location is approximately in the middle of the road, adjacent to street lighting to provide visibility at night, in particular, on the incline which vehicles appear to increase speed up and downhill.

Additional Comments	<p>We are five (5) people living in these household. Four (4) of us drive our motor vehicles, four (4) goes to work, me as a senior citizen (73yrs old) do my shopping and medical appointments. We have only one(1) carport and the rest of our vehicles are parked outside our residence. We will be disadvantage if the Council is proposing to install a no parking in front of our house. Where are we going to park?. How can we manage on rainy days?. I support Council installing 2 speed cushions and signs, for drivers to slow down. Kandra Road has changed since young families moved in here lately, Warringah Mall has expanded, and Beacon Hill Road became a main road as a short cut going north and south.Can you move a bit further those "No Stopping Unbroken Yellow Line" outside number # Kandra Road not to inconvenience us.</p>	<p>Kandra Road and surrounding roads have sufficient unrestricted off street parking opportunities and the long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking.</p> <p>Council may review the length of No Stopping, however, the No Stopping Unbroken Yellow Kerb Lines are required to provide visibility of the speed cushions.</p>
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ITEM 4.13 **NORTHERN BEACHES COUNCIL LOCAL TRAFFIC
COMMITTEE DATES FOR 2022**

REPORTING OFFICER **MANAGER TRANSPORT NETWORK**

TRIM FILE REF **2021/830725**

ATTACHMENTS **NIL**

REPORT

BACKGROUND

The meetings of the Northern Beaches Council Local Traffic Committee for 2022 are to be held on the first Tuesday of each month as per established practice. The proposed meeting dates including the Agenda closing dates are shown in the table below. Also shown are the Council meeting dates at which, any Minutes or recommendations of the Northern Beaches Council Local Traffic Committee that require Council's consideration would be considered.

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING DATES 2022		
Traffic Committee Agenda Closing Date	Traffic Committee Meeting Dates	Council Meeting Dates
Friday 14 January	Tuesday 1 February	Tuesday 22 February
Friday 11 February	Tuesday 1 March	Tuesday 22 March
Friday 18 March	Tuesday 5 April	Tuesday 26 April
Friday 15 April	Tuesday 3 May	Tuesday 24 May
Friday 20 May	Tuesday 7 June	Tuesday 28 June
Friday 17 June	Tuesday 5 July	Tuesday 26 July
Friday 15 July	Tuesday 2 August	Tuesday 23 August
Friday 19 August	Tuesday 6 September	Tuesday 27 September
Friday 23 September	Tuesday 11 October	Tuesday 25 October
Friday 21 October	Tuesday 8 November	Tuesday 22 November
Friday 18 November	Tuesday 6 December	Tuesday 13 December

RECOMMENDATION TO TRAFFIC COMMITTEE

That the proposed Northern Beaches Council Local Traffic Committee meeting dates for 2022 be adopted.

ITEM 4.14	GONDOLA ROAD, NORTH NARRABEEN - INSTALLATION OF UNBROKEN NO STOPPING YELLOW LINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/003985
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.704700, 151.287903

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking too close to the westernmost bend in Gondola Road, near the T- junction with Rickard Road. This causes safety issues particularly for westbound traffic.

LOCATION

Gondola Road is a local road of 9m in width, carrying medium volumes of two-way traffic. Gondola Road meets Rickard Road on its western north side and it meets Venetian Road on its eastern south side. There is no parking restriction on Gondola Road. There is a bus route that services Gondola Road.

ISSUES

- Parking of vehicles too close to the westernmost bend in Gondola Road, near the T-junction with Rickard Road causes unsafe conditions particularly for westbound traffic.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of a 25m length of No Stopping yellow line on the southern side of Gondola Road commencing on the northern side of driveway No.133 Gondola Road and proceeding around the bend.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have 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 16 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 2 submissions were received with 1 objection and 1 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of a 25m length of No Stopping yellow line on the southern side of Gondola Road commencing on the northern side of driveway No.133 Gondola Road and proceeding around the bend.



<u>Table of Consultation</u>		
Address	<u>Gondola Road, NORTH NARRABEEN</u>	
Proposal	<u>Installation of Unbroken No Stopping Yellow Line</u>	
Properties Consulted	16	
Responses Received	2	
Support	1	
Do Not Support	1	
Issue	Resident Comment	Council Response
Road Safety	Signage should be placed to stop people parking their vehicles or boats around from this curve as this is extremely dangerous and will cause an accident, as this a blind corner. I have witnessed cars on numerous occasions needing to cross to the middle of the road when going around from the other side.	Council proposes the installation of a 25m length of No Stopping yellow line on the inner side of the existing curve on Gondola Road in order to improve the views for the upcoming vehicles by preventing of parking at the proposed location.

ITEM 4.15	FOREST WAY, BELROSE - SHARED PATH
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/015345
ATTACHMENTS	1 Forest Way, Belrose - Shared Path - Concept Design 2 Forest Way, Belrose - Shared Path - Community Engagement Report

GEOCODES: -33.701728, 151.212879

REPORT

BACKGROUND

Council has successfully obtained funding through the *Federal Stimulus - School Infrastructure Program* to develop a safer pedestrian and bicycle route along Forest Way, Belrose.

This proposed path will provide a safer and more accessible pedestrian and bicycle connection to Covenant Christian School, Leonis School, Kamaroi Rudolf Steiner School, Belrose Retail and Employment Precinct, Bare Creek Bike Path.

Upon completion, this project will also provide a valuable off-road link between Belrose and Terrey Hills.

We are proposing a new 3m wide concrete shared path along the western side of Forest Way, between Wyatt Avenue and Mona Vale Road, Belrose. The proposal will provide a desirable walking and cycling option, encouraging active transport and hopefully reducing general traffic in the area longer term.

The work is in line with our Move Northern Beaches Transport Strategy and the Northern Beaches Bike Plan.

LOCATION

- Forest Way is a State Road, with a posted speed limit of 80km/h within this area.
- There is a 'School Zone' located on Forest Way, between Waldron Road and Bundaleer Street, and also in the slip lane, between No's 218 to 224 Forest Way.
- Covenant Christian School, Leonis School, Kamaroi Rudolf Steiner School have frontages along Forest Way.
- 28 different bus routes, (including both school buses and the commuter bus network) utilise these stops located along the project area on Forest Way.

ISSUES

Following consultation, Council engaged an Aboriginal Heritage and Flora and Fauna consultants which provided detailed advice on significant heritage items located within the Forest Way road boundary (between 224 Forest Way and Garigal Road).

To help ensure we protect these sensitive items, we propose to relocate a section of the shared path to the eastern side of Forest Way, between Garigal Road and Crozier Road (Proposed Stage 2 works).

Although this was not Council's preferred alignment, we value the protection of our local heritage and see this as an opportunity to enhance the future active travel network through Belrose and Terrey Hills, as well as a valuable connection to the local Schools.

The shared path between Mona Vale Road and Garigal Road will then remain as proposed on the western side. Further pedestrian crossing improvements will be made at the existing traffic lights which will help path users safely cross the Mona Vale Road intersection (Proposed Stage 2 works).

PROPOSAL

Council has undertaken a review of the location and issues and proposes to deliver this project in two stages.

Stage 1 – Concept design included in Attachment 1

- Construct a 3m wide shared path along the western side of Forest Way, between Wyatt Avenue to the slip lane at No.220 Forest Way. This includes raised pedestrian crossings at Waldron Road and Bundaleer Street, Belrose.

Stage 2 – Concept design in progress – will be no impact to existing traffic conditions

- Construct a 3m wide shared path along the eastern side of Forest Way, between Crozier Road and Garigal Road (located between two signalised crossings).
- Construct a 3m wide shared path along the western side of Forest Way, between Garigal Road and Mona Vale Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have a positive impact on pedestrians and bicycle riders by providing a wider path with safer road crossings for pedestrians and provide the option of an off-road route for bicycle riders.

CONSULTATION

The project was open for community engagement from 23 August to 19 September 2021. Consultation letters were distributed to 1035 property owners and occupiers within the immediate vicinity of the location and 10 signs were placed along the proposed project route.

Onsite meetings were held with Leonis School and Kamaroi Rudolf Steiner School and a telephone meeting held with Covenant Christian School.

In addition, the project was listed on Council's Your Say website and advertised through Council's community engagement channels.

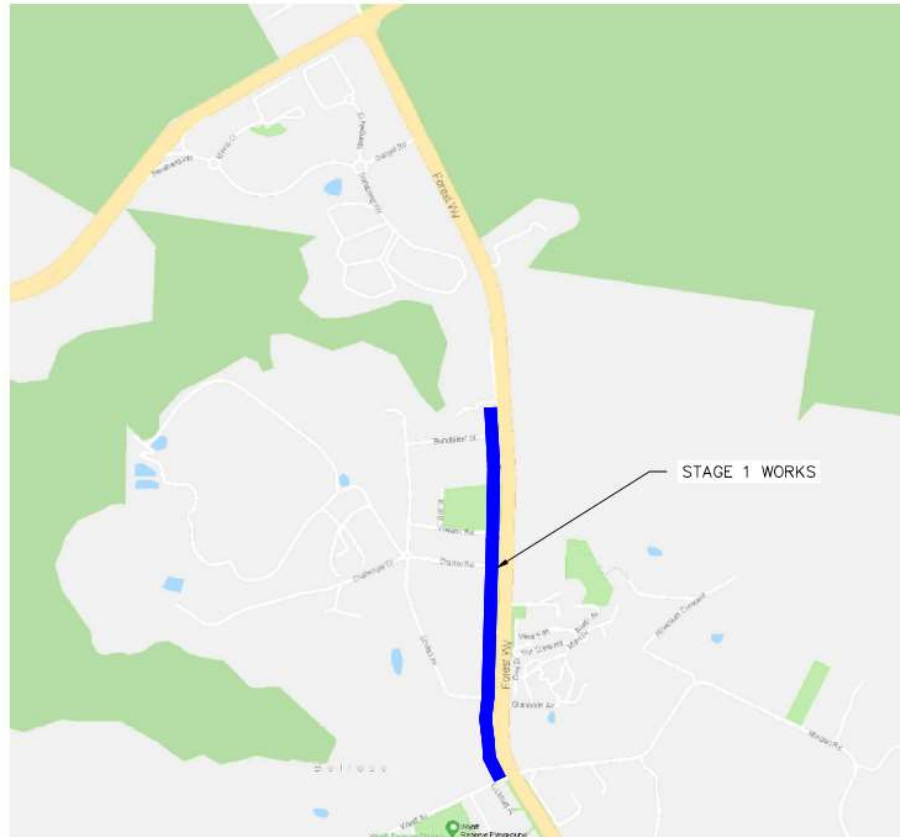
Council received 271 submissions, 88% were in support of the project, 10% non-support and 4% did not show preference. The responses are noted in Attachment 2 – Community Engagement Report.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Construction of a 3m wide shared path along the eastern side of Forest Way, between Wyatt Avenue to the slip lane at No.220 Forest Way.
- B. Construction of raised pedestrian crossings at Waldron Road and Bundaleer Street, Belrose.
- C. Construction of a 3m wide shared path along the eastern side of Forest Way, between Crozier Road and Garigal Road.
- D. Construction of a 3m wide shared path along the western side of Forest Way, between Garigal Road and Mona Vale Road.


SHARED PATH - FOREST WAY, BELROSE

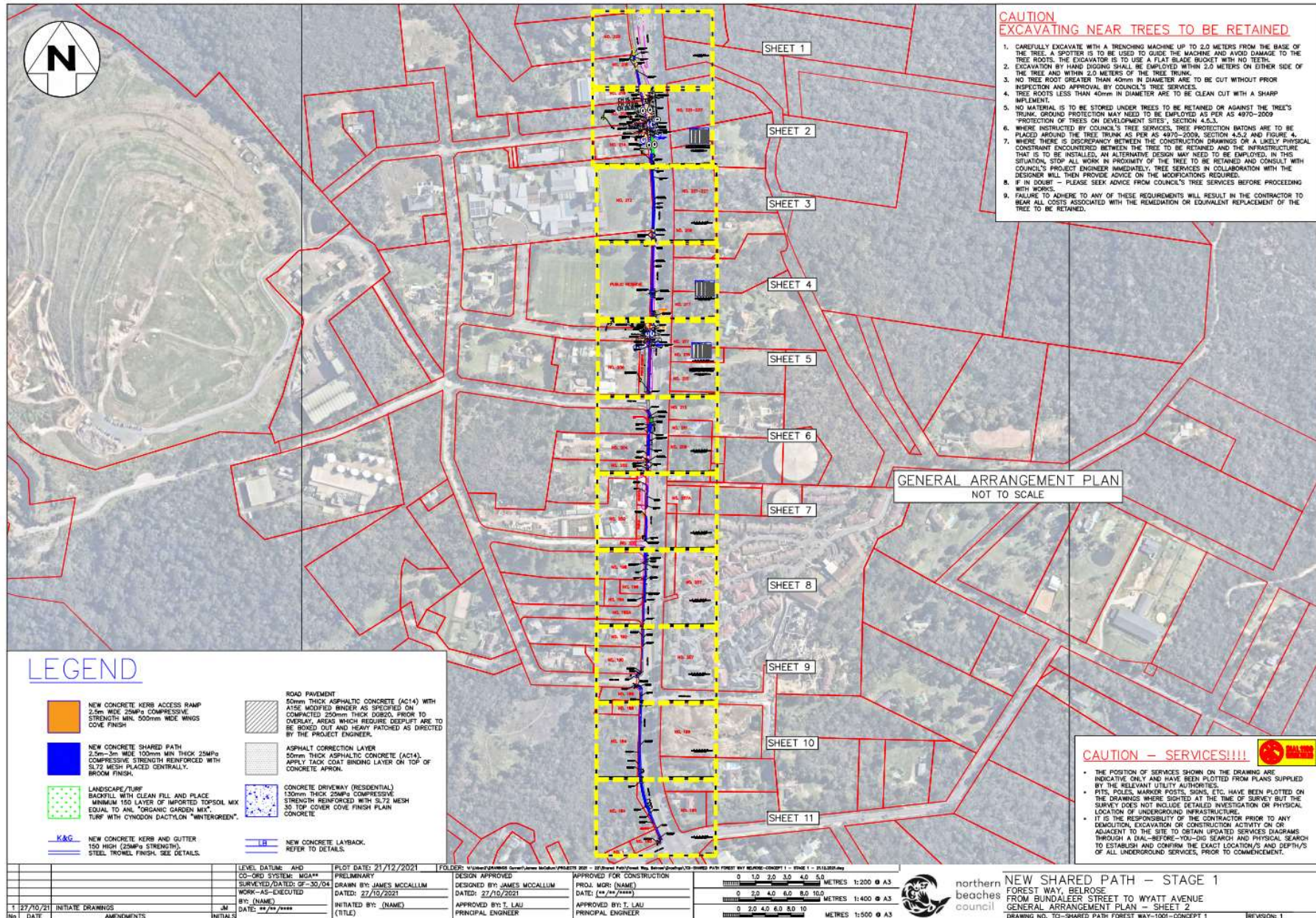


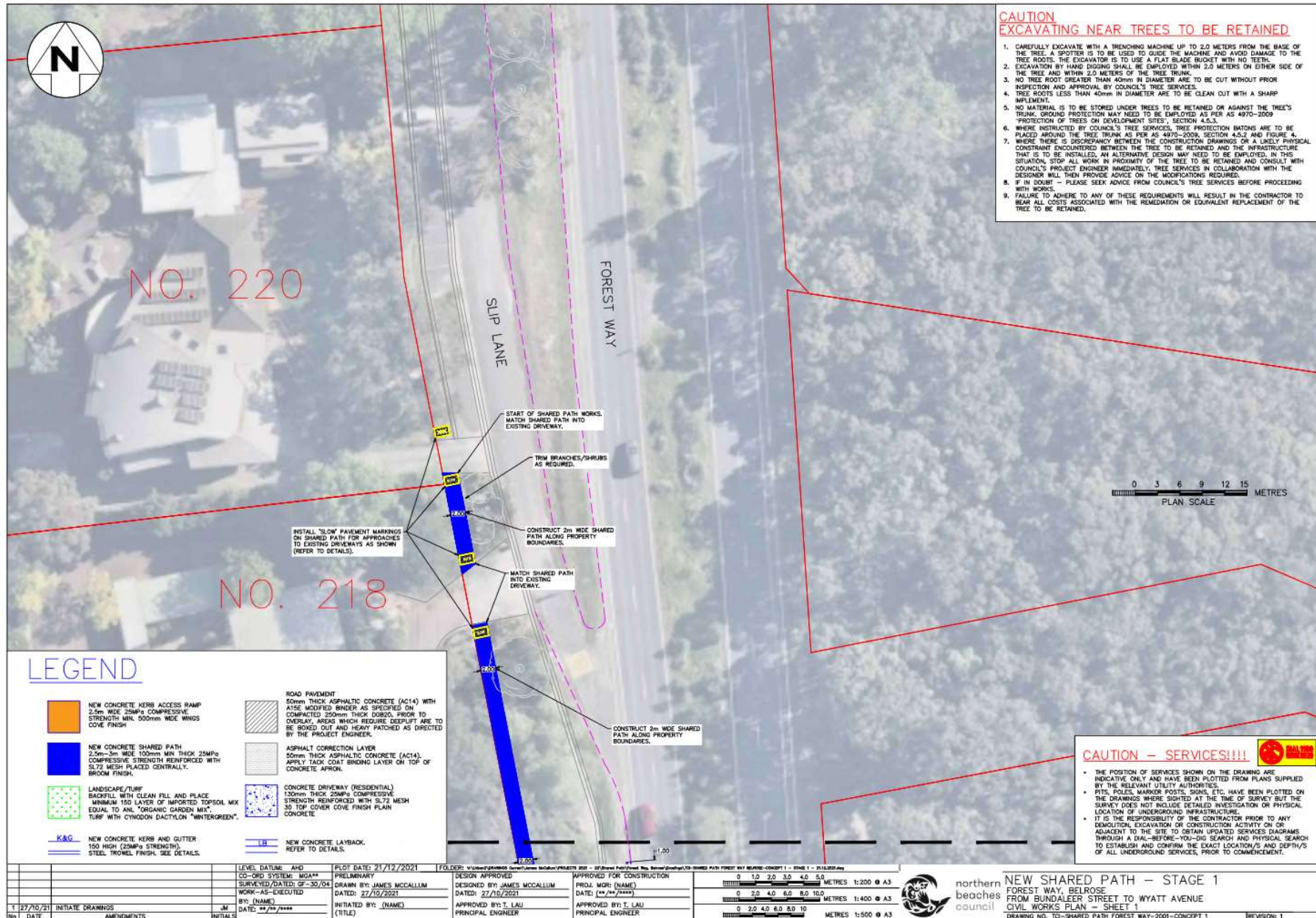
LOCALITY PLAN

DRAWING INDEX

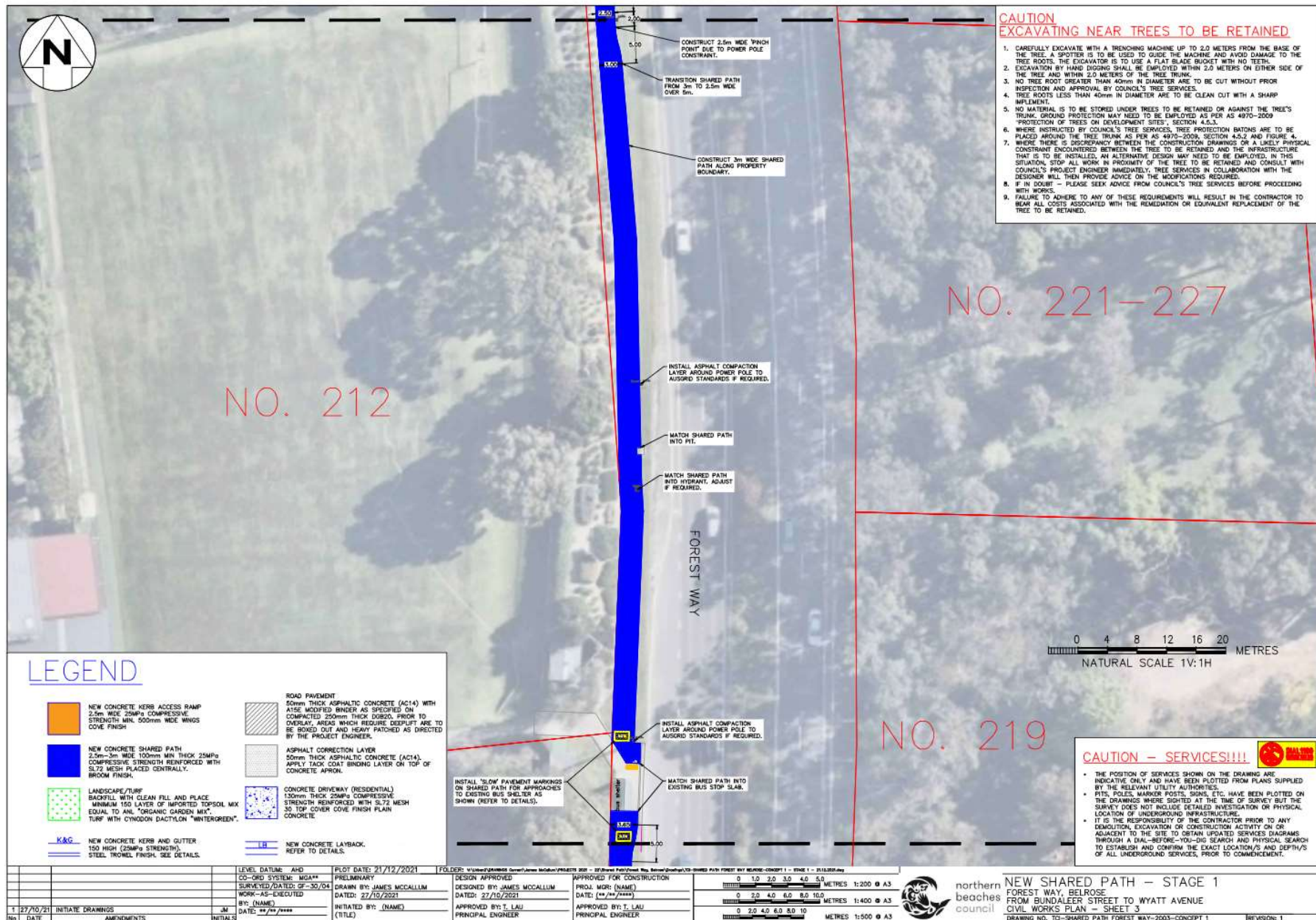
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2001	CIVIL WORKS PLAN SHEET 1
2002	CIVIL WORKS PLAN SHEET 2
2003	CIVIL WORKS PLAN SHEET 3
2004	CIVIL WORKS PLAN SHEET 4
2005	CIVIL WORKS PLAN SHEET 5
2006	CIVIL WORKS PLAN SHEET 6
2007	CIVIL WORKS PLAN SHEET 7
2008	CIVIL WORKS PLAN SHEET 8
2009	CIVIL WORKS PLAN SHEET 9
2010	CIVIL WORKS PLAN SHEET 10
2011	CIVIL WORKS PLAN SHEET 11
3001	ALIGNMENTS AND LABELS SHEET 1
3002	ALIGNMENTS AND LABELS SHEET 2
3003	ALIGNMENTS AND LABELS SHEET 3
4001	LONGITUDINAL SECTION SHEET 1
4002	LONGITUDINAL SECTION SHEET 2
4003	LONGITUDINAL SECTION SHEET 3
4004	LONGITUDINAL SECTION SHEET 4
4005	LONGITUDINAL SECTION SHEET 5
4006	LONGITUDINAL SECTION SHEET 6
4007	LONGITUDINAL SECTION SHEET 7
4008	LONGITUDINAL SECTION SHEET 8
4009	LONGITUDINAL SECTION SHEET 9
5001	CROSS SECTION SHEET 1
6001	SIGNAGE PLAN SHEET 1
6002	SIGNAGE PLAN SHEET 2
7001	STANDARD DETAILS SHEET 1
7002	STANDARD DETAILS SHEET 2
7003	STANDARD DETAILS SHEET 3
7004	STANDARD DETAILS SHEET 4
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7006	STANDARD DETAILS SHEET 6
7007	STANDARD DETAILS SHEET 7
7008	STANDARD DETAILS SHEET 8

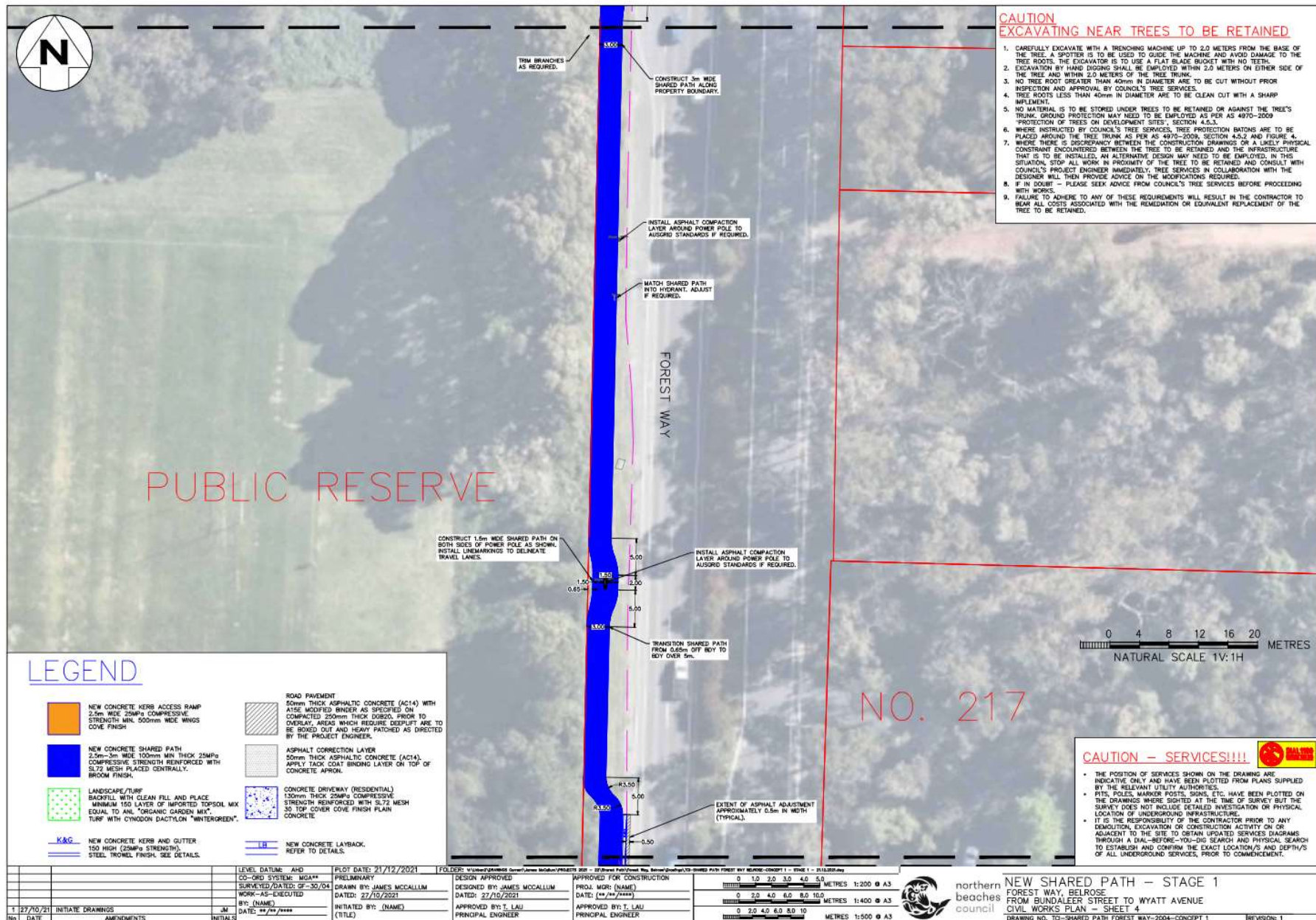
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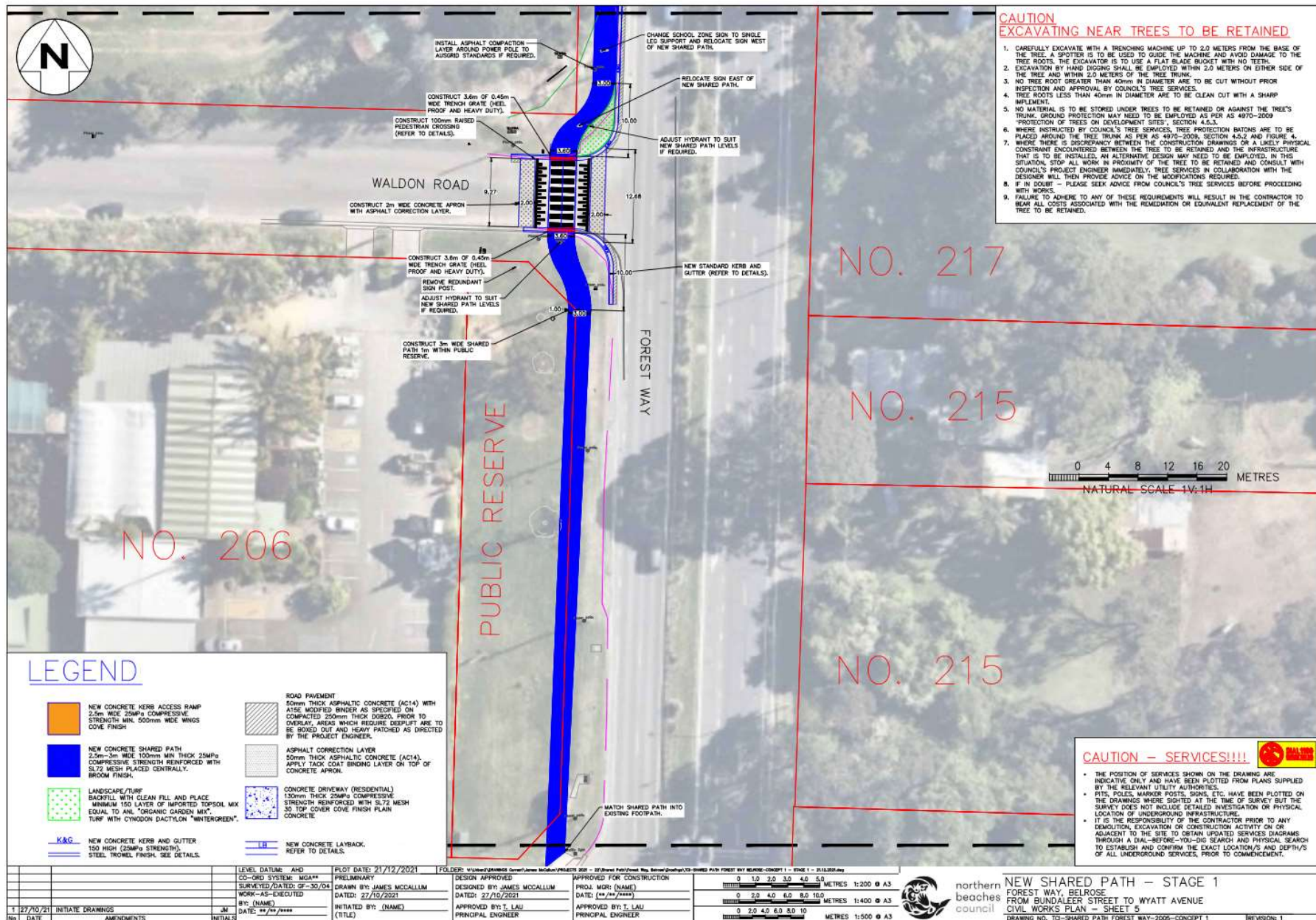


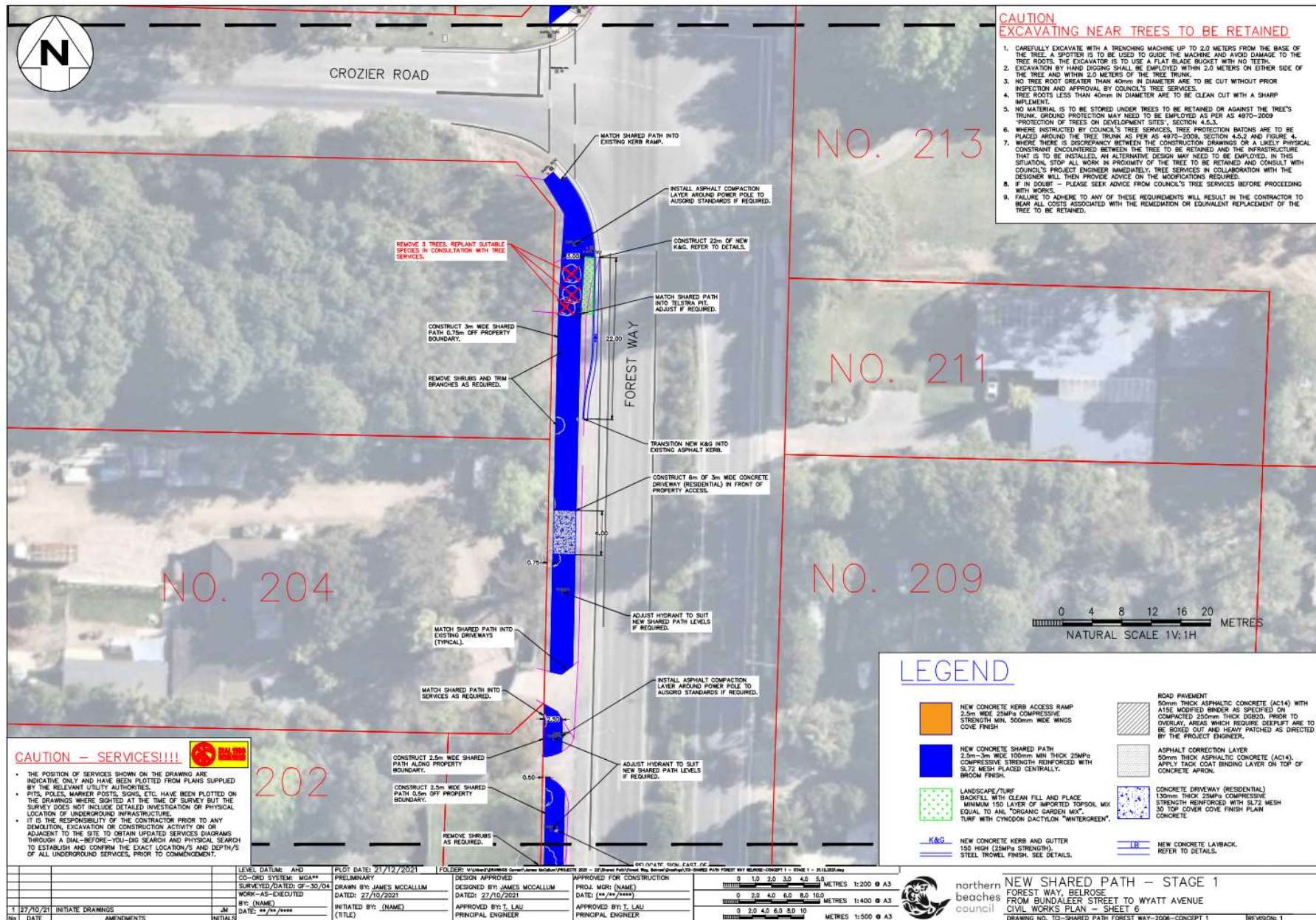


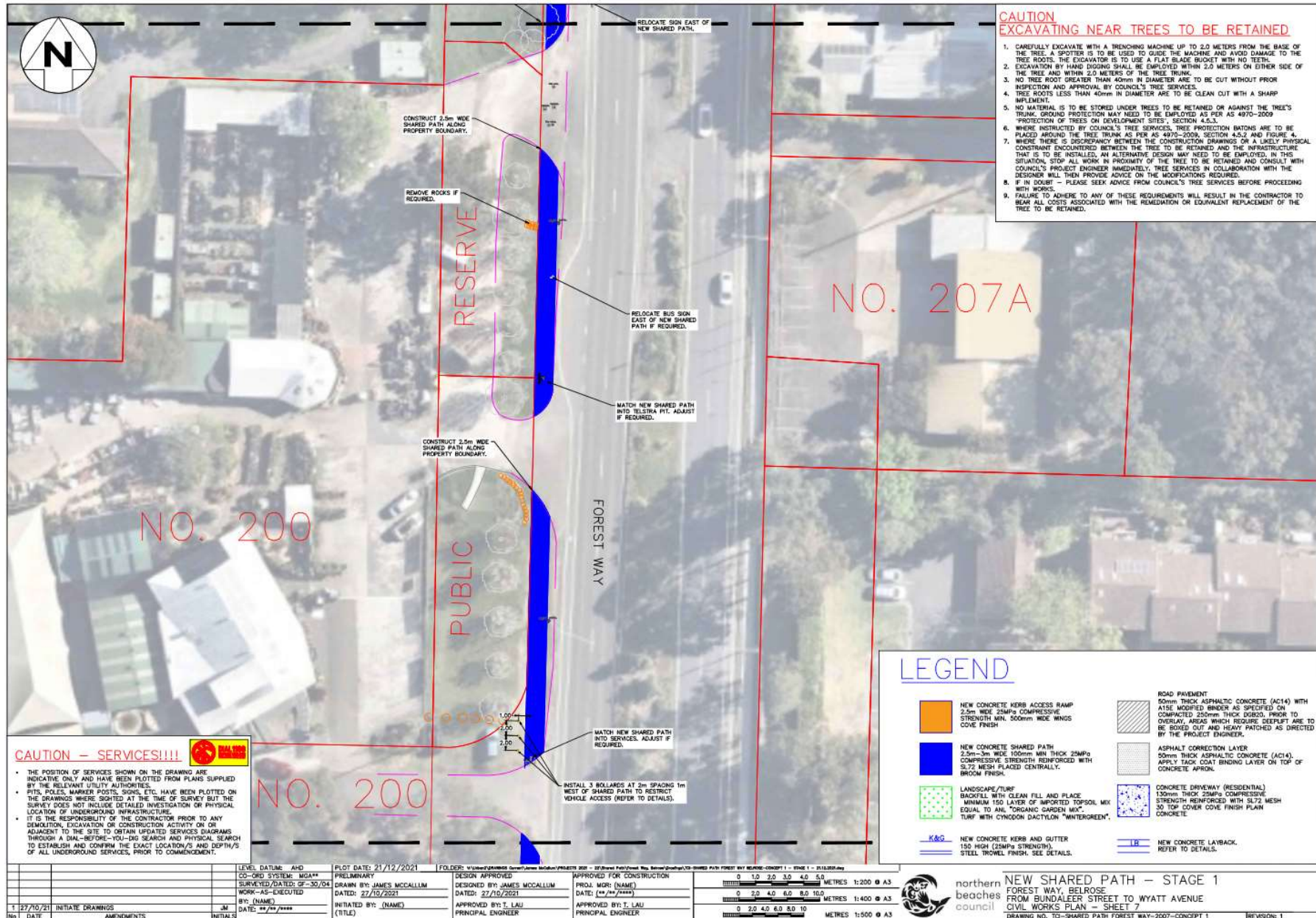


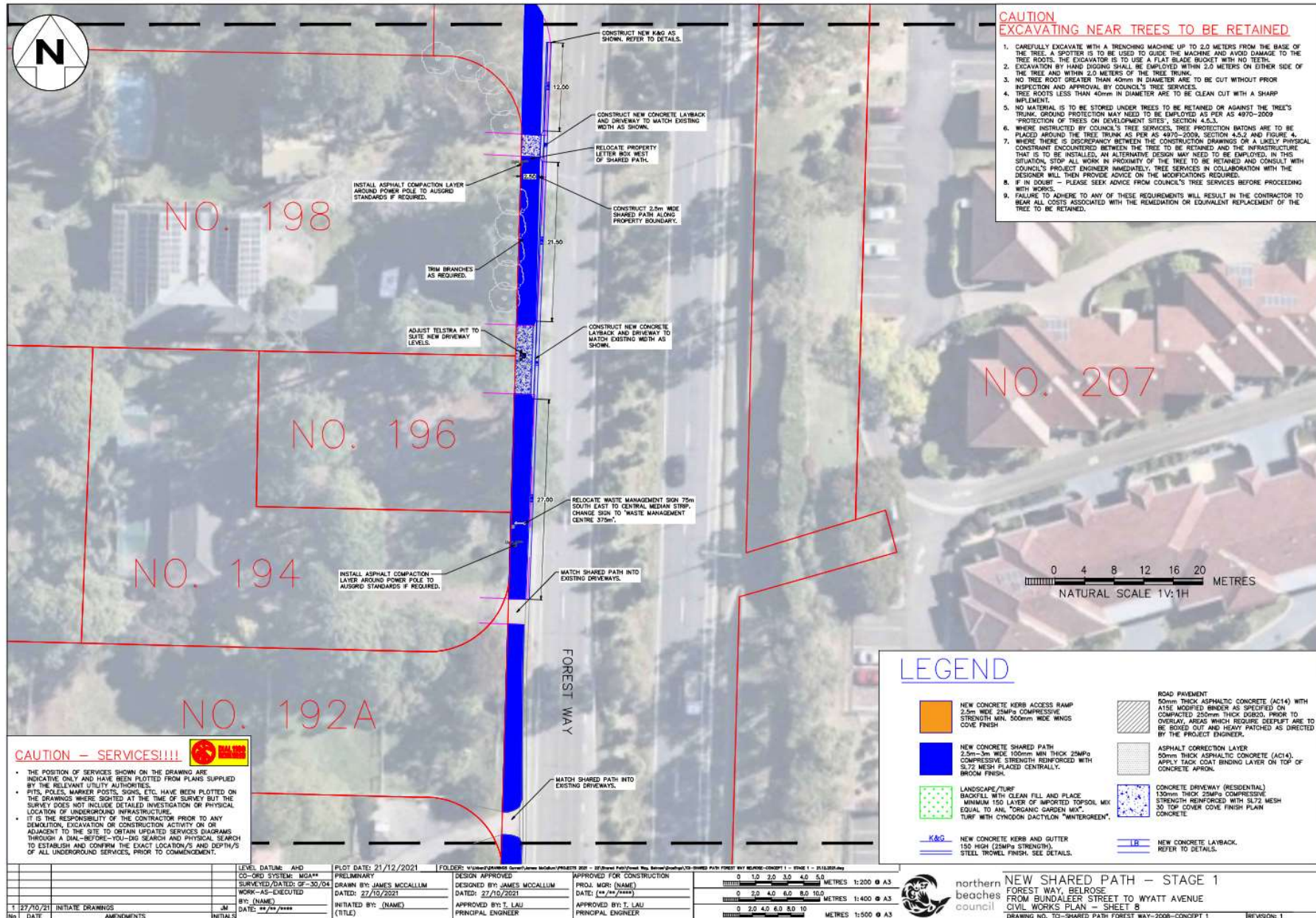


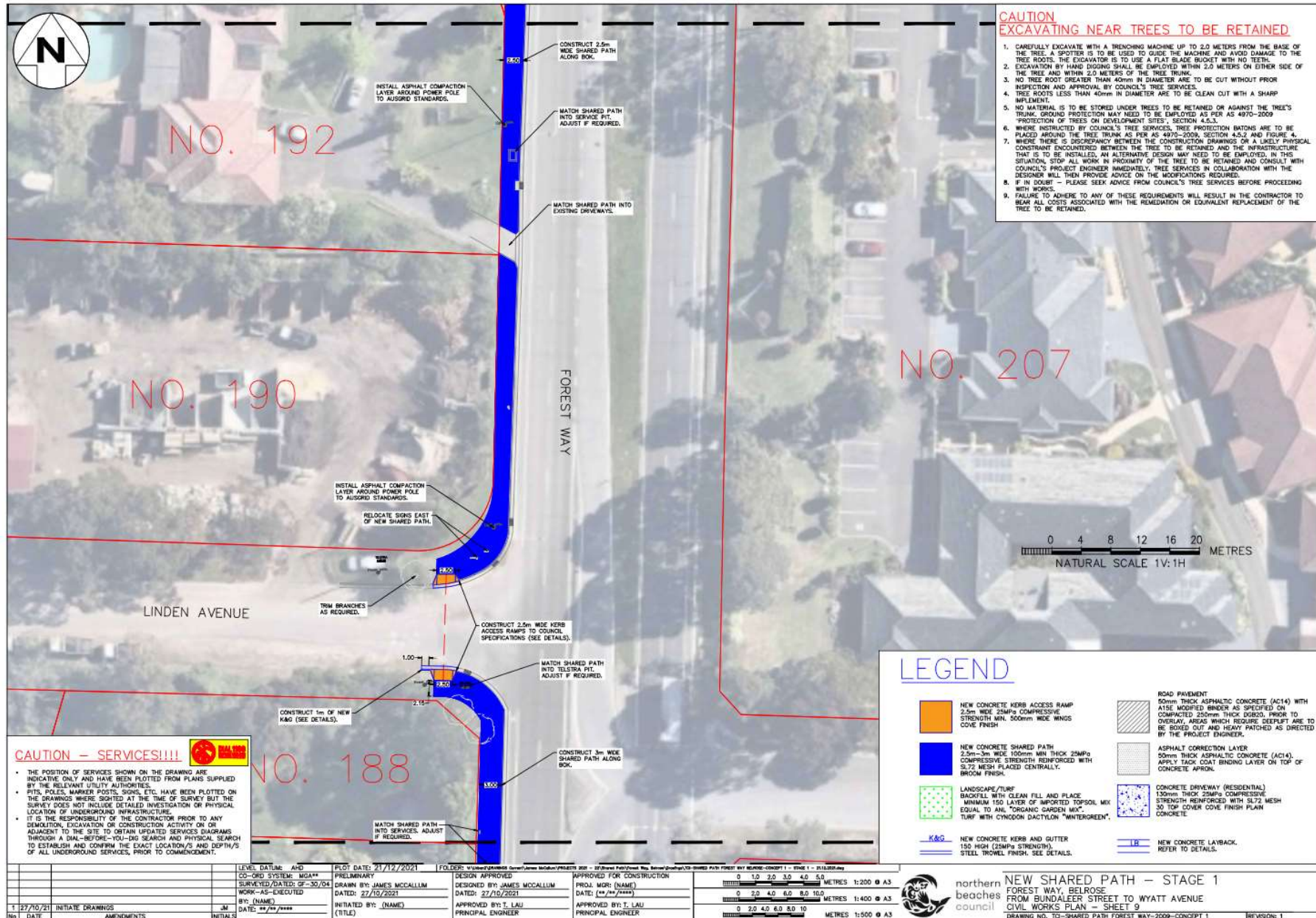


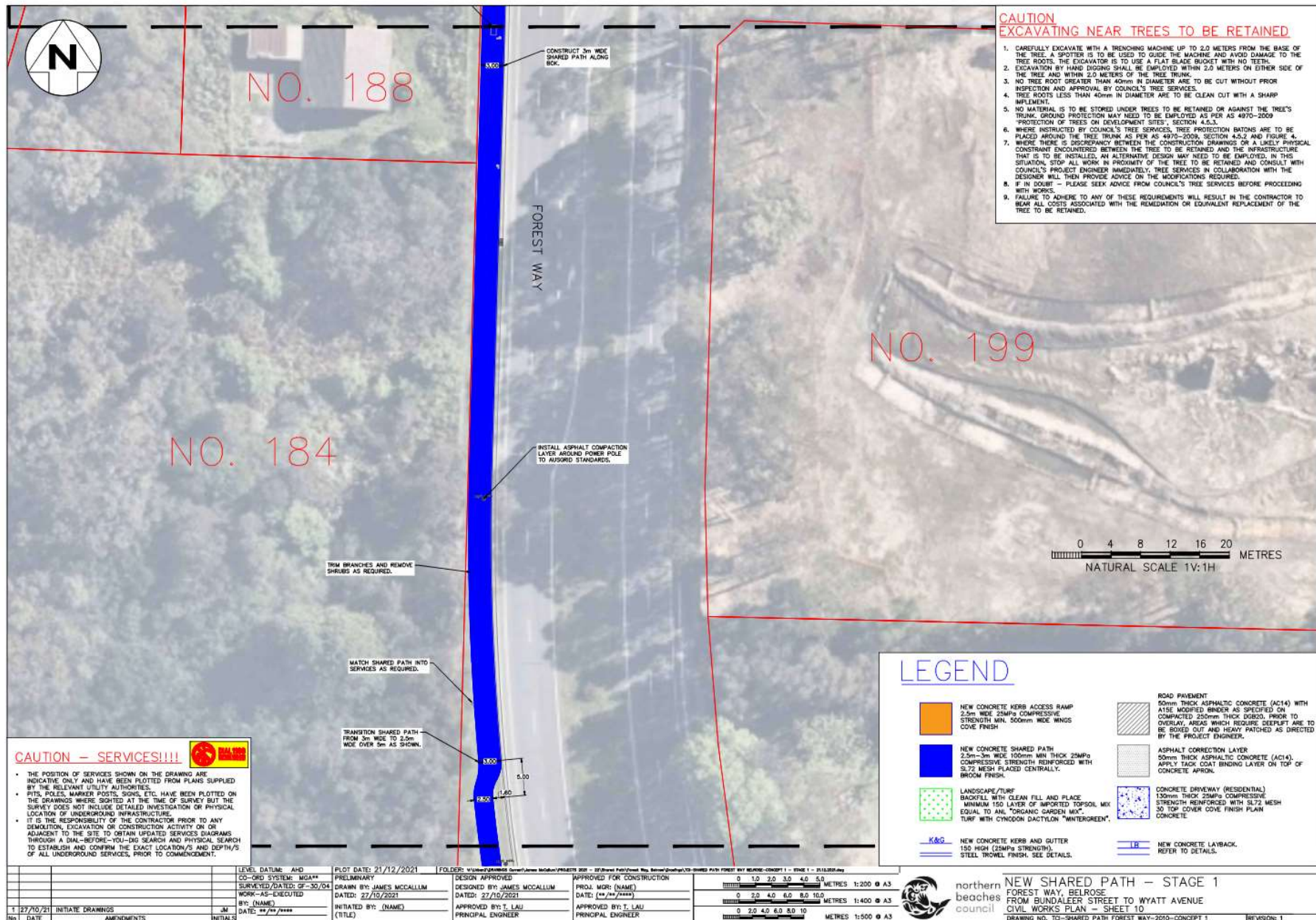


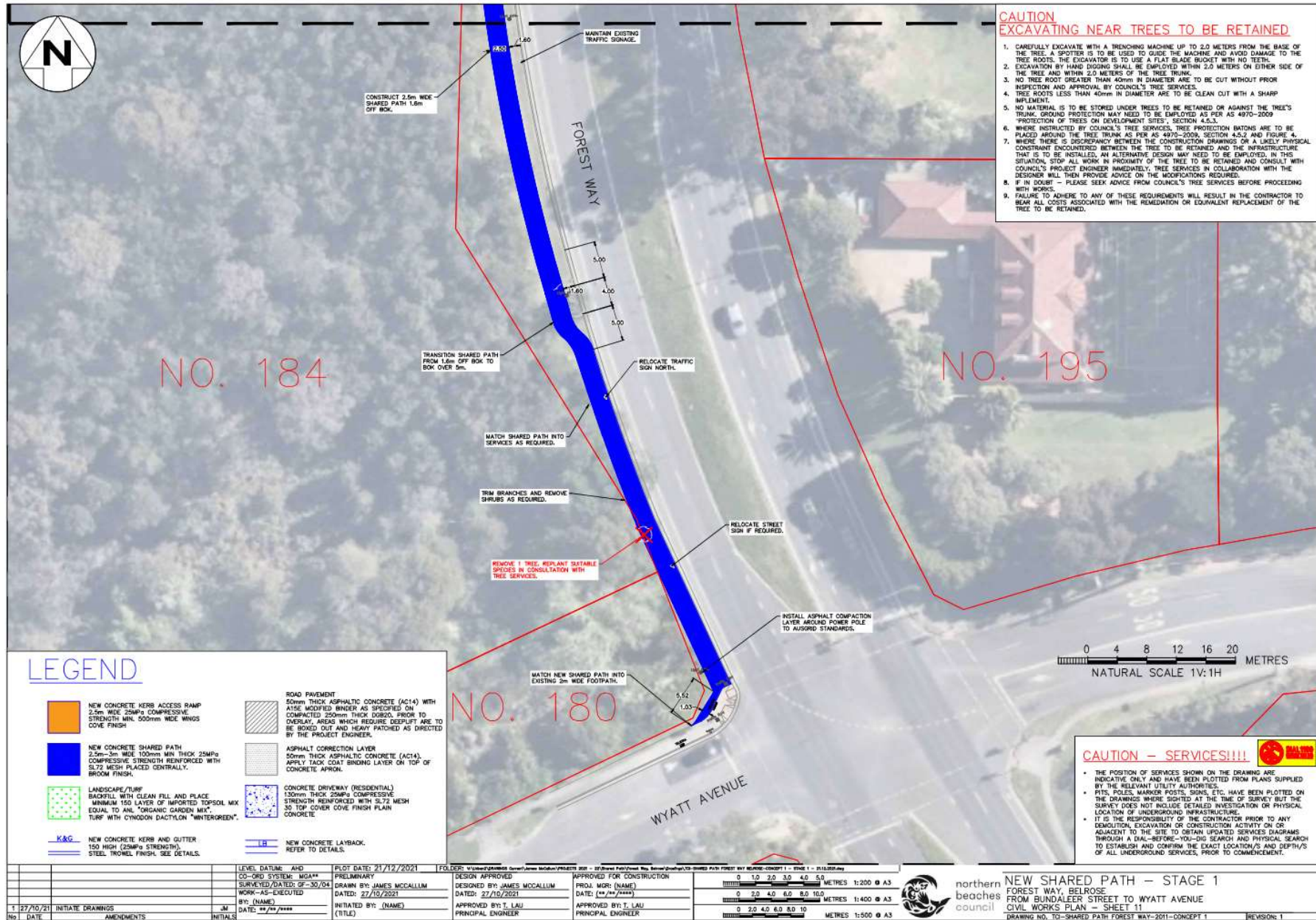


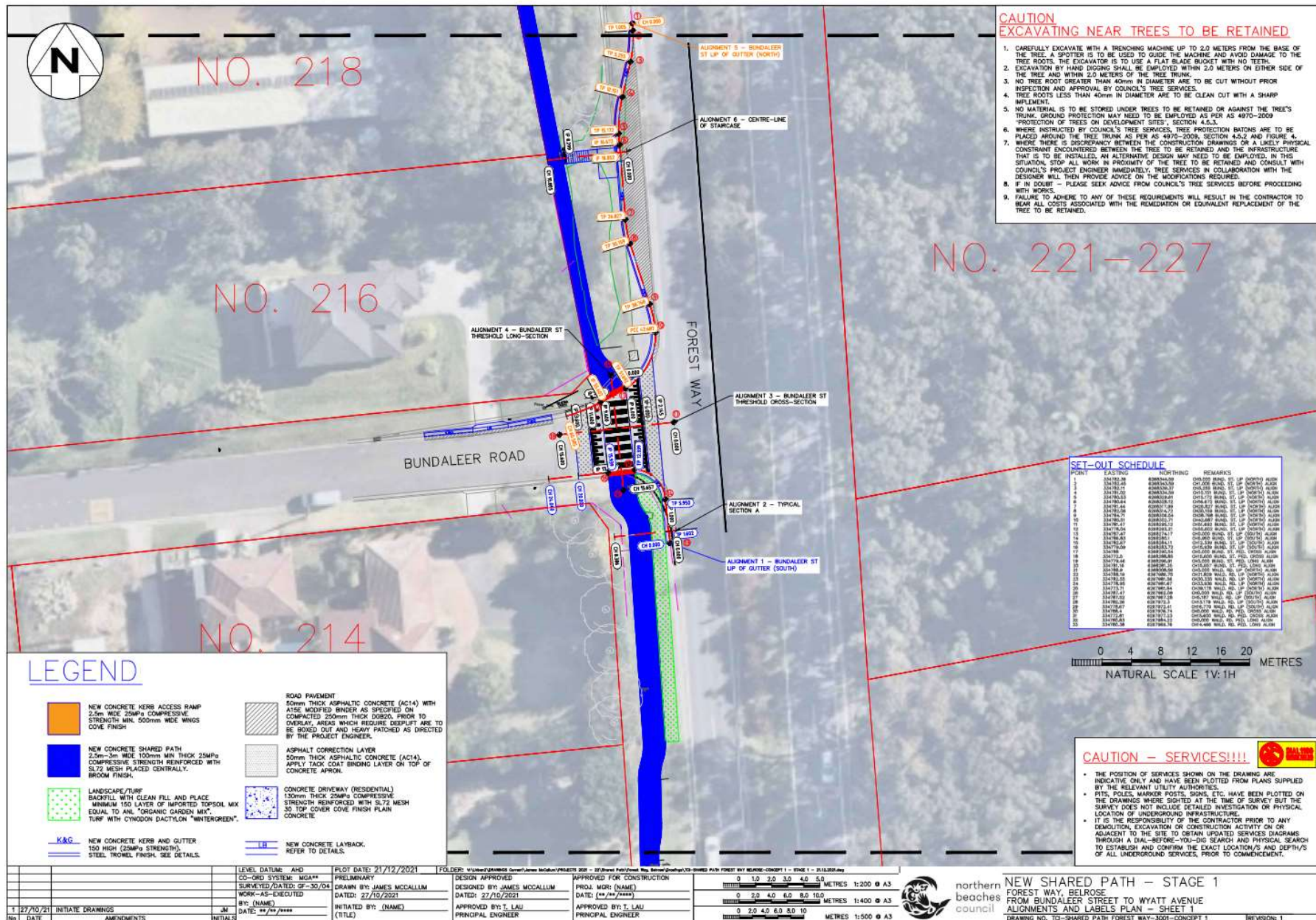




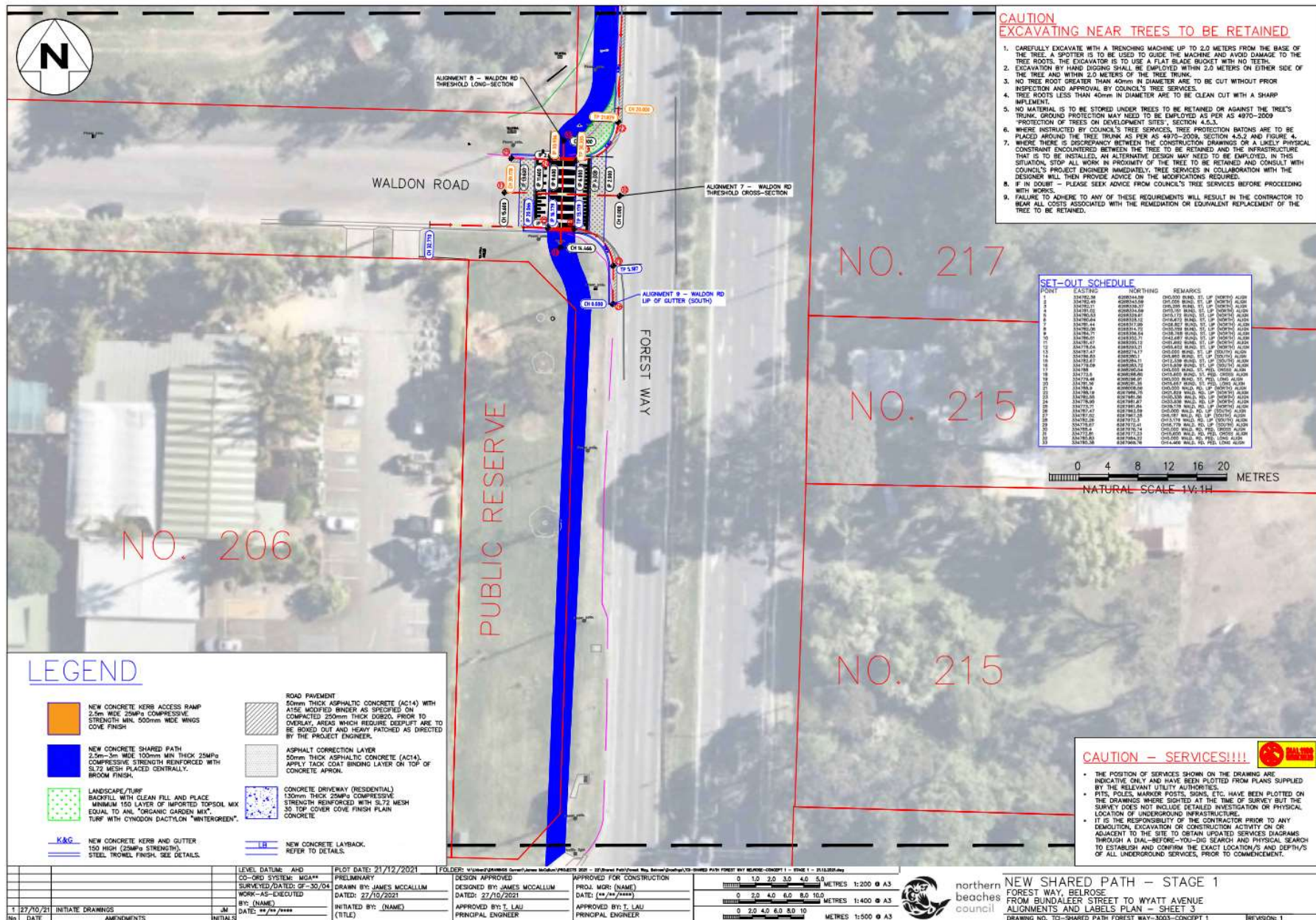


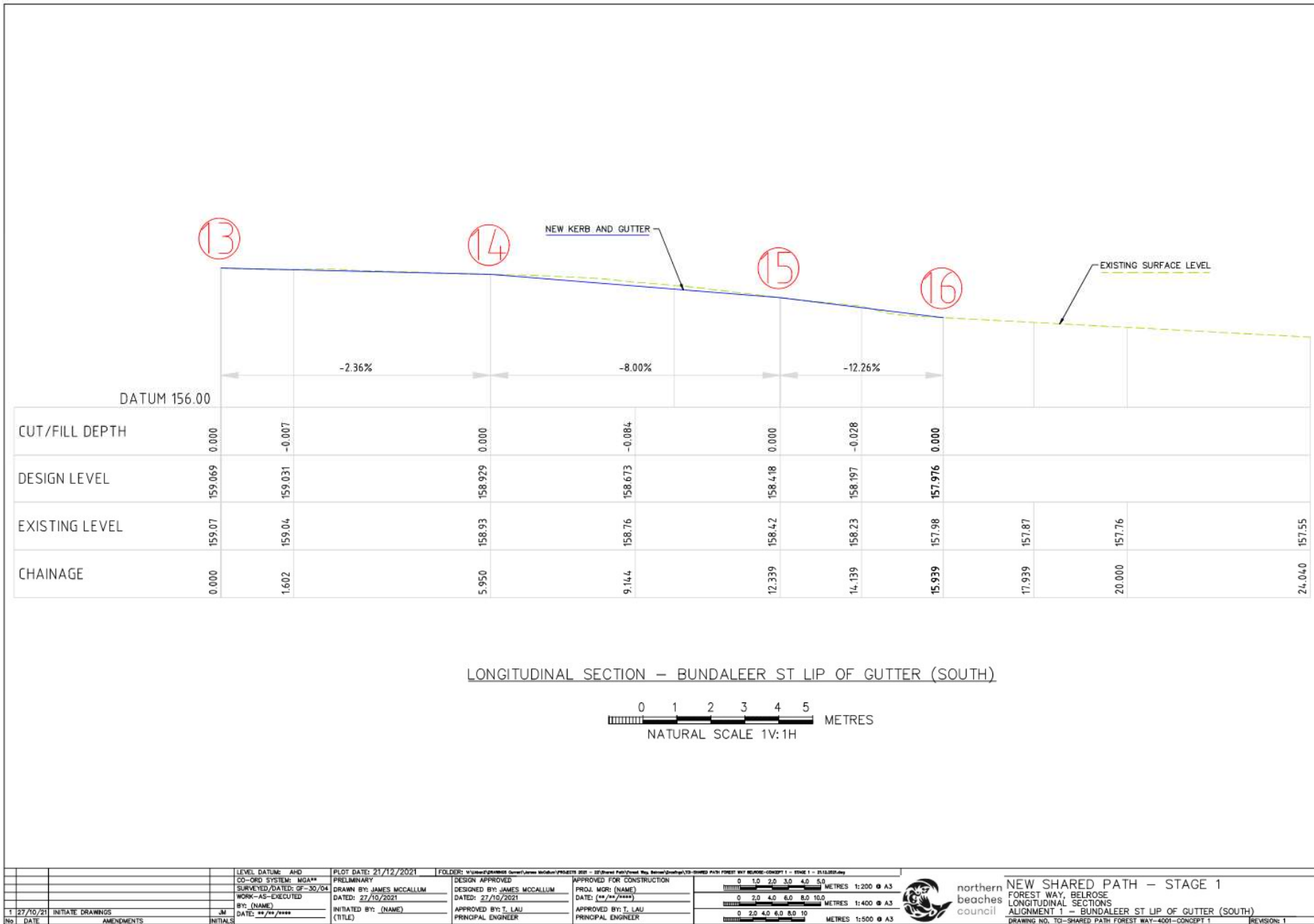


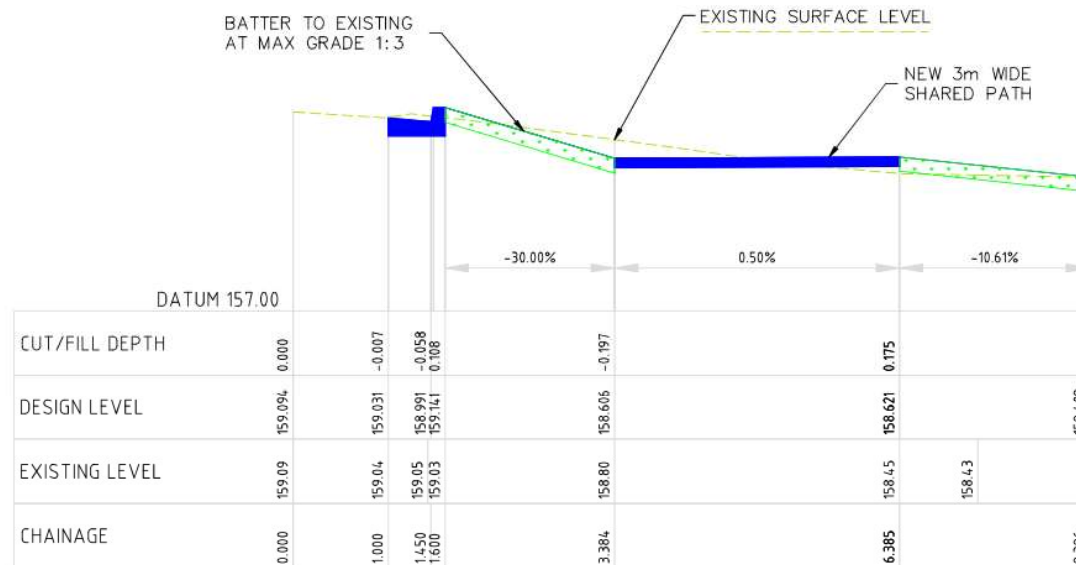










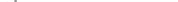



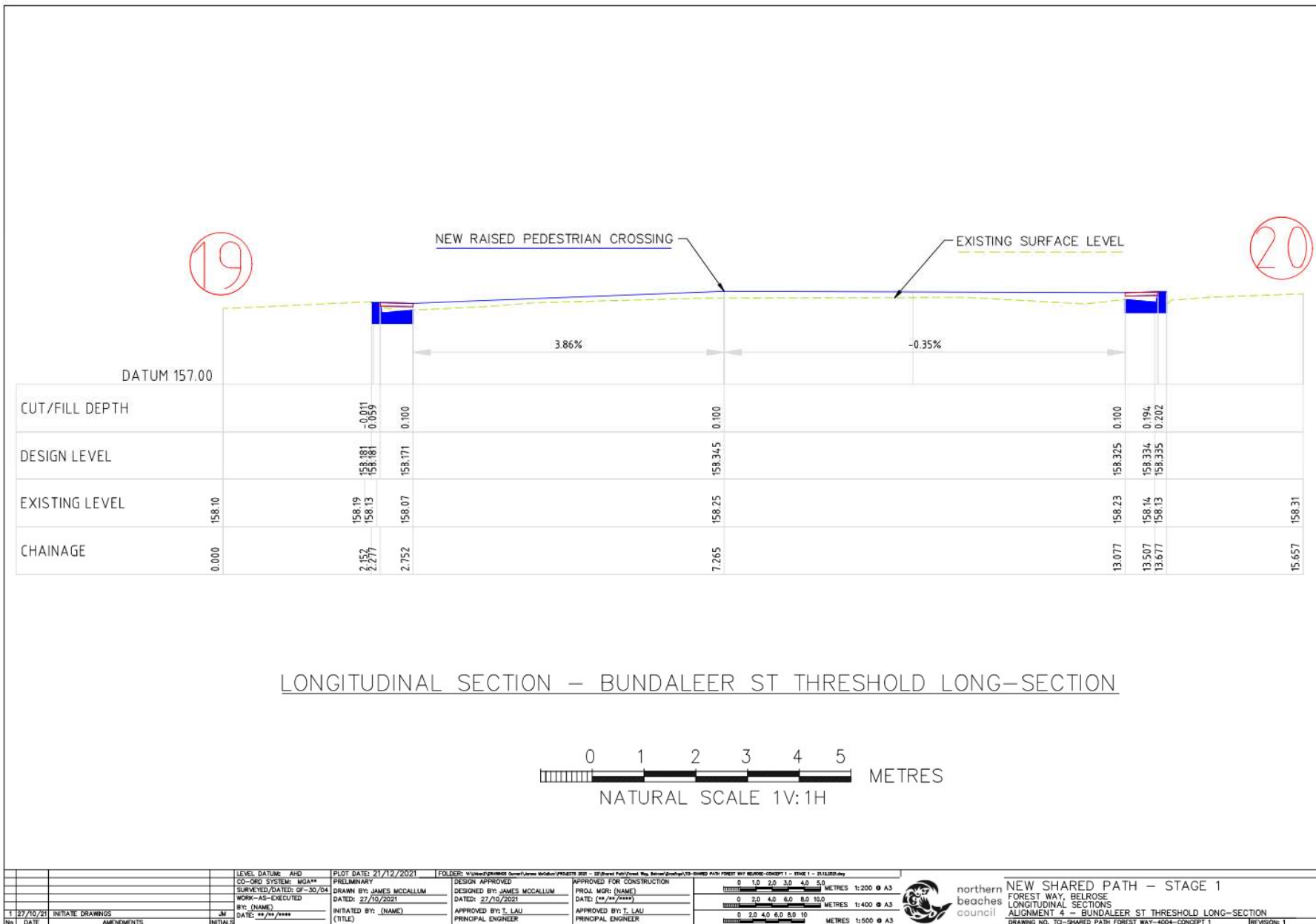


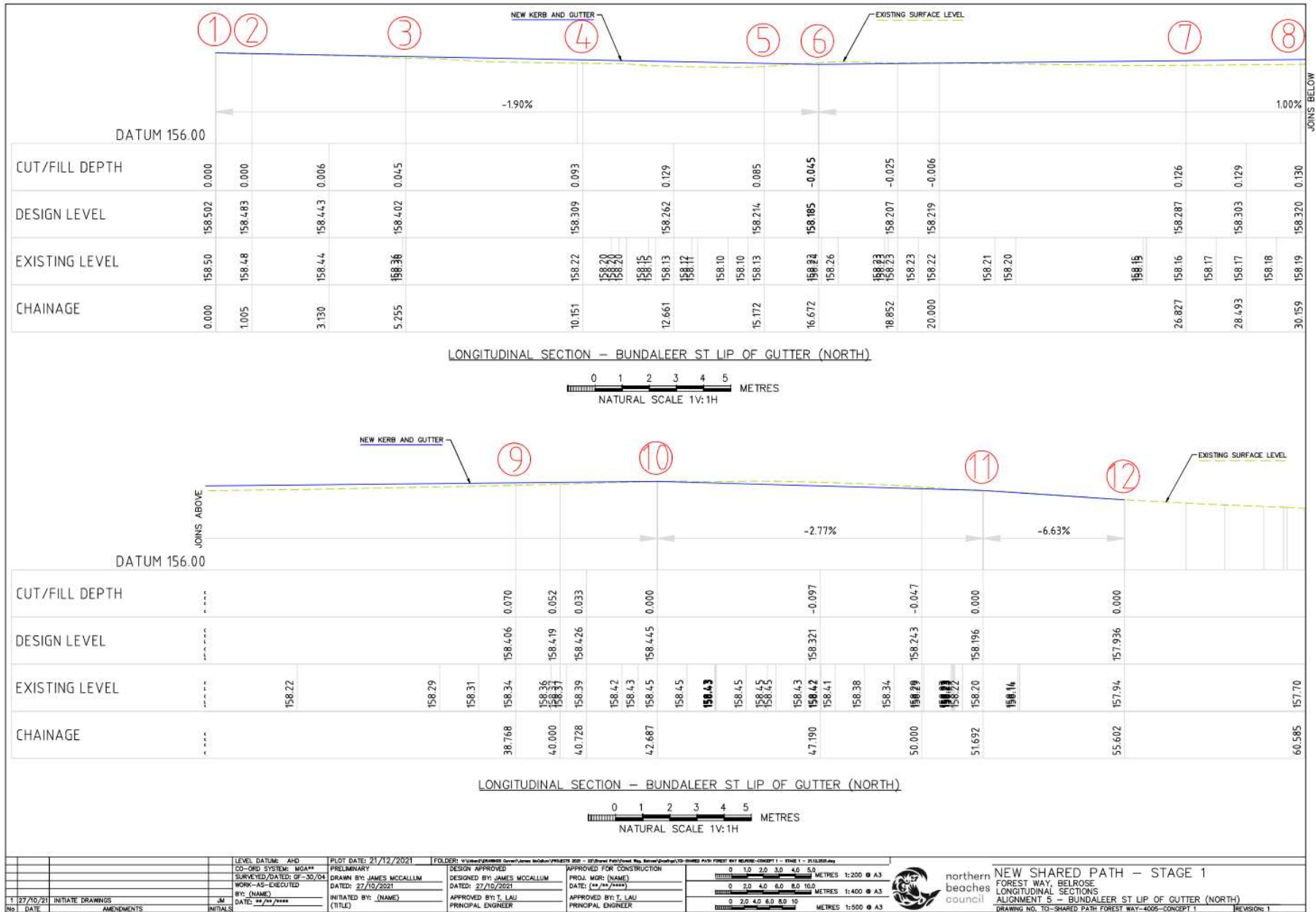
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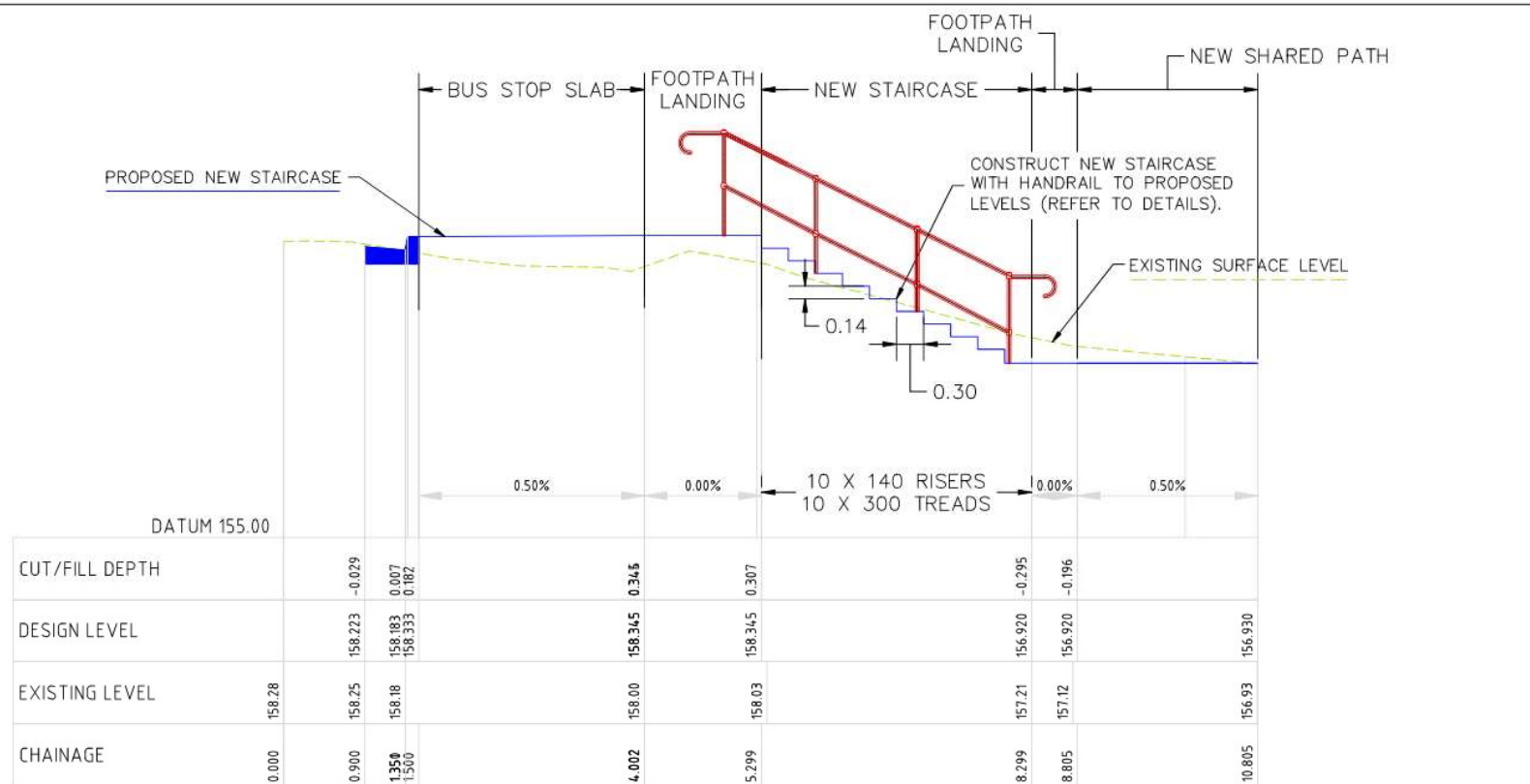
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LONGITUDINAL SECTION – CENTRE-LINE OF STAIRCASE



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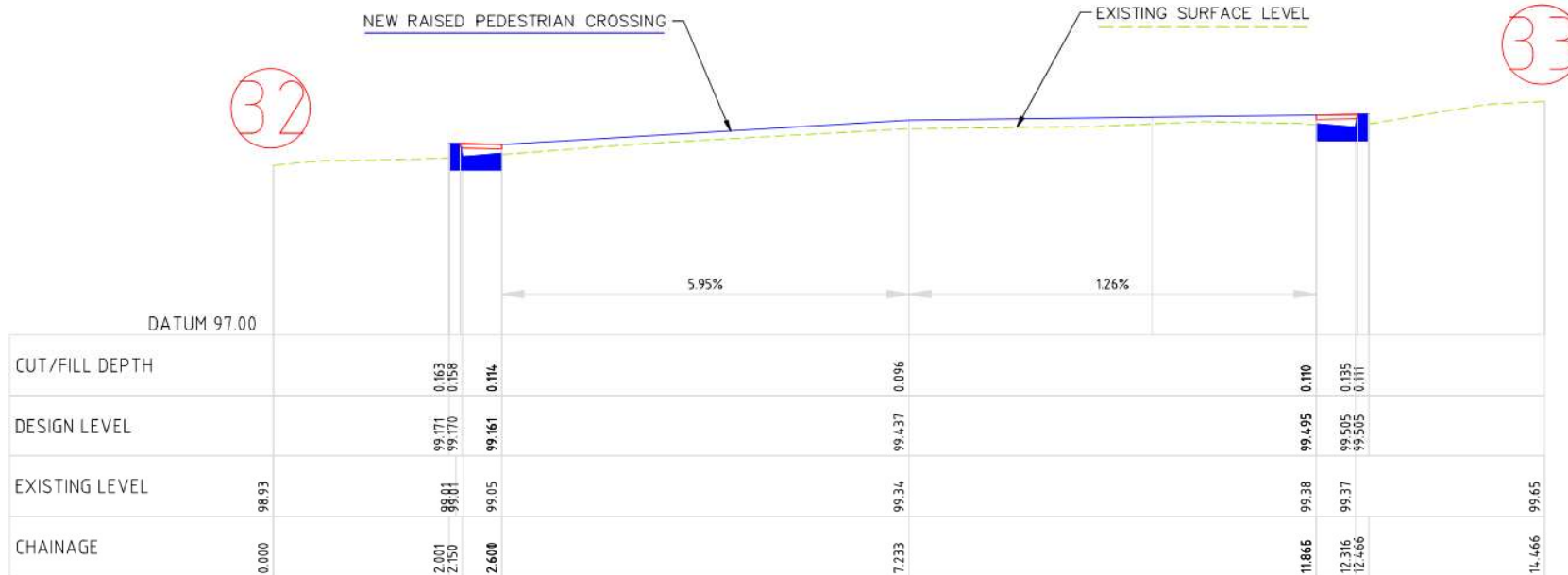


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council

NEW SHARED PATH – STAGE 1
FOREST WAY, BELROSE
LONGITUDINAL SECTIONS
ALIGNMENT 6 – CENTRE-LINE OF STAIRCASE
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REVISIONS: 1

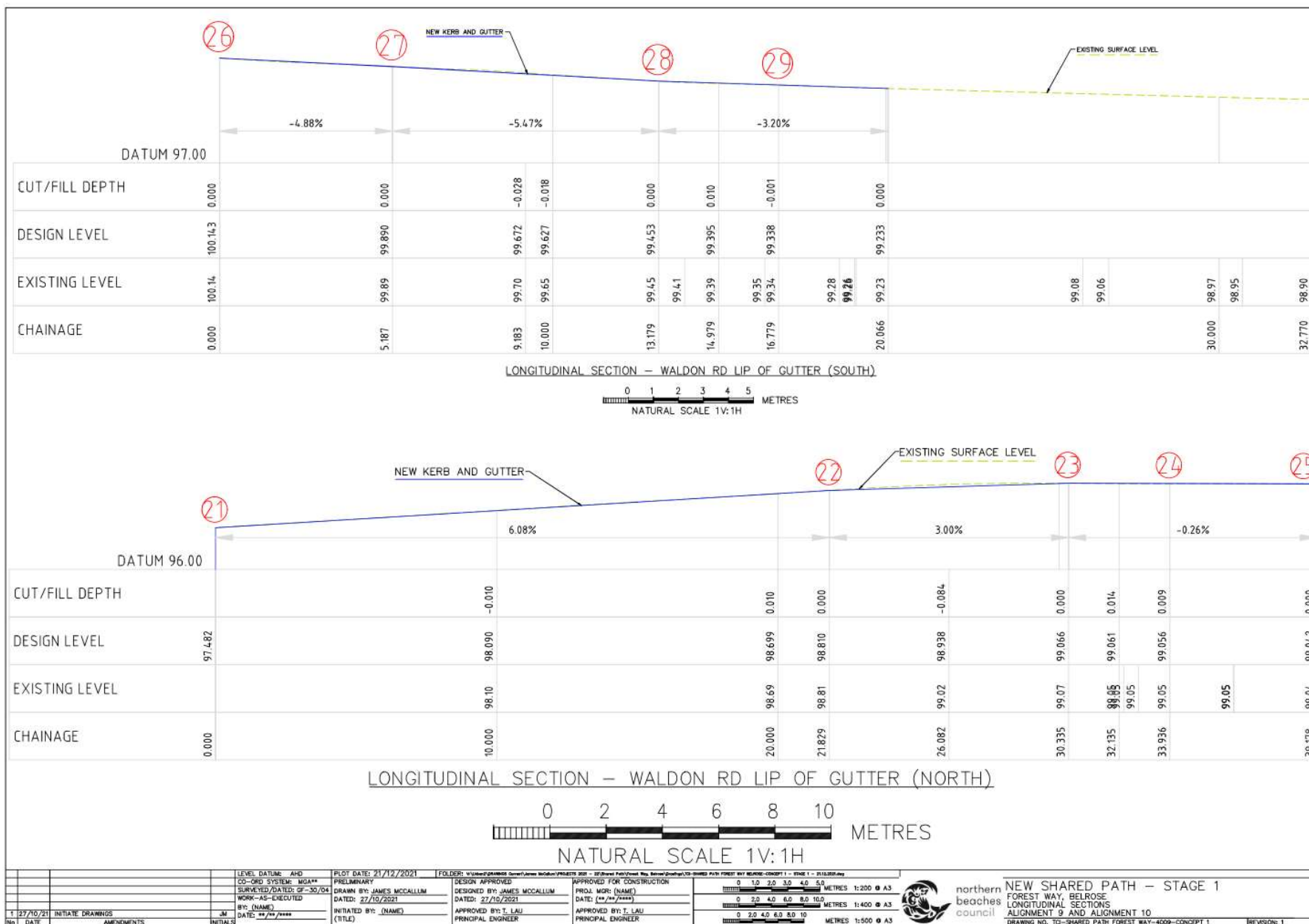


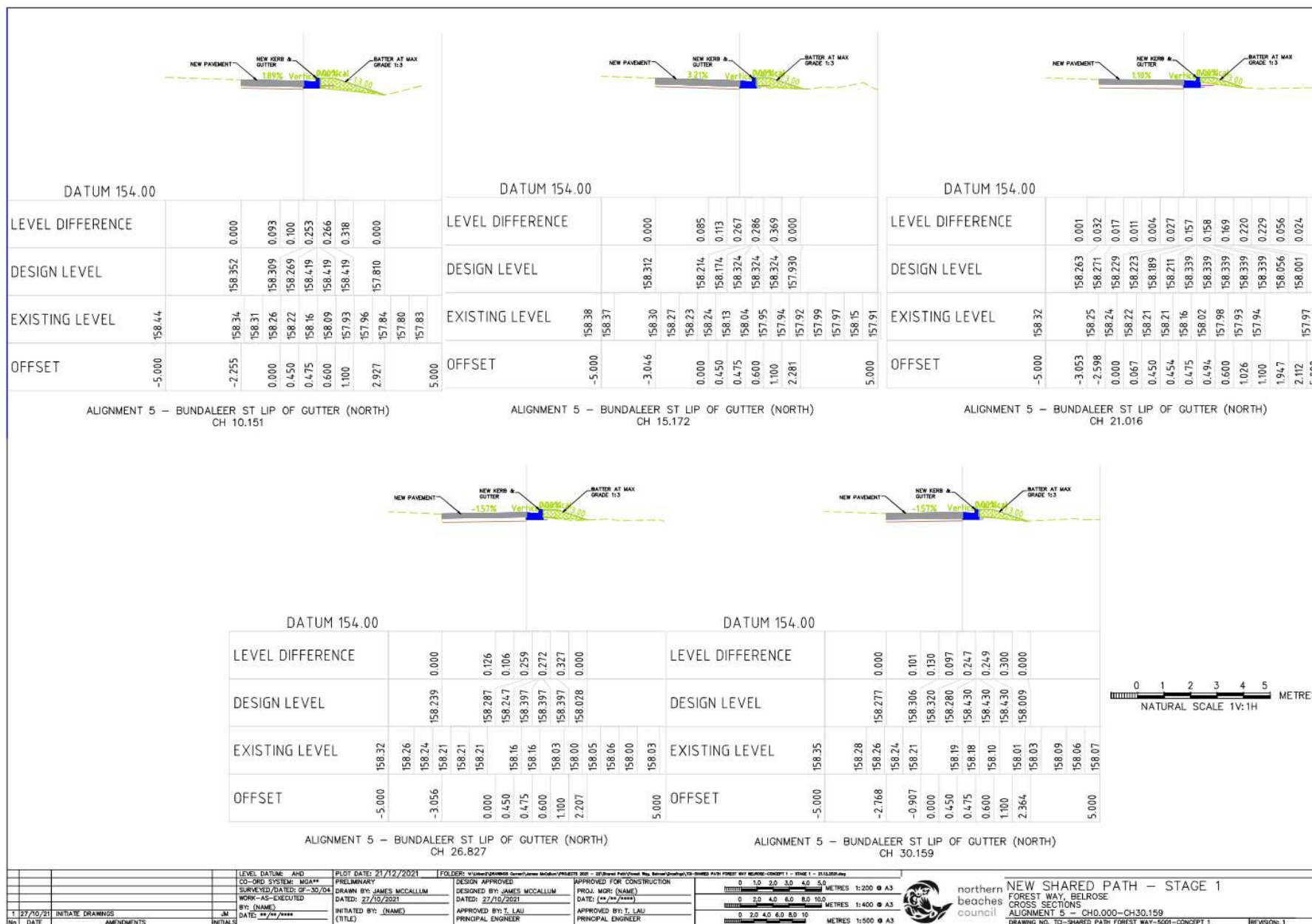


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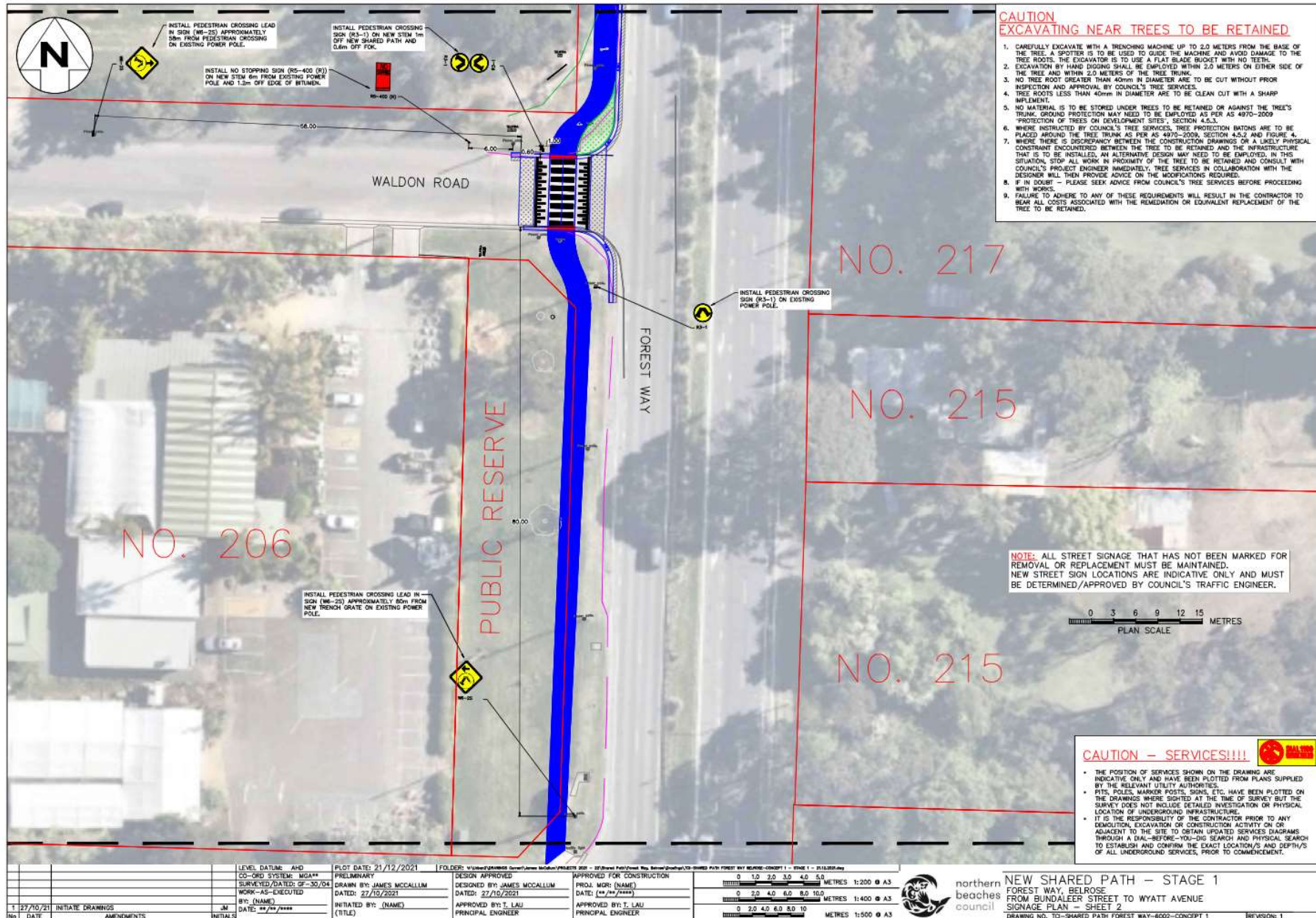


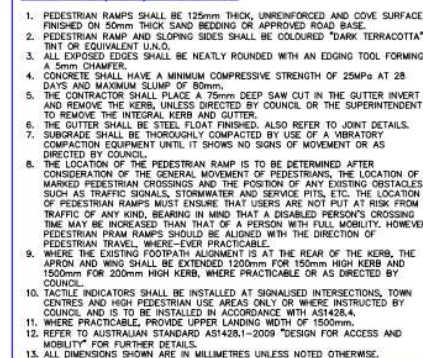
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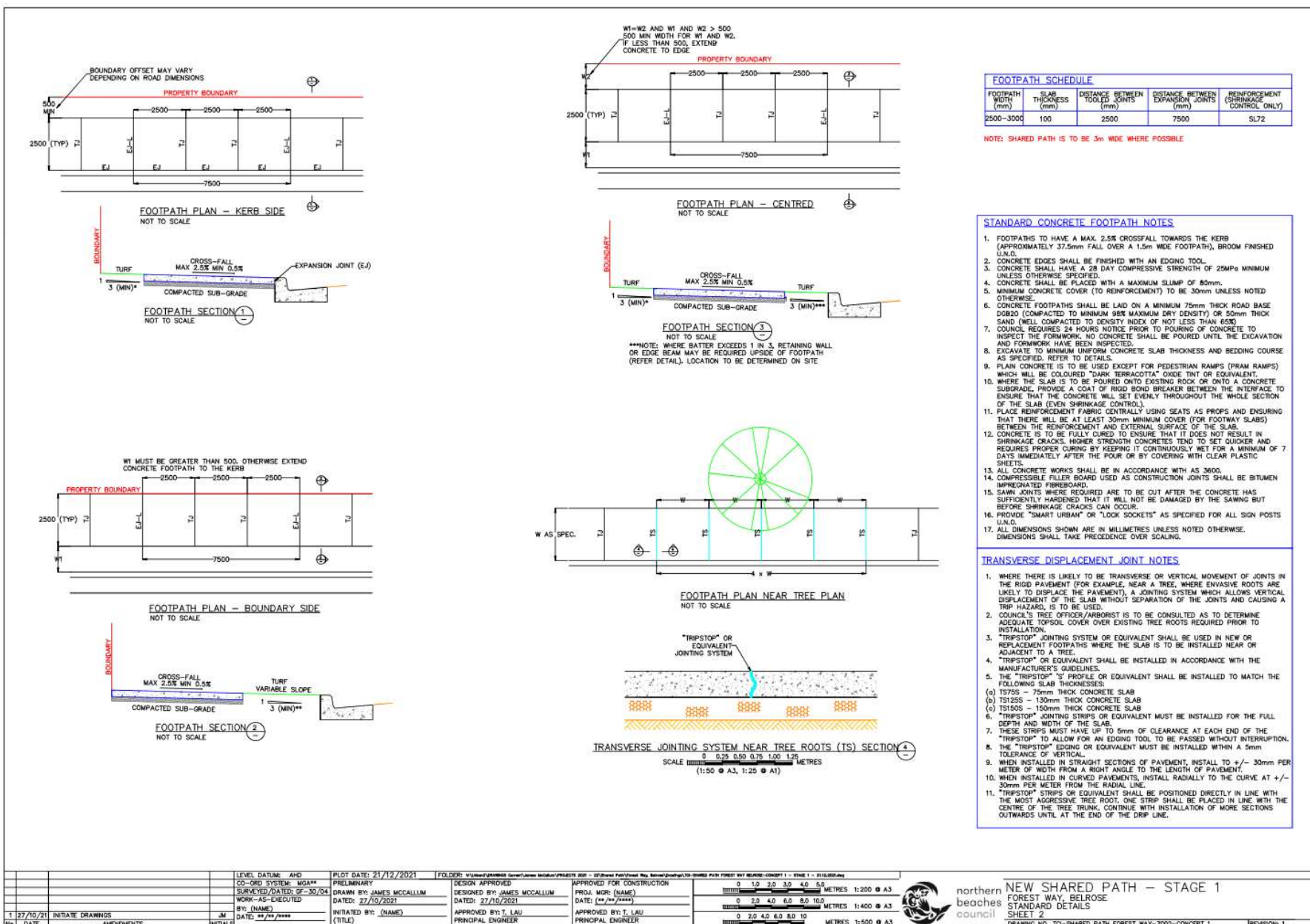


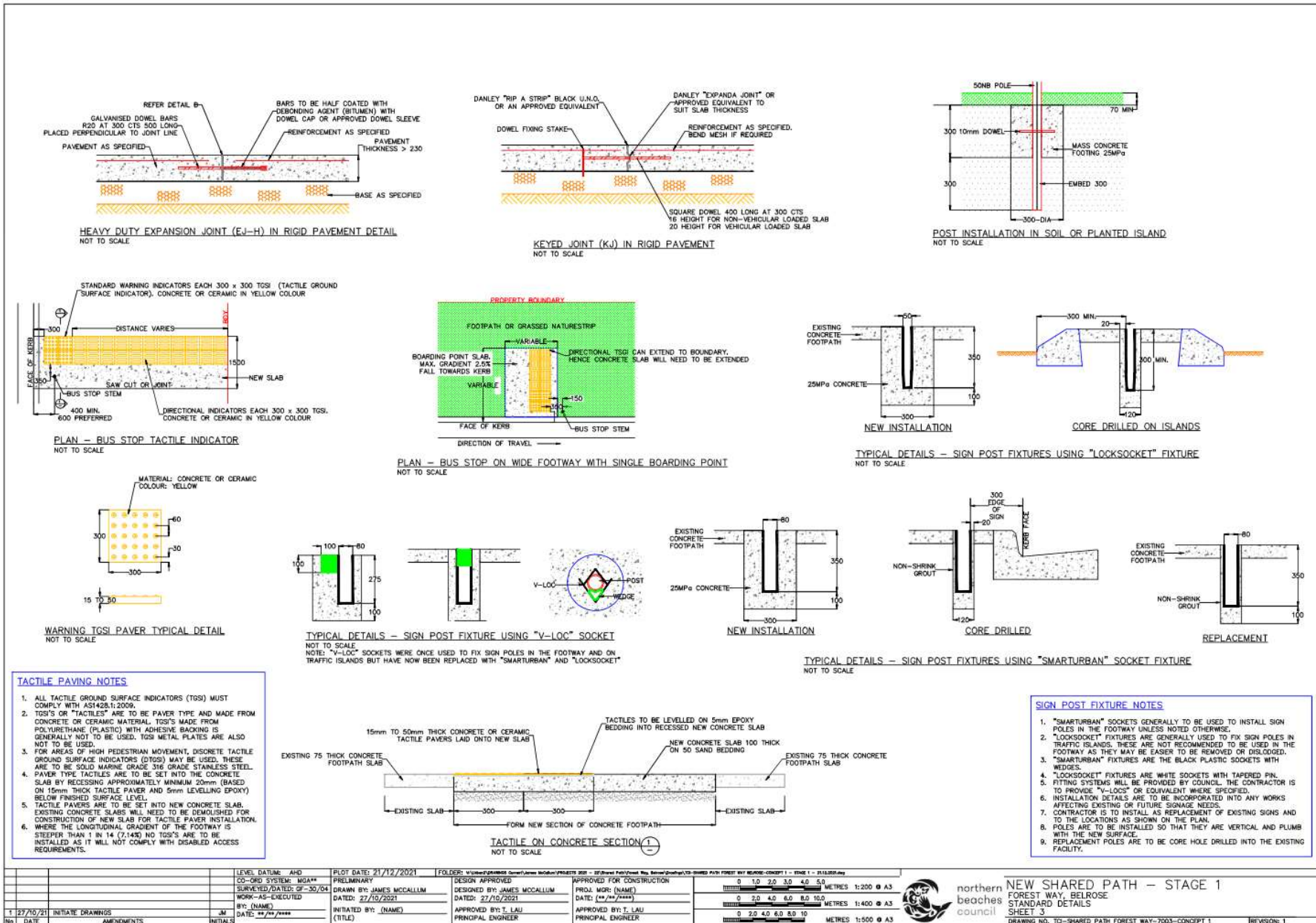


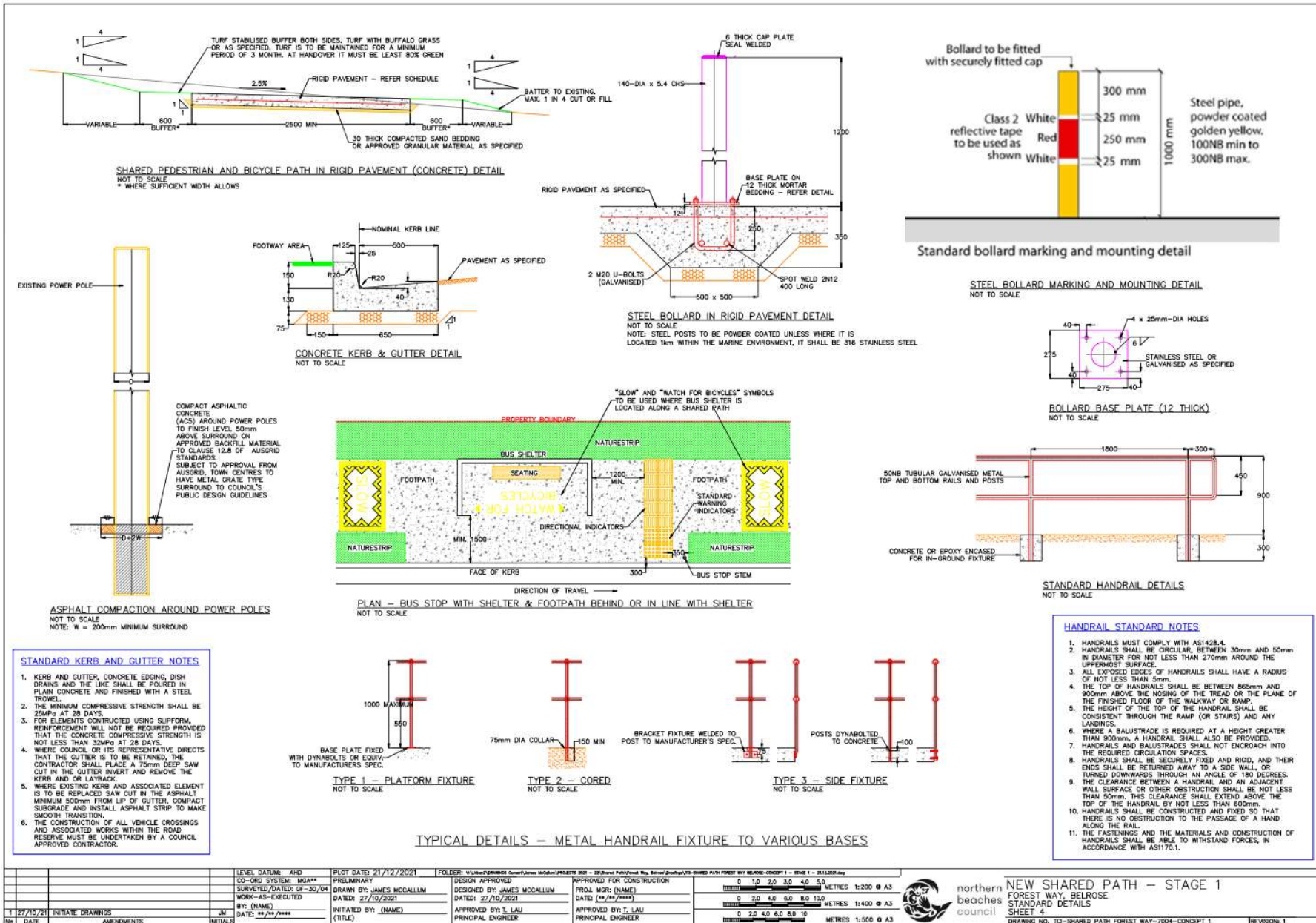








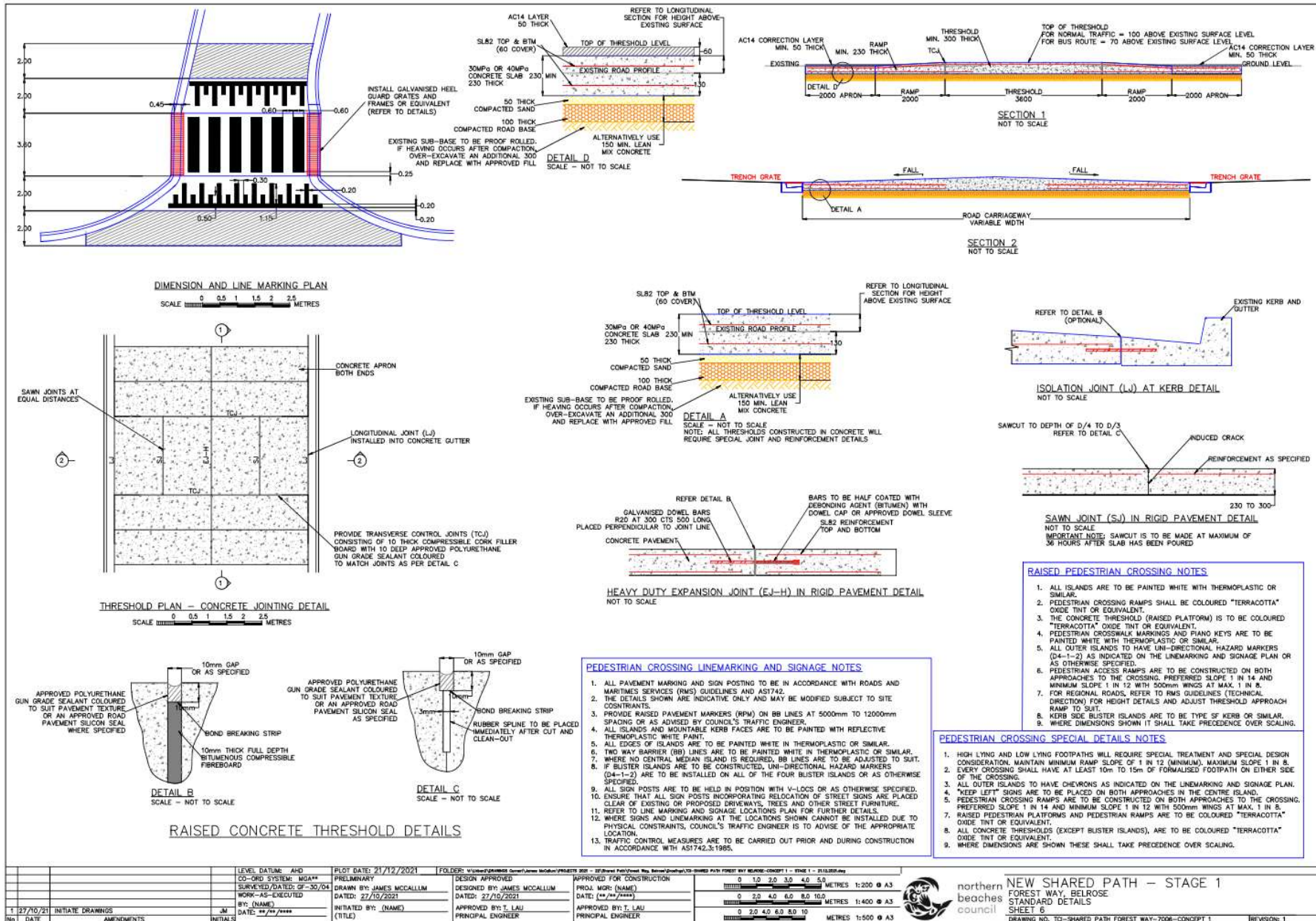




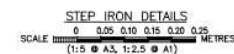
Technical drawing of a square metal grate. The drawing includes a 3D perspective view on the left and two 2D orthographic views (top and side) on the right. The 3D view shows a square grate with a grid pattern and two handles. The top view shows dimensions X (width), Y (height), Z (thickness), A (inner width), B (inner height), C (outer width), D (outer height), and E (inner width/height). The side view shows dimensions Z (thickness) and E (inner width/height).

Product Code	Opening A	Opening B	Frame C	Frame D	Frame E	Grate X	Grate Y	Grate Z	Quantity
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120







LEVEL DATUM: AHD						DATE: 21/12/2021						FOLDER: \\rsd\rsd\projects\new\james mcallum\PROJECTS\2021 - 2022\2021-2022\New Shared Path Stage 1\New Shared Path Forestry Concept 1 - Stage 1 - 21-12-2021.dwg											
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WORK-A-EXECUTED						DATE: 27/10/2021						DATE: 27/10/2021						DATE: **/**/****					
BY: (NAME)						INITIATED BY: (NAME)						APPROVED BY: T. LAU						APPROVED BY: T. LAU					
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NEW SHARED PATH – STAGE 1 FOREST WAY, BELOUSE STANDARD DETAILS SHEET 8 DRAWING NO. TO-SHARED PATH FOREST WAY-700B-CONCEPT 1																		REVISION: 1					

Community and Stakeholder Engagement Report

Forest Way, Belrose - Shared Path

Impact level: Four

Consultation period: 23 August – 19 September 2021

Contents

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1. Summary

This report outlines the community and stakeholder engagement outcomes of the Forest Way, Shared Path project where engagement was conducted from 23 August to 19 September 2021.

We sought comment on a proposal to build a new concrete shared path along the western side of Forest Way in Belrose, between Wyatt Avenue and Mona Vale Road.




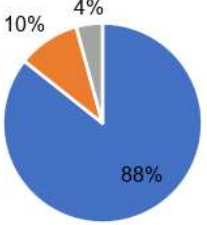
The proposed concept plan included a new 3-metre-wide concrete shared path to provide safer pedestrian and more accessible pedestrian and bicycle connection to Covenant Christian School, Leonis School, Kamaroi Rudolf Steiner School, Belrose Retail and Employment Precinct, Bare Creek Bike Path.

The concept plan also includes work to upgrade the existing slip lane (located adjacent to 218 to 224 Forest Way) to a dedicated southbound bicycle lane. Traffic calming measures, a footpath extension and additional parking between 222 and 224 Forest Way, Belrose will be implemented.

The feedback collected during consultation indicated a high level of support (over 88 percent) for the proposed shared path upgrade, citing the anticipated benefits for all path users including large support for active transport routes.





Those not supportive of the proposal raised safety concerns, the need for additional crossings and augmented signage, as well as the noting the impact of tree loss on the environment.

1.1. Key outcomes

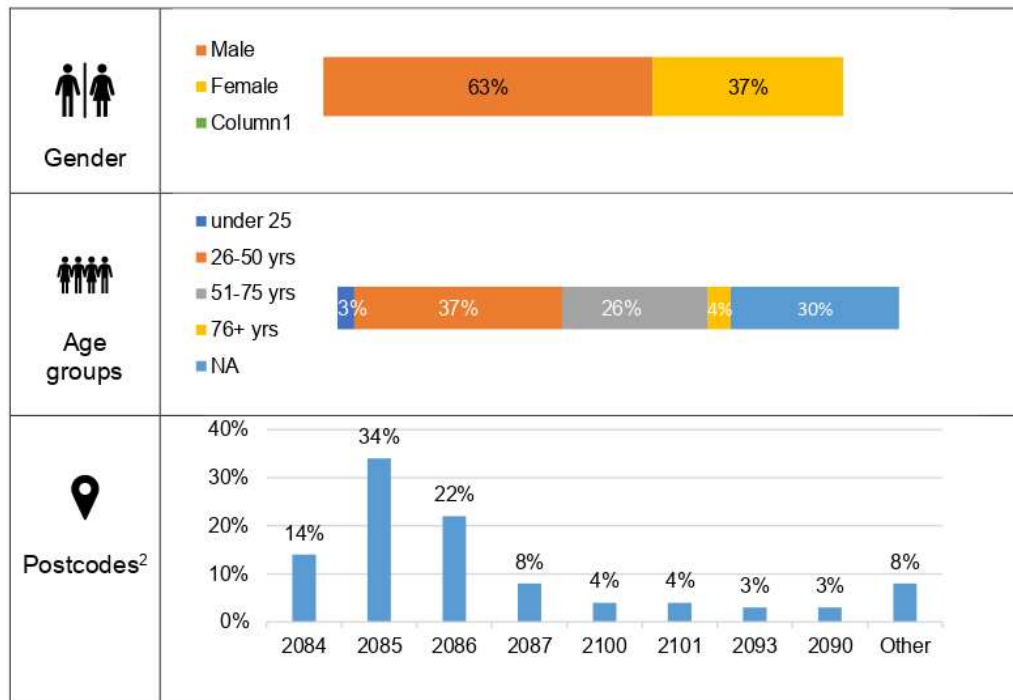
 Total unique responses	271	
 How responses were received	Online comment form Written submission	Completions: 264* Received: 7
 Do you support the proposed shared path?	<div style="text-align: center;">  </div> <div style="margin-left: 600px;"> <p>■ Yes</p> <p>■ No</p> <p>■ Neutral/prefer not to say</p> </div>	

* Not every respondent made a comment in addition to answering the sentiment question

1.2. How we engaged

 Have Your Say	Visitors: 1,931	Visits: 2,139	Av. time onsite: 3.05m
 Print media and collateral	Letterbox drop: Adjacent residents and property owners Site signs used: Yes		Distribution: 1035 Number of signs: 10
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 2 editions Council (weekly) e-News: 2 editions		Distribution: 22,000 subscribers Distribution: 150,000 subscribers
 Key stakeholder engagement	Emails sent to: <ul style="list-style-type: none"> • Leonis School • Kamaroi Rudolf Steiner School • Covenant Christian School • John Colet School • Wakehurst Rugby Club Onsite meeting with: <ul style="list-style-type: none"> • Leonis School • Kamaroi Rudolf Steiner School 		Attendance: 3 Attendance: 5

1.3 Who responded¹



2. Background

The project is in line with Council's Move Northern Beaches Transport Strategy and was identified in the Northern Beaches Bike Plan as a future connection within our safe cycling network aimed at providing additional active transport options across the Northern Beaches.

Council is actively working with Transport for NSW on initiatives to support students walking and cycling to and from school.

Council received funding through the Federal Stimulus – School Infrastructure Program to construct this safer pedestrian and cycle route connecting Covenant Christian School, Leonis School and Kamaroi Rudolf Steiner School.

3. Engagement objectives

Community and stakeholder engagement aimed to:

- identify community and stakeholder concerns, local knowledge and values
- seek out and facilitate the involvement of those affected by or potentially interested in a project
- provide accessible information so community and stakeholders could participate in a meaningful way.

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

² Top 8 of 17 post code areas that respondents identified as being from.

4. Engagement approach

Community and stakeholder engagement for the Forest Way, Shared path project was conducted over a four-week period, from 23 August 2021 to 19 September 2021.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

A project page was established on our have your say platform with information provided in an accessible and easy to read format.

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

Feedback was captured through an online comment form embedded onto the have your say project page. The form included 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 support, not support or neutral sentiment as well as any other feedback they wished to contribute.

5. Findings

Most respondents (more than 88 percent) were supportive of the project as they felt the proposal would benefit pedestrians and bicycle riding in the area. There were large amounts of support for the implementation of active transport routes in the area to promote wellbeing.

There was also however, feedback received that suggested preference for a separated cycleway to avoid pedestrian and bicycle conflict and in turn provide more efficiency and operational integrity of the cycleway infrastructure.

Those generally not supportive of the proposal raised safety concerns and noted their concerns around environmental impact from the loss of trees along the route.

Requests were also received for additional crossing facilities and augmented signage around school zones.

Comments on the project have been themed and responded to in Table 1 below.

Table 1: Themed comments raised and our response

Comment raised	What we heard	Council's response
Separated cycleway	Requests for a separated cycleway is preferred over a shared path as it would avoid pedestrian and bicycle conflicts and offer better cycling infrastructure to the community.	<p>The dedicated on-road cycleway will remain as it currently is. Children are legally allowed to ride bicycles on footpaths, so shared paths provide greater width to allow suitable space for mixed use of pedestrians and bicycle riders (both children and adults that do not feel comfortable riding along the on-road lane on Forest Way).</p> <p>This project is in line with Councils 'Move Northern Beaches Transport Strategy' and the 'Northern Beaches Bike Plan'.</p>
Safety – pedestrian and bicycle conflict	Concern was raised that shared paths are dangerous or uncomfortable for pedestrians due to potential conflicts with bike riders.	<p>Shared path user conflict is a concern that is often raised. Transport for NSW Centre for Road Safety released a discussion paper on shared paths in 2015. The concluding remarks, based on evidence, stated that shared paths represent a relatively low safety risk. It is important that the shared path is designed to be as safe as possible with adequate width.</p> <p>This shared path will provide a safe cycling and pedestrian option.</p>
Safety – barriers requested	Concerns that the shared path in this location may be unsafe for users and the request for barriers to separate vehicles and the shared path due to assist with pedestrian protection.	Barriers are generally installed on steep or sharp-bend areas. As Forest Way is generally straight, barriers will not be installed within this project. The alignment of the path is proposed to be as close as practical to the property boundaries and away from the back of kerb where possible, so there is a delineation between the roadway and shared path.
Safety – signage	Request to install additional signage in the project area to improve safety.	Council will install all required signage in line with the Australian Standards, and include additional warning measures near the surrounding Schools
Safety – additional crossings	Request for an additional crossing facility at Forest Way and Mona Vale Rd, into Terrey Hills.	Council is working with Transport for NSW (TfNSW) to investigate installing pedestrian signals at the western side of Forest Way and Mona Vale Road intersection.
Environment - trees	Concerns that the proposal may result in loss of trees.	Council has engaged a specialist to undertake a detailed environmental assessment (including flora and fauna

Comment raised	What we heard	Council's response
		<p>and Aboriginal heritage) of the area, which will help determine the exact alignment of the shared path. All trees removed will be replanted with a suitable species within the project area.</p> <p>We also expect environmental benefits through the increase of active transport options over the use of cars.</p>
Value for money - patronage	Concerns that the shared path will not get utilised, as there is already an on road bicycle lane, money should be utilised elsewhere.	<p>Council has received overwhelming community support for the proposal as the shared path will provide a safer and more accessible connection to Covenant Christian School, Leonis School, Kamaroi Rudolf Steiner School, the Belrose Retail and Employment precinct and the Bare Creek Bike Path.</p> <p>This project will also provide a valuable off-road link between Belrose and Terrey Hills.</p>
Active travel – extension of program	Additional locations and extensions requested.	Additional shared paths are also being considered in the surrounding area, dependant on available funding.

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

Table 2: Questions and Council's response

Question	Council's response
Will there be any impact to parking?	<p>If the project proceeds as per the original concept plan, minor impacts to parking may occur where safer road crossings are implemented. This is subject to detailed design.</p> <p>Additional formalised parking will be constructed along the western side of the slip lane (outside properties 222 and 224 Forest Way) with the existing footpath extended from 220 to 224 Forest Way.</p> <p>Due to the narrow width available between the slip way roadway and property boundaries, a raised dedicated cycleway will run along the eastern side of this slip lane, where it is currently an enforceable offence to park, and link back into a shared path along the western side near properties 220 Forest Way in the south and 24 Narabang Way (adjoining property north of 224 Forest Way) in the north.</p>

Appendix 1 Verbatim community and stakeholder responses*

Number	Comments
1	<p>Thank you for the opportunity to comment on the proposed Belrose shared path. Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty-five years, and has over 30 affiliated local Bicycle User Groups.</p> <p>Our mission is to make cycling better for everyone in NSW, and we support improvements to the pedestrian environment and advocate for new cycling routes that incorporate dedicated paths within the road environment and in green corridors, providing connections to jobs, schools and services for daily transport and recreation trips. Cycling provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design. We applaud Northern Beaches Council's efforts to roll-out the cycling network developed for the Northern Beaches Bike Plan 2020.</p> <p>The shared path alongside Forest Way in Belrose completes a critical missing link in the active transport network, creating a wide and safe path where there is currently no footpath. For the first time, students from 5 schools and hundreds of employees working at the Belrose retail and industrial park will be able to walk or cycle safely. In this location, a shared path is appropriate bicycle infrastructure.</p> <p>We support the construction of the Belrose shared path and look forward to using it in the very near future.</p> <p>Kind regards, [REDACTED]</p> <p>Bicycle NSW</p>
2	<p>I am a bush regenerator in the area and support the bike path from Wyatt Ave to Kamaroi School, to allow school students the ability to ride to school but feel there should be a crossing from West to East from that point then continuing north from opposite Kamaroi School on the East side of Forest Way, expanding the existing bike path and linking with Garigal National Park.</p> <p>The path on the West side could be linked through to Belrose Business Park which has ample paved space in which to incorporate a bike path heading up the Park's western exit on Narabang Way to Mona Vale Road.</p>
3	<p>great upgrade that is required BUT please also consider how road cyclist can continue to ride on Forest Way safely. Please do not remove any existing cycleways for road cyclist's, if any thing your plan should consider road cyclist's also.</p>
4	<p>Great idea</p>
5	<p>Great way to connect things up, especially for my son who continually wants to make his way to Bare Creek</p>
6	<p>These comments are on behalf of [REDACTED]. We are fully supportive of a shared bicycle path, however the location of the path needs to be on the eastern side of Forestway, where the mountain bikes already get cycled along.</p> <p>Up to Kamaroi School a path for school children is fine, as it is practical and fits easily next to the road, however after that the spare space is minimal and considerable clearing and cutting into the sandstone would be necessary, which we oppose. On the eastern side is already a path formed by mountain bikers and that should be</p>

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

Number	Comments
	formalised and used. It would have the added benefit in providing an access point to Garigal National Park east.
7	Forest Way is a very dangerous road for cyclists with no alternative route available. This proposed path is important for the safety of cyclists and to avoid traffic disruption caused by cyclists using Forest Way.
8	Road cycling (was) my main form of commuting to work and is now my main form of exercise in lockdown. Forest Way is a key feeder road for exercise cyclists heading to Belrose and beyond. This feeder is currently used by Northern beaches cyclists but also greater Sydney cyclists out of lockdown. The current fragmented cycleway on the side of Forest Way leads to unsafe and hazardous zones as conditions along the road change continuously for cyclists. This issue is compounded by the fact that cars tend to travel quite fast and aggressively along Forest Way. Separation of bikes away from cars will increase safety and encourages others to ride. I Strongly support this proposal.
9	Until bicycle riders have to carry ID and do some sort of education I don't support this action as too many of them ride dangerously close to and around pedestrians, approach too fast from behind without ringing a bell or notifying you that they are approaching and some even ride quickly by with no hands on handlebars. My experience shows that only about 10% of riders on shared paths (which I walk every day of the week) show any courtesy to pedestrians.
10	Most bicycle riders have absolutely no respect for pedestrians. As an elderly lady, I feel as if I'm taking my life in my hands walking on a shared pathway. Cyclists tend to not bother letting you know they're coming until they nearly knock you down, they travel excessively fast and they don't worry about young children. A lot think they're above the rules and ignore any signs applicable to them.
11	Much needed. Excellent idea. Fully supportive.
12	The pathway should extend all the way to Warringah Road, rather than starting at Wyatt. I cycle down Forest Way all the time, the most dangerous sections are areas like Glen St going northbound because there is a left hand lane to turn left and cyclists need to merge into the traffic to go straight on, and southbound where Forest Way goes from 3 to 2 lanes near Wakehurst FC and Weardon.
13	I walk every day from Davidson to Frenchs Forest and Belrose which I have done for many years. I wouldn't mind bikes on "shared footpaths" but every day lately I have had to walk on the road off the footpath or get mowed down by bikes ridden by adults and children who expect pedestrians to get off the path or be injured. Any adults who have no children with them should be on the road with a helmet. When the gym is open I go there also. Children come speeding down the footpaths or come up behind you. I am absolutely fed up with being pushed off the footpaths by speeding bikes. I used to ride a bike on the road but no more as it is dangerous enough driving let alone a bike. There are no manners when it comes to some children and adults. Also it should be noted that bike riders should get off their bikes at crossings and walk across, I have seen so many children and adults ride across which is extremely dangerous and against the law as they dart across fast from anywhere.
14	I think this will be a wonderful addition to the local area, promoting exercise and physical and mental health, and reduce the use of cars.
15	I think this is a wonderful initiative, providing a safe bike path area. I would 100 per cent want the safe off road link that is mentioned from Terrey Hills to the bike path, as a resident of Terrey Hills I think this would be used enormously for recreation and to travel as an alternative to using cars. I do believe the path should be extended to Glen Street or at the least Pringle Ave to allow easier access to Glenrose shops and to the schools, especially Davidson High school. As many people including residents of Terrey Hills would use the bike path to get to Glenrose shops, Lionel Watts Park and to

Number	Comments
	get to school (Davidson High school is the local high school for Terrey Hills). Additionally the off road link from Terrey Hills to To the start of the pathway on Mona Vale road near The Super Centre would allow residents to get to the Bus stop on Garigal Ave near the super centre as currently many buses for example the ones to Manly terminate at that bus stop. I love the idea of as many cycle ways as possible and only think they can benefit the health of residents and the environment by offering exercise/ recreation and reducing pollution. So many countries in Europe have safe cycle ways everywhere and they are used enormously.
16	Care must be taken to protect the mature existing trees from root damage and foliage removal in the construction of the foot/bicycle pathway.
17	That looks brilliant. For accessing the schools, exercising, bike-riding, these paths are an excellent idea.
18	Excellent plan to get people walking, running and cycling out on that otherwise daunting route.
19	I am very supportive of the creation of wide footpath from Wyatt Avenue to Mona Vale Road. Long overdue! I will use it. However, I am opposed to it being a path to be shared between pedestrians and bike riders. That simply doesn't work. Bike riders travel at speed and represent a hazard for pedestrians. It doesn't matter what the rules are - they are ignored by many bike riders and are impossible to police so the riders know that there are no consequences.
20	Looks great, Rangers and police will need to lift their surveillance of bicycle bells.
21	The path will make it safer for cyclists but not for pedestrians. In parts of Europe there is a bike path and a pedestrian path and if you accidentally walk into the bike path it is your fault if you are hit by a bike. In this proposed shared path, it needs to be wider and on paths each side of the road so that bikes travel the same direction as traffic. Are you extending the slip road? It doesn't make sense to make the slip road a bicycle lane for the short distance it now provides. Will this be fenced from the road traffic, it needs to be? Do you really take all these comments into consideration?
22	The more bike and walking paths the better. Especially when they all connect together. Great idea.
23	YES bike paths are awesome.... However you only need to look at NARRABEEN LAKE and realise a shared bike path is dangerous when it become popular... Young kids learning on bikes, old people walking, dogs on leads, then the young trail riders who hoot and speed with no regard to anyone... IT busy its crowded and dangerous and I have won't ride there on weekends.. DEDICATED BIKE PATHS is the only solution.... Ocean street Narrabeen where cars are parked and you ride on the road> is not a bike path it is a accident waiting to happen... Bike areas especially for under 7 to learn on... Trail areas especially for the teenagers and dedicated walking tracks for everyone else....100% totally for more bikes but not shared areas.... This is a general comment and not specific to the above pathway. ALL NEW WORK should be a dedicated BIKE Path only everywhere in Northern beaches....
24	Fantastic idea as this area has always been inaccessible for family biking along Forestway. Taking younger cyclists on the busy Forestway Road is a stressful experience. Also being able to walk safely to the Supacentre provides those of us who walk for exercise and additional safe experience.
25	Great idea!

Number	Comments
26	Great idea for kids going to school and also to get to transport at the Supacentre. Especially older teens who finish the school day earlier and need to get to transport not stopping at the schools.
27	<p>I don't support shared paths because cyclists behave with a total disregard of pedestrians. They travel at speed approaching from behind. As a pedestrian I don't hear them. They never ring their bell. They fly past scaring the life out of me. Cyclists scream blue murder if motorists don't drive safely around them but they are utterly irresponsible on shared paths. I used to like to walk around the suburb but now my exercise is fraught with fear from these careless individuals on bikes. The shared pathway along Warringa Road near the NB Hospital is a case in point. With noise from the traffic it's impossible to hear a cyclist approach and they rarely sound their bell. The first thing I know of their presence is when they whizz past way too close to my person. They are worse than swooping magpies.</p> <p>If we must have these wretched shared paths then there needs to be a very aggressive campaign directed at cycling organisations and cyclists to enforce the message that pedestrians are extremely vulnerable and cyclists should lose their arrogant sense of entitlement to shared paths. Shared pathways are not race tracks. They are not places where idiots should be allowed to travel at speed just to suit themselves.</p> <p>The Narrabeen Lakes walkway is another example. Who thought it was a good idea to let mountain bikes riders on to that path. As far as I'm aware mountain bike paths were built in the National Park at Forestville. If riders want their thrills they should go there and stay away from the Narrabeen Lakes path which is always busy.</p> <p>The other point that is some of these pathways are a waste of rate payer money. In Fitzpatrick Avenue East several trees were felled to make way for a shared path. I live in that precinct and I've never seen a cyclist use it. They continue to use the roadway. Trees were lost in favour of a hard surface that isn't used by cyclists. That's not sound environmental policy. Fitzpatrick Avenue used to be a cool, shady avenue of trees. Between Optus, the electricity companies and council it is now an arid landscape with a couple of straggling trees struggling to survive. How does that fit in with council's environmental policy?</p>
28	<p>in theoryYes but too many cyclist do not give pedestrians any warning that they are behind you!</p> <p>I think there should be fines for cyclists who do not have bells</p> <p>There should be a media blitz to tell the public about shared pathway curtesy!</p>
29	<p>The bike path will encourage more students to cycle to school, employees to the business centre and recreational cyclists/children.</p> <p>However, the northern terminus of the shared path is just that: a terminus. Frankly, that makes the top 250m north of Garigal Rd meaningless.</p> <p>Does the council plan an underpass / bridge / pedestrian crossing of Mona Vale Road?</p>
30	Currently, cycling along this section of Forest Way is dangerous, and walking is almost out of the question. Long overdue.
31	<p>Safety of pedestrians should be first. As a regular walker in the Frenchs Forest area, encountering cyclists of 70 kilos plus travelling at speed (10 - 15 plus kph) using the 'shared' pathways, has been unpleasant & a physical threat. The concept of 'shared' is not universally held by users of these transport corridors. A cyclist is riding, ipso facto, driving a vehicle & should be in a completely separate space to pedestrians.</p> <p>Pedestrians, by all measures, are considered least important in all shared pathway concepts. The shared pathway concept merely offers urban developers & transport consultants a cheaper means to appease the more vocal group within the community. It is not a creative solution & fails to address any issues of safety when there can be</p>

Number	Comments
	no identification, monitoring or enforcement of cyclists' speed, use of warning mechanisms, 'dismount here' instructions & the failure on the part of the larger percentage of cyclists to comply. It is simply a 'tick in the box' solution leaving pedestrians vulnerable. Any solution should prioritise physical separation of cyclists & pedestrians who seek to travel to work or exercise for health.
32	Very important to provide more cycleways. Fully support this idea. Will encourage children to cycle safely to school and keeps recreational cyclists safer too.
33	This is a fantastic proposal and I strongly support it to enable a much safer and enjoyable place to ride bicycles or walk. I enjoy cycling, however I feel that the current on-road cycle lane is not wide enough considering the speed limit and many heavy vehicles that travel on Forest Way; and therefore I do not currently ride on this stretch. Therefore this new path would also add new connectivity in the local area that is more accessible.
34	I think this is a fantastic plan and will strongly contribute to the safety of children in the area. One additional suggestion is to include a raised zebra crossing on Bundaleer St as from experience this intersection with Forest Way is quite dangerous and it would likely be preferred for the crossing to be slightly down Bundaleer Street if possible. Every school day there are children walking back and forth between Kamerai and Christian Covenant School (along with other schools in the area) and a raised crossing would help ensure the safety of these children.
35	An excellent plan- and I am a cyclist
36	This would make cycling to school much safer. At the moment I would not let my children to school along Forestway.
37	As a weekend recreation bicyclist, I would certainly use the shared pathway as part of my fitness regimen.
38	A massive outlay for a minor number of the population who will use it. I have found shared paths are dangerous for walkers as many cyclists have little respect for walkers safety. Most don't have bells and suddenly whiz past walkers with no warning. I personally was knocked over by a cyclist "t even stop to assist and guess what they have no number plate?
39	I absolutely support new and improved bicycle infrastructure. However, This road already appears to have painted bike lanes on the road, therefore rather than mixing bicycles and pedestrians, why not instead push the vehicle parking out and instal a safe cycling lane separated on the road side with a barrier, and by the trees on the pedestrian side. This would reduce the speed of vehicles on the street (by narrowing the lanes, and provide a safer path for cyclists and pedestrians.
40	I think it makes sense to separate the cycle path from road traffic as the higher speeds of forest way present an added danger to inexperienced cyclists and an inconvenience to vehicular road users.
41	What happens when you get to Mona vale road. ? No signailised crossings! And no way to cross. There are no local connections into the schools, nearby sports facilities etc You need to address the inadequate bus stop at Cnr of bundaleer Rd north bound. Inadequate boarding facilities
42	A fabulous initiative, linking Belrose to the rest of Belrose, and encouraging more cycling to connect between Belrose and Narabang Way!
43	A much needed path! The upgrade should include a crossing of Mona Vale Road (either a pedestrian footbridge or traffic light crossing) as there is no current crossing at the traffic lights and so no link to Terrey Hills or St Ives Showground Trail. The only links that cross Mona Vale Road are in St Ives Chase many KMs away. A crossing

Number	Comments
	should also go across Forest Way in the same vicinity as there is access to the Garigal National Park From the east side of Forest Way at the Mona Vale Road intersection.
44	Would be much safer than the bike ride now to Terrey Hills. I feel it is quite dangerous from the schools to the Supercentre and a dedicated bike path would be safer and fairer to cyclists and drivers. We can't wait - great idea!
45	The path should be extended to start at Glen St. The Forest way footpath from Glen St to Ralston Rd is incredibly with pedestrians (many walking dogs) and family cyclists (noting the belrose public school and wakehurst public schools and shops at these streets). Also note the high number of aged care facilities in this area with pedestrians walking to the Glenrose and Belrose shops. There has also been a huge increase in the number of off-road groups of cyclists using this footpath (presumably headed to the bare creek track and the bush tracks) - these cyclists ride incredibly fast along the narrow footpaths and it is dangerous for the pedestrians/family cyclists. The off-road cyclists are often groups of teenage boys and do not use the cyclist path that is part of the road. Cars on Forest way travel at 70-80km/hr and a safer path off the road for the heavy foot/cycle traffic is essential (but would be more beneficial if it extended to Glen St in Belrose).
46	Brilliant idea! It's a popular cycling route for the many that head up to West Head and Akuna Bay, so this makes a lot of sense. Will also importantly make it much safer for kids and teenagers who might cycle to the new Bare Creek facility. Well done!
47	Pedestrians should not have to share space with cyclists where a cycle lane is already there.
48	yes we definitely need this path.
49	Forestway is dangerous for pedestrians and bicycles and taking them off the roadway is good for everyone's safety
50	Hi, This is a great initiative that will make it safer for riders (including those with small kids) by removing the need to cycle on the road where cars and trucks are travelling at 80 kmh. I have been on the existing bike path once and decided it was too risky to ride on the road so I am looking forward to this addition to the network.
51	The main benefit of the proposed work will be pedestrians and younger cyclists. Please make sure that you also retain the existing cycle lanes adjacent to the roadway in each direction (heading north and south). Those cycle lanes are utilised by experienced road cyclists, who travel at much higher speeds than would be tolerated on a pedestrian path.
52	It looks great. It provides much needed pathways.
53	We need more shared paths for cycling and walking
54	In general I support the creation of cycleway walkways, however I cannot see clearly who your target market is. Kids may use it for riding but where do they go to? Families may use it for riding. Serious road cyclists will not use it. They will stay on the road hence there will be no great advantage to cyclists or vehicle drivers in enhanced safety. I cannot see many pedestrians using this north of the schools on Forestway. No-one walks to Bunnings!
55	I do not think that bicycles and pedestrian mix well.

Number	Comments
56	It is great to see this proposed, as I know of several adults and kids travelling up to Bare Creek from Belrose and surrounds. The one thing I would like to see is a sturdy fence between the road and footpath, as at such high speeds some pedestrian protection should be a consideration please.
57	Being able to provide a safe cycling environment for the children of Belrose/Davidson/French's Forest to facilities such as bare creek is our duty. Further providing families with safe, active travel options to areas such as the Belrose industrial park, St Ives parks and Terrey hills must be supported
58	Cycling in NSW is a form of transport that can be very hazardous. There appears to be no signs of riders on shared pathways showing the concern needed to ensure safe journeys. A good example is the track around the western side of Narrabeen Lagoon. I love walking in this area but am dismayed by the attitude prevalent among riders of speeding and not giving way or ringing a bell to approaching walkers or slowing down. I gained most of my cycling experience in England and northern Europe where cycling culture is more safety conscious and riding done with concern for other cyclists whether on roads or cycle tracks.
59	Please include a pedestrian crossing at the end of the path across Mona Vale Rd towards Terrey Hills (have not seen it on the drawings). There is currently no safe way for pedestrians to cross the 6 lane road. Lights at the crossing would allow for easy implementation, there is already a time gap sufficient to cross (I've done it several time). Many people work in Belrose Supacentre area and they would also benefit from the connection to Forestway Fresh.
60	A fantastic and well due initiative. So many family's who have kids at these schools live or work in the area, and not being able to safely walk / ride from school is a shame. So this is highly supported As is the connection through to terry hills, such a dangerous section of road for cyclists
61	Fully support and look forward to using as every time I cycle along Forest Way I feel a degree of nervousness. Despite an on road bike lane (actual or de facto) along this section, the high speed of vehicles and their proximity is intimidating.
62	Shared paths should have speed limits, which are enforced. The Council's FAQs states "Shared paths provide a safe passage for people wanting to ride at low speeds. The road is still available for those wanting to cycle at higher speeds." I suggest a reasonable speed limit is 10km per hour. Cyclists on shared paths should be required to use a proximity warning device, when passing a pedestrian in either direction. I suggest elevated video-cameras be installed to support compliance measures and general public safety.
63	This will be great for the community and will significantly improve safety. I am a cyclist and regularly ride between Wyatt ave and mona vale road. This project will make that ride significantly safer. I have had concerns for the safety of kids riding between Wyatt ave and the bare creek bike park. Kids have been riding along forest way from Wyatt ave. This project will provide a much safer route to the bike park for those kids. It will also provide the option for kids to walk or ride to the various schools in the area. Great initiative from northern beaches council. Thanks.
64	I enjoy walking but since the introduction of so called shared paths I am constantly having to watch out for cyclists who come too close, ride too fast and are totally irresponsible- I almost have an altercation on every walk I do now and often have to avoid cyclists - let them use the roads and pay registration so we can identify them if an accident occurs as they won't stop to help or give details - I detest cyclists!!!!

Number	Comments
65	Looks terrific but there needs to be a safe shared way for pedestrians and bikes to get to the beginning of this proposed shared path. The path needs to be extended back to Forestway shops so that people can ride safely all the way along Forest Way.
66	Hi This path is a great addition but what about the path up along Belrose Primary School on Nursery Place that was supposed to have been placed in 2020?? This street is a danger for school kids and HAS to be a priority. I see children have near misses along this road every school day due to the lack of pathway. There are shrubs along the fence line on the nature strip that force kids out onto the road between parked cars onto the narrow street into on coming cars. A child will be hit one day and cannot believe this is not a priority. It's a primary school!!! Please address this Nursery Place Belrose!!!
67	Great improvement
68	I often cycle along Forest Way and every time feel as though I am taking my life into my own hands. Buses and trucks in particular don't seem to care about the distance rules and I think it is pure luck that more cyclists aren't injured or worse. Since the opening of the nearby Bike Park I see a lot of young riders attempting both the road and rough path to get to and from that facility. Many appear oblivious to the potential danger of the very close traffic passing at 80kph. Its a very big yes from me.
69	3.5 meter wide would be better and safer. May I suggest that parking at Bare. Reek bike park should also be improved
70	excellent plan - can you also think about extending it also between Wyatt and Ralston, and then from Ralston along to Hews, thankyou
71	I think the concept is great. However, I'm not convinced cyclists would be entirely respectful of walkers. If the Lycra brigade get in such a path, they'll expect everyone to scuttle out of their way. I've experienced this in both Canberra & at the Narrabeen lake walkway. There's something of a hierarchy on these 'shared' pathways. A bike speed limit might work.
72	Support in principle however I think further thought needs to go into safety and access into Terrey Hills. The concept plane shows the path ending at Mona Vale Road. Where are you expecting pedestrians/riders to go? How are they expected to safely cross Mona Vale Road? A safe method of crossing needs to be provided! A shared path is a great idea however given the close proximity to Forest Way it is mandatory that a safety barrier be installed to prevent small children from straying onto the busy road. Without a safety barrier young families will be reluctant to use or let their children use. With a bit more planning around access and safety this could be a great initiative. Thank you.
73	very good cus no proper walkways on both sides of forest way was a little dangerous when travelling to inner Belrose from the schools direction
74	Excelent. Please extend to Forestway shops.
75	A great idea. Please make this happen. It will significantly reduce the risk of a vehicle/cyclist accident on Forest way and promote healthier lifestyles in the community.
76	It'll get my kids safely to the bike park. Do it. Love it.
77	Great solution to access Bare Creek bike park as well as ensuring safety of pedestrians and bike riders along Forest Way.

Number	Comments
78	This is a fantastic idea , cycling on Forest Way is so dangerous at certain times of the day. As someone who works at the Industrial park in Belrose I'd love the opportunity to ditch the car and walk or cycle to work in safety.
79	Hi. My family and I fully approve of this proposal for a new shared path as this is very very overdue. FYI: The letter you mailed out with the diagram on the back page says "this proposal is on the Eastern side of Forest way", that's incorrect, it's actually the Western side of Forest way. In saying that, it would be very nice to have this same proposal done on the Eastern side as well (opposite Covernant Christian School going towards Mona Vale Rd) as there is no concrete pathway on this side either. P.S. Please contact me (via email) with any job availabilities to work in council so I can pick up on mistakes like this as I have an exceptional eye for detail and also just in general I'd like to work for council. :-)
80	What's the plan for crossing Mona Vale Road though?
81	A footpath is needed, bike riders have increased on Forestway with the bike tracks off the main road, existing shoulder not safe for the bike traffic.
82	Many workers from Austlink area cross Mona Vale Road by foot to access the Forestway Market in Larool Road for lunch and/or grocery and fresh fruit and veg. Others use their cars creating more congestion at the crossroads. A safe means of crossing Mona Vale Road is required, preferably a pedestrian bridge, or a zebra crossing synchronised with the traffic lights. The former is preferred to avoid interfering with traffic flow, particularly in the left turn slip road into Mona Vale Road from Forestway.
83	Some residential paths along streets in Frenchs forest are essential. We have prams and older residents forced to be on the road itself
84	Fantastic. I often walk to Forest Fresh and it's so dangerous in parts. This is a great plan. Thank you!!!
85	I would recommend reducing the speed limit as well for the safety of pedestrians. But otherwise it would be fantastic abs used slot. I live on forest way!
86	Great idea thank you. This will provide safer access for many children and families going to the local schools as well as an essential safe bike route for bike commuters to the Belrose business area and the Bare creek bike park. Looking forward to seeing its implementation.
87	I have been wishing for this for years. I have walked or run up to the supercentre or Mona Vale road, through mud and slish over the years and sometimes had to go on the road in certain spots, very scary. I have also cycled up Forestway which has always been exceptionally scary. I am so excited for this.
88	Why wouldn't you have Footpath. Safer, promotes walking, riding.....etc less likely to be forced onto the road like the rest of the suburb. Especially good around a school. Just do it, no need to read into it anymore.
89	It would be hugely beneficial for this path to continue across Mona vale road into Terrey Hills. At present there is no way safely in or out of Terrey Hills unless you are in a motor vehicle due to there being no way of crossing Mona Vale road safely on foot. Some sort of foot bridge similar to the ones used on Warringah Road in forestville or the one across Pittwater Road near the mall would open up all of Terrey Hills to the surrounding suburbs without impacting existing traffic flow. It would also result is people being able to exercise with their families to the Supa Centre, Bunnings and Belrose etc.
90	My children would love to use it for cycling and I could walk my dog there more easily

Number	Comments
91	Support it yes, but please tell me there will be a safety barrier between the road and the pedestrian path, in case a car comes off, or a toddler runs etc.
92	This will make pedestrian travel so much safer and accessible between belrose and mona vale road. I attended covenant up until 2007 and would walk to auslink to catch the bus home in free periods. I felt very unsafe along this stretch but didn't have much other choice. Traffic lights at mona vale x forest way would benefit from a pedestrian cross walk lighting. This would benefit young families to cross over to terrey hills on bikes and foot. Great idea a++
93	A narrower (or variable width) path is better than cutting down trees to create space. If possible in any way, plant bushes/shrubs between the path and the street. My daughter will likely need to commute to school in st ives, so it'd be great to have a connecting cycle path which does not run along Mona vale road
94	A safe way for people to travel along this road by foot is long overdue.
95	This would make it safer and more accessible to walk or ride from Terrey Hills to Belrose.
96	This is absolutely required for safety reasons #1 So many kids are now riding their bikes both directions on and alongside the ride, it very dangerous Also for the kids up at the school walking up to supacentre
97	Yes absolutely! Many times we have wanted to run or walk or ride bikes with our kids down Forestway but it is just not safe enough as it currently exists. Only part missing is continuing this into Terrey Hills. Currently there is not a safe option to travel beyond Terrey Hills with kids. Either walking or riding bikes. This then limits transport options to cars or public transport. Would be great to have the option of riding to team sports, the super centre etc.
98	Great idea - would love to ride or walk to Super Centre & to Terrey Hills. Would be great to include cross over Mona Vale road & pedestrian path along to Hills, Flower Powe
99	Please consider separate paths (bikes on eastern side, foot traffic western) because my experience is that pedestrians never take into consideration the fact that cyclists also use shared paths.
100	Sounds great so long as it's not at the expense of existing road ways that are already over congested
101	Great project and well overdue. Will be well used by locals and lots of kids. An off-road shared path connection along Forestway to Warringah Road (from Belrose) is also needed.
102	This will provide a much safer option for so many people riding and walking along forest way. Wholly support it.
103	This would promote greater use of bicycles and walking, producing better environmental and health outcomes. It would also provide a safer alternative to the existing bike lane for less confident riders.
104	This is a fantastic plan and would be a great addition to Forest way During design please consider the conflict zones such as at intersections. Please consider the crossing distance of pedestrian and cyclists. If possible, a reduction in kerb radius is a simple change that can reduce that crossing length considerably.
105	Please don't remove trees or canopy to achieve the pathway. Also consider rails in sections to protect users of the path so they don't fall in way of traffic if giving way to pedestrians.
106	Great for families and singles, adults and children,
107	It's great to create a safe path for children to use to get to school and it will hopefully reduce the traffic on the road in the morning

Number	Comments
108	Fabulous idea!!! This section is soo dangerous currently. This will be a great improvement
109	Would be even better to go all the way from Warringah road to Monavale road. Also need the ability to cross the Forestway northbound to Mona vale Road westbound slip road safely and then cross Mona Vale Road. This would connect Frenchs Forest to to Terry Hills via safe walking / cycling. Also would be good to have a fence / barrier between the road and footpath, with small breaks every hundred meters or so for road bikes to transition between path and road if needed.
110	Please expand it further across in to Terrey Hills and along Mona Vale Road.
111	Much safer
112	This path will provide a much safer way to travel by foot or bike. Currently it feels dangerous to bike along Forest way
113	A great initiative that will encourage more exercise and less reliance on cars
114	This is a fantastic idea and has my full support.
115	This would be amazing! A different option to driving everywhere.
116	Cyclists ride down this road at over 40kph. To give them shared space with pedestrians is both raising risk and encouraging conflict between the parties. Let's be frank, it will become a cycle path! Make it pedestrians only and I would support.
117	Should have way more of these throughout
118	The more we can provide accessibility for bikes and walking, by linking area/activities the better for participation rates
119	So that it will provide a place so that we can stay safe at the same time so that you don't have to drive or ride on the road
120	Great idea. But mona vale road next to covenant Christian is ridiculously busy - surely it needs to sit further back and/or have barriers?
121	Fabulous. We need more cyclepath options that are safe to use - particularly for kids - and away from fast moving traffic. Keep it up!
122	I think this is a great idea but I don't think it goes far enough. Upgrade the footpaths to a shared path all the way to Warringah road. So many people cycle on the footpath between Adams Street and Forestway Shops at the moment and I don't blame them as you have to be very brave and accomplished to ride your bike on Forest Way. Shared paths are a great idea but they have to link places, not suddenly end and send cyclists onto roads.
123	Great idea. Will it be started/ completed before /after the Wyatt Ave Skate Park?
124	Build more paths on local suburban streets. I.e Prince Charles Road on East side of forest way etc. Nature strip's are being ruined by foot traffic and footpaths are a good solution.
125	Include barrier to protect pedestrians from 80kph traffic. Colour code bike lane to make division obvious
126	yes but traffic is too fast along that section. cars and trucks speed along there and drive dangerously. there will need to be a crash barrier installed along the road
127	This is long overdue especially as there are so many schools along the proposed path. I have walked very precariously along here to the Supa centre.
128	Bikes on footpaths can be very unsettling and scary to older folk. It is stressful having to stop and step aside frequently for bikes.
129	This will provide a safe environment to walk between Forestway fresh and the Supa Centre / industrial park.

Number	Comments
	This would also be beneficial for both adults and teenagers that need to catch a bus that starts from the bus stop in Belrose (doesn't pick up in Terrey Hills).
130	Something needs to be done about the lights at Adams Street and forestway. I have complained to the police before and had an extremely unsatisfactory response. I refuse to use the existing path as cars ignore red lights. 50% of the time I use the pedestrian lights at the intersection a car runs a red.
131	Can the path be protected from the road as cars are going at a high speed and there is always a crash somewhere on this road. It will feel more secure and pleasant to plant some trees to separate the road from the pathway.
132	Fantastic idea!
133	This will allow options for families and children to walk or bike safely up Forest Way. It will also increase the potential for increased fitness options.
134	There also needs to be a pedestrian crossing across Mona Vale road into Terrey Hills. Or as my 11 year old said an under pass.
135	Hi there, Path is a great idea, 100% support. Only comment would be can you add a crossing at the end of Forest way/Mona vale road so people can actually get across the road towards Terrey Hills. This would complete the path and allow more people to access. Thanks.
136	This is the best news ever. My parents live in Terrey Hills and this will be such a great outing and fitness provider for myself and my younger kids. I have a disabled brother also and being able to get him out walking and walking with a purpose to see his nieces at the end of it will be amazing. As we are on the outer of Belrose.
137	This would make it a safer and well used path for our area specifically when we need to get outside with pandemics. Overall it would make it safer for those who want to cycle to the tracks available who are younger such as teens who are good on tracks but questionable on roads. Separating walkers/cyclists from a busy road like forestway is safer.
138	Excellent idea for safety and to promote walking and biking for kids
139	I think it would be a fantastic addition! Currently Terrey Hills is very isolated. We can only really travel to other suburbs by car as cycling or walking along the main roads are far too dangerous. I would love to see a designated bike/foot path that runs from Terrey Hills into Belrose. Ideally all the way to Glenrose shops!
140	About time this kind of thing is planned. What happens at Mona vale Rd/forest way junction ? Pedestrian overpass or pedestrian light crossing - this is where I'd be worried for my kids
141	Students and locals should be safely able to move along Forest Way.
142	Need to provide a way to get over to Myoora Rd from Forestway
143	The Path would be really helpfull
144	lots of people can walk or ride up to terrey hills or bare creek and they wouldn't have to drive
145	Great way to connect Terrey Hills and Belrose.
146	It would be wonderful to have a shared path - making cycling and walking/running much safer. It's a win win
147	Fantastic initiative. I regularly walk from Davidson to Terrey Hills with my dog. It is currently a dangerous walk, with uneven terrain. After rain, there are parts of the walk I need to quickly dash onto Forest Way as the grass verge is a mud pit. Mix cyclist into that and it potentially is a accident waiting to happen.
148	Great idea but needs to be extended to terrey Hills shops. There's no point in having it just end at Mona vale road where there isn't even a pedestrian crossing? Make it link

Number	Comments
	the two town centres of belrose and terrey Hills. There are no paths at all at the northern end of this proposed route. It services the southern population of belrose well by does nothing for anyone living in terrey Hills unless there are crossings and more paths.
149	Dear Kajak, Thank you for informing us about the proposed bike path along forest way. As a keen cyclist that has ridden this route very often I strongly support this initiative, we the current bike path can be dangerous when there is a lot of traffic. Thank you very much!!
150	Riding a bike along Forest Way to Mona Vale Road in either direction along the road is extremely dangerous (with most cars, trucks and buses not respecting the 1m or 1.5m gap) and this proposed path will significantly improve safety for cyclists and pedestrians. In an ideal world the bike path would be separate from pedestrians (as a shared path like the one around Narrabeen Lake does create some tension) but maybe this could be possible in the future if a similar dedicated path (for either cyclists or pedestrians) is created on the eastern side of Forest Way. There is currently no pedestrian crossing at Forest Way and Mona Vale Road and I suggest a tunnel be considered similar to the one under Mona Vale Road between Cooyong Road and Booralie Road or at least a crossing so pedestrians and cyclists can safely cross Mona Vale Road. Priority for cyclists and pedestrians at Rudolf Steiner School would be preferable. If this shared path is constructed can any bus stops and poles not be placed on the path but recessed back so the full path is available unlike what has occurred on Frenchs Forest Road West and other locations where pedestrian and bike access is reduced to less than a metre as per the attached photo.
151	No not as presently planned. Forest Way northbound has not been completed from halfway between Wyatt Avenue and north of Bundaleer Street. RMS plans for this section including kerb and guttering, final levels and a different alignment at the curve near Bundaleer Street. That future work will impact on the path and could require it to be ripped up and redone especially in the vicinity of Bundaleer Street. Also your plan requires the sandstone hill south of Garigal Road to be cut back. There is no footway there now because there are aboriginal carvings there and that is why the concrete barrier was erected there. Also there is no pedestrian crossing at Mona Vale Road on both sides of Forest Way. Please investigate these local knowledge issues.
152	I think this would be fantastic for the local children who goes to these schools
153	This shared pathway is very much needed. With the opening of Bare creek, lots of people (many of them are kids) are riding along this busy road to get to the bike park. It would also be good if they could safely cross Mona Vale road to get to the bike lane heading towards Terrey Hills. A shared path all the way to Terrey Hills would be even safer.
154	Long overdue, Thank You!
155	Fantastic proposal! The existing narrow cycleway often has debris in it and does not encourage cycling especially with an 80 km per hour speed limit for Forest Way traffic
156	This is a great plan for rider's safety, separated paths are the best way to reduce the injuries caused by cars and trucks. It will provide a place that people will feel safe to ride and walk. It is amazing that there is not even a footpath on parts of Forestway towards the Supercentre, so yes this is overdue. Importantly if you want riders (think school kids and adults) to use it, then make it wide enough and give the right of way to the path at side streets. If the expectation is that riders stop at every side street, then like other subordinated paths, people will continue to use the road as it is impractical to stop/start, especially when compared to if it were a lane of the road.

Number	Comments
	<p>Please consider the addition of traffic calming devices on those side streets, else vehicles will be less likely to make safe environment for the shared path. I see raised crossing treatments are being proposed at Bundaleer Street and Waldron Road intersections. Excellent!</p> <p>Look at Briton and how they have very recently changed the Highway code to protect the vulnerable road users and placed the responsibility on the vehicles that have the most associated danger. Obvious when you think about it.</p> <p>Kids deserve a safe place to be, this path services a number of schools, and it is not overly arduous for a car or truck to give way for that.</p>
157	<p>Shared paths cause too many accidents!</p> <p>Too many trees and shrubs will have to be destroyed, trees that we need so much for creation of rain, storage of CO2, shade and habitat for our unique fauna.</p> <p>I understand the necessity of minimisation of car reliance, however, surely there are other ways to create more possibilities for bikes and pedestrians, without the destruction of existing trees and shrubs!! Maybe minimising the width of roads, creating waiting havens so that cars are forced to wait and let each other pass. This will be safer for all road participants as well, as driving speeds will slow down!!</p>
158	<p>No problem with the paths but it is the cyclists. No speed limits, they will be used as racing tracks, generally cyclists do not share. If there is congestion they expect pedestrians to jump out of the way and do not consider stopping. Is bell ringing a warning? What does it mean?</p> <p>"Look out here I come so jump out move over", or should the cyclist move over or even slow and stop if necessary? We have a lot of fit school kids and young people but ALL ages use these paths and some are deaf, some are disabled, some are old. About time any child with a cycle has lessons and testing in school by an independent body before being let out in public.</p>
159	Fantastic!
160	<p>Rather than upgrading Forestway cycle path, which already has a cycle lane, it would be better to spend this money to establish a cycle path between Crown of the Hill and the Warringah Road cycle overpass near Frenchs Forest primary school.</p> <p>It is very dangerous for cyclists on Warringah Road.</p>
161	<p>There is already a bike lane on the road, and a footpath on the other side of the road for part of this stretch. Given there are already facilities in place (albeit lacking somewhat), I propose the council accelerates other pedestrian safety projects in the area which have absolutely no facilities.</p>
162	<p>The proposed pathway is in a low density area on the edge the Belrose residential area. It would likely see very few people using it.</p>
163	<p>I think that a protected raised crossing area between Covenant Christian school & Kamaroi Steiner school (spanning Bundaleer Rd) is warranted. Every day, students from Kamaroi who catch certain bus routes home are led by a teacher across to Covenant to their bus bay using this route. I would like to see it made safer by having a dedicated raised crossing, especially as at that time of day, you have many Covenant & Yanganinook school parents turning left onto Bundaleer Rd to pick up their children at the school gates located on Bundaleer Rd.</p>
164	I support the path but a better solution will be a dedicated cycleway
165	<p>I have children at both Kamaroi Steiner school and Covenant Christian school so I have experienced the difficulties with the unsafe non linkage between these schools. I ideally want my child at Kamaroi to be able to meet me at the Covenant gate on Bundaleer Rd but it's not safe for him to walk the 'bush path' then cross the top of Bundaleer Rd (corners with Forestway) by himself. So I've always done 2 separate drop off/pick ups. I am incredibly supportive of this footpath to make travel safer along this stretch of road, especially for the Kamaroi teacher & students that daily have to</p>

Number	Comments
	<p>traverse this to take Kamaroi</p> <p>Students to Covenant's bus bay to catch the school bus home; as well as for my son at Kamaroi to make independent travel possible to his sibling's who are at Covenant Christian school.</p> <p>I would also love to see the 40 school zone speed limit extended to cover the stretch of Forestway that is adjacent to the slip road that services Kamaroi & 224 Forestway, rather than stopping at the point where the slip road starts. There are a lot of children & parents there each day, so it is worth it (plus it's only 200 or so metres extra which isn't a large impost on traffic). Additionally, it would also make exit off the slip road & onto Forestway easier if the oncoming traffic are travelling at 40 km/hr rather than 80 km/hr.</p>
166	Brilliant. Safety for our teenagers riding to the new bike park :-)
167	Excellent! This will be so much safer for school kids and all the mountain bikers who use this road.
168	Any initiative to encourage walking and cycling is welcome.
169	Safer option for family to ride
170	<p>My reservation would be the elderly, from various over 50's homes in that area who walk for pleasure and exercise all through there . These pathways would be good and are much needed but do we need bikes on them? From experience these bikes get up quite a bit of speed and when ridden by children, and these paths will be used by children of all ages because of the schools, are quite dangerous for pedestrians. Walking down Blackbutts road before school can be quite frightening with kids, dogs, scooters, bikes and strollers. You take your life in your hands. Do we want to replicate that mess?</p>
171	<p>This is one of the greatest ideas the council has come up with in regard to access. The "Big Dipper", as we call it is a huge obstacle to walking, running and cycling between Wyatt Ave and the northern end of Forest Way. Making this a safe place to ride, walk or run will open up new options for people accessing Auslink and the Super Centre. This estate is actually quite near Wyatt Ave, at just under 3km. To be able to ride there with kids, walk and/or run to and from work . . it will make people realise how close it is and that you don't always need a car to get there. I imagine it will open up the possibility of safely walking and/o riding to the schools on the Dipper. Great idea!</p>
172	Big supporter of improvements that encourage cycling and active lifestyles
173	Excellent proposal & excellent photomontages!
174	<p>All these proposals are fantastic! My wife and I recently purchased eBikes but we are both very reluctant to ride on the road as we have many bike riding friends who have had serious accidents or near misses with cars. As well as encouraging a healthy pastime that reduces car dependency, this initiative will encourage residents to spend more time exploring their local area, foster interaction with one's own family and community, support mental health and stimulate the local economy. Great work Council - it really is time we moved beyond planning around cars first and foremost!</p>
175	To make it safe for the community to travel beside a busy road is always better for everyone.
176	<p>It is very important to have separate bicycle lane as the heavy trucks and busses traveling at high speed on Forest Way pose a significant danger when bikes are using the existing narrow shoulder. The motorised traffic in general do not comply with the necessary 1.5 metre separation. On occasion bikes are actually forced off the road onto the unmade road reserve section, and this is especially dangerous near the Christian and Kamori school where the busses have churned up the adjacent road reserve. PS: I use this route at least twice a week to go to Austlink and/or Terrey Hills for volunteer work. It is a nightmare! Please commence this work ASAP</p>

Number	Comments
177	Terrific. Much, much better. Makes great use of excess land I'll-suited to other uses. I've ridden along the existing footpaths which are closed in and relatively dangerous. The alternatives, well to the west of forestway are very indirect. When we do the Sam down Warringah road and across into Chatswood the whole area will open up to bicycle commuting. Many thanks for your great work.
178	As the network of bikepaths develops the amount of users will multiply. Once you can safely ride a bike all around our council we will look back and wonder why on earth we didn't do this sooner. Add ever more affordable ebikes and a new hesitation to mingle on packed buses and we will soon see even more money spent. I'd like to see shared paths that are separated from the main roads where possible. This would cost substantially more and require far more cooperation from various landowners but would be worth the effort.
179	In favour but insufficient detail has been provided on how the proposals stop Kamaroi school traffic interfering with cyclists on shared path, particularly southbound cyclists and northbound cars, and pedestrians crossing the shared path to get between parking and school.
180	Hopefully this is just the start and it will be upgraded to a separated cycleway later.
181	WPaths should be at least 3 metres wide Speed limit for bikes 10 kph Bikes are not to be ridden across Crossing or at right angle to direction of road Riders must dismount as required by law Council to enforce in design
182	Very happy this is happening. Thank you
183	This is a brilliant and long overdue addition to the area thank you so much. Living in Terrey Hills we are close enough to walk to Covenant Christian School but there hasn't been a safe way to do so. This will also enable my children to ride their bikes to the sport fields at Belrose which has previously been inaccessible to them without an adult driving them.
184	Very much in favour. That part of Forest Way is the only section between Warringah Road and Mona Vale Road unsuitable for bicycles. Shared pathways are becoming so much more important because of the COVID driven increase in bicycle use.
185	It will be great to have a bike lane on that section of forestway. Will there be a crossing at the end to get across to the other side of Mona vale road? Also if riding on mona vale road westbound and you get to the forestway intersection will there be a way to cross the road to get on that bike path or will you need to travel to the forestway aust link intersection to cross forestway?
186	Thank you for providing safer cycling along Forest Way. The current road with narrow shoulder is very scary and dangerous for cyclists due to the high speed limits. I avoid it at all costs, and use my car instead due to safety concerns.
187	This will be great for my son. I like riding with him but at the moment he is too young to be on a busy road.
188	Excellent idea. The current bicycle "lane" is a scary place. Need to make sure there is a safe means of getting across MV Rd. The current arrangement for bikes is not.
189	Awesome. Could be wider to allow road bikes to travel along the section too. Longer, and on the eastern side too! This is a great start though.
190	should have had a made footpath along all of forest way decades ago
191	Perfect, pathway should be done all the way up forest way to the super centre so kids from Belrose can ride up to bear creek to bike ride.

Number	Comments
192	Love the idea of more footpaths and cycle ways. The only issue is that because the pedestrian and cycle paths are essentially one wide path it can be dangerous for both pedestrians and cyclists when crowded. Ideally pedestrians and cyclists both have off-road paths dedicated to each activity. Also, similar off-road cycleways in and around 2087 would be very welcome!
193	I am a teacher at Covenant Christian School. I believe that a shared path along Forest Way is an excellent and safer alternative to encourage families and young people in the local area to be riding and walking to school. I am in full support of this plan! Well done!
194	Great idea especially extending to Mona Vale Road.
195	Just make sure that the new path is at least a metre away from the 80Km roadway. It is frightening when a bus or truck passes next to you at speed.
196	Great plan *Any safe way of crossing monavale road forestway intersection in the plan for pedestrians or cyclists?
197	This project will deliver few benefits to the community given it is in an area where relatively few people live and there are already safe ways to cycle to the schools which avoid Forestway. There are more pressing pedestrian safety issues that deserve attention than this.
198	There is already a bike lane on this stretch of road, and there are back roads and tracks which can be used to bypass the main road altogether. This project is unnecessary.
199	I don't see the point of having the pathway extend beyond the schools to the Belrose business park - there is already a bike lane there, and I imagine the most people going that far would be adults and so could ride safely on the road.
200	I live near Wyatt avenue, Belrose and regularly cycle up to Terrey hills on the existing cycle lane which is extremely dangerous. This new cycle pathway plan is fantastic and I thoroughly support it. Regards [REDACTED]
201	who will police the cyclists. There are some who ride in a manntavel at very dangerous speeds. It is frightening when one is walking along when suddenly a cycle whizzes past you from behind and turns in straight in front.
202	This stretch of road is frequented by numerous cyclists including myself and kids who are unlikely to adopt a shared concrete pathway with dog walking Karen's. The safety lane currently in place in both directions is very inadequate and dangerous to cyclists, particularly as the roadway is a primary roadway for heavy vehicles. This very proposal acknowledges council's knowledge of the risk currently posed to cyclists along this stretch of road. As avid cyclists will continue to use the roadway rather than a share path, I have real fears that adding a shared pathway will only increase tension with motorists. Also, it is unlikely the shared path will be widely adopted as most schools are attended by students living beyond their cycling distance. Please use the funds to widen and improve the safety lanes in both directions along this stretch. By doing so you will reduce tensions between users and save lives in contrast to increasing the risks to cyclists under this proposal.
203	1. There is already a bike lane there on the road. 2. There aren't many residential homes in the area, nor particular areas of interest, so who is really going to be using it, especially given point 1. 3. There are more urgent pedestrian safety issues in our LGA that need to be addressed before this (South Curl Curl carpark, lack of footpaths in Davidson etc).

Number	Comments
204	Wonderful idea, I fully support it! Would be able to cycle from my children's school up to my office!
205	Great initiative! Next Frenchs Forest to Narrabeen!!!
206	I am in favour of almost all cycling infrastructure; however cyclists and pedestrians do not mix well, especially when there are steep gradients such as seen on Forrest way. I can't see many people ever wanting to walk the vast majority of this corridor, especially north of Morgan road. therefore can some consideration be given to making this much needed missing piece of infrastructure a dedicated cycle-path. Also how will this be isolated from the traffic lanes on Forrest way, who will have priority at all the side streets? and how will cyclists be accommodated at the Forrest way / MV road intersection?
207	This is a great idea. It would be good to remove parking on one side of the road to accommodate this. It would also be amazing for an improved foot path on the other side of the road and maybe an extra pedestrian crossing half way between forest way and Lionel watts oval
208	Bike track to the bike track, what is there not to love!
209	Thank you Council, this will be an excellent addition to provide a safe way for our school students, staff and school community to walk or bike to school. Please let us know if we can do anything further to support this initiative. If permitted, happy to host any community consultation meeting. Thanks again. [REDACTED]
210	To whom it may concern, Forest Way, Belrose Shared Path I write today regarding the current Forrest way, Belrose shared path concept plan which is open for public comment. I've reviewed the documentation available and I do support this initiative. However, I would like to make some comments to ensure that the proposal meets the needs and requirements of the community. I also write this recommendation as an avid cyclist who commutes to the city each day by cycle, and I ride upon the piece of road mentioned on a weekly basis. I'm also very familiar with the shared pathway options available, and like many other cyclists I just don't use them, and I would stretch this comment to suggest that almost all cyclists are not using them. I also believe that the council is aware of this, and just last week, I saw the post on Facebook published by Northern Beaches Council on Facebook displaying the new shared cycleway at Dee Why. The post had generated 100's of responses from the community complaining that cyclists still use the road and not the pathway, As a result of this post and the community outcry, your admin team switched off the ability for people to further comment on the post. Cyclists don't want to share with pedestrians for various reasons and I think there is enough proof in that concept already that these paths are not being used by cyclists. As I mentioned previously I commute to the city most days (Pre Covid) for work, and I can make this commute in a shorter time than it would take me to drive. To make this a viable option, and like many who do the same commute, we need to use the road network the same as a car. I strongly feel that we now need to move to a system where cars and cyclists share the same road, rather than cyclists and pedestrians sharing a path.

Number	Comments
	<p>(eg) Why would a cyclist use the new proposed path when they can sit in the far left lane and share with a car and get to their destination quicker.</p> <p>My Proposal</p> <p>There is already a section of road to the far left that allows a cyclist to ride unhampered from the traffic.</p> <p>I think a better solution that will be used, would be painting the far left section of the road green and widening it with ample signage to indicate that it's a cyclist lane as per the diagram below.</p> <p>If you require any further information with any of the above please don't hesitate to reach out.</p> <p>Kind regards</p>
211	<p>Dear Sir/Madam</p> <p>Please don't misunderstand me. I have nothing against bike riders and I love to see Mums and Dads riding along together safely on footpaths. However what I STRONGLY object to is racing bikes speeding along on footpaths and I mean speeding.</p> <p>An example of this was last Sunday I was walking along on the footpath near Forest Way shops when a group of cyclists, two abreast came speeding along towards me and I had to get off the path to allow them to pass!!! Seriously!</p> <p>Most of the driveways on the left hand side of Warringah Road heading to Forestville are enclosed and once again as I set out to walk I have to ensure there is no speeding bike ready to pass by, it's an accident waiting to happen in my opinion.</p> <p>Before lockdown my daughter and I were walking along Narrabeen lakes. A lady with a little boy, maybe 2 years old was running after the ducks and having fun. His Mum was watching him and suddenly the little boy ran across the footpath to other side of grass but unfortunately a man on a racing bike cycled straight into the little boy and knocked him down. My daughter and I rushed over to help the lady, the man on the bike simply said, it wasn't my fault, he ran out in front of me.....he proceeded to get back on his bike and rode off so no, I am not at all in favour of sharing footpaths with racing bikes! Very soon walkers will have no where to walk.</p> <p>Kindest Regards</p> <p>██████████</p>
212	<p>Removing cyclists from the roadway on Forest Way is a good idea. At present cyclists should travel along Forest Way in a clearly marked cycle way, however, when there is more than two cyclists it would appear that they travel in numbers using one road lane causing considerable frustration to many motorists. Getting cyclists off such a busy road as Forest Way must be encouraged. When this project is completed, will penalties apply to those cyclists that continue to travel on the roadway?</p> <p>I look forward to your comments. Kind Regards. ██████████</p>
213	<p>Looking forward to proposed works. ██████████</p>
214	<p>Dear Sir,</p> <p>Thank you for the opportunity to provide comments on this proposed shared path for pedestrians and bicycles along the western side of Forestway from Wyatt Ave to Mona Vale Road.</p> <p>We are very concerned about this proposal. While it may be desirable to provide off road pathways for bicycles we consider that this is not the appropriate place to provide these facilities. This large amount of funding should be used in higher priority areas e.g. more densely populated areas.</p> <p>The premise is that it will be used by the schools along this section of Forestway and to the employment area at Austlink Business Park.</p> <p>At present there is a bike lane along Forestway which provides bicycle access to these</p>

Number	Comments
	<p>facilities yet very few bikes are used to access these facilities.</p> <p>This section of Forestway adjoins a non urban area of the Northern Beaches LGA and the current studies that have been on exhibition in preparation for the new LEP for the whole of the Northern Beaches LGA show that this area will remain non urban as it is not required any urban expansion. The extra number of dwellings that are required by the State government can be accommodated within the existing urban areas.</p> <p>The documentation for this proposal has not included any surveys to show that this major work is necessary along the western side of Forestway between Wyatt Ave and Forestway.</p> <p>There is a long section of Forestway without Kerb and Gutter where, due to safety reasons, it will be unwise to encourage pedestrians and cyclists. Further there is a long section where there is a large rock shelf that would have to be excavated to accommodate a shared pathway. This natural landform with its native vegetation should remain as stated in the WLEP2000 Locality C8 North Belrose. There are pockets of Duffys Forest Ecological Community in this area that should be protected. The construction of a three metre wide pathway for such a long distance will create a large impervious area in the non urban area. This is unacceptable.</p> <p>There are no dwellings along this stretch of Forest Way and, other than Covenant Christian School, the schools they're proposing to be servicing with this new bike/pedestrian path are all primary schools.</p> <p>Between Linden Ave and Crozier Road cyclists will be met by large trucks when crossing Linden Ave and many different types of vehicles entering and leaving the nurseries along Forestway.</p> <p>Encouraging young cyclists at these unsafe locations is not desirable.</p> <p>We are seeing that there are many more mountain bikers riding through the bushland in the non urban areas near this section of Forestway. Mountain bikers are becoming more adventurous and going into the bushland through private land and destroying the native bushland. They create jumps and new tracks through the dense Native bushland. This is unacceptable. The lands that they enter includes Metropolitan Local Aboriginal Land Council, other private lands and Garigal National Park.</p> <p>This is irresponsible and should not be encouraged through the provision of a shared pathway in this area.</p> <p>If Council still see that it is necessary to provide a shared pathway along Forestway we suggest that the pathway be constructed along the eastern side of Forestway from Wyatt Ave to Mona Vale Road.</p> <p>This will be a much safer alternative. This section of Forestway has Kerb and Gutter for the full distance and cyclists can access the eastern side of Forestway safely at the traffic lights at Wyatt Ave and Crozier Road.</p> <p>We request that the Council carefully consider these comments for this proposal.</p> <p>Yours Sincerely [REDACTED]</p>
215	<p>Forest Way, Belrose.</p> <p>In relation to the proposed bike path from Wyatt Ave to Mona Vale Rd, I am in favour of the section being constructed on the western side travelling north to Kamaroi School but then I would like to see a crossing to link it to the eastern side to then link it through Garigal National Park. The reason for this is to conserve the more bio-diverse bush on the western side and upgrade the existing bike path on this eastern section.</p> <p>From Kamaroi School, the western side can be connected through to the Belrose Retail and Employment Zone using existing road space to continue north, existing by Narawang Way to Mona Vale Road.</p> <p>Regards, [REDACTED]</p>

Number	Comments
216	<p>Bikes and pedestrians should never use the same thoroughfare, as many bikers disregard pedestrian and dog safety by speeding and not ringing their bells. Pedestrians cannot enjoy their walks as they are having to constantly look behind them for speeding bikes. Bells on bikes should be mandatory as well as bike registration.</p>
217	<p>Dear Northern Beaches Council</p> <p>In response to your email on 23/8/2021, we provide the following feedback in regard to the proposed shared pathway along Forest Way at Belrose. We note that part of the proposed pathway will be constructed along the eastern boundary of our property. Overall, we are supportive of the proposal however request that the following concerns be considered and incorporated into final planning.</p> <ul style="list-style-type: none"> • The potential for flooding on the section of pathway between Bundaleer St and Leonis School be addressed, ensuring that adequate drainage is present to facilitate water egress in the event of moderate or significant rain. At present, water pools in this area to the extent that there is no safe access for pedestrian transit of school staff and students along this section to bus services to the south. • The potential for excessive cyclist speed between Bundaleer St and Leonis School be addressed to ensure the safety of school staff and students who may be transiting this area. It is suggested that fixed bollards be positioned at the beginning and end, and partway along this section. This will force cyclists to reduce speed. • That clear signage is erected to ensure cyclists use the (divided) cycle path outside Kamaroi Rudolf Steiner School, and not the pedestrian walkway instead. This is requested to ensure safety of our school community and students. • That there is no change to the existing front to kerb parking arrangements on the slip road outside Kamaroi Rudolf Steiner School. • That as much additional parking as is possible is incorporated into the northern section of the slip road outside Kamaroi Rudolf Steiner School, and adjoining properties to the North. <p>Yours sincerely</p> <p>[Redacted Signature]</p>

Number	Comments
218	<p style="text-align: center;">The [REDACTED] Submission</p> <p style="text-align: center;">Re Northern Beaches Council</p> <p style="text-align: center;">Forest Way, Belrose Shared Path Project</p> <p>1. General</p> <ul style="list-style-type: none"> • The Shared Path Plan has [REDACTED] full support. We are supportive of improvements for cyclists, pedestrians and motorists in our location and appreciate this council/government initiative. • In this response we have identified Leonis School Issues, that we feel need to be addressed which relate specifically to our school and our location, and • We have also identified General Public Issues, that relate to the safety of the general public and if considered during the design could help to ensure the best possible outcome for all. • We have also included, Cohort Comments, as submitted by our cohort, part of running an inclusive commentary process. <p>2. [REDACTED] Issues</p> <p>Location of Proposed Path</p> <p>We understand the current proposal is for the path to be adjacent to the road boundary, along the front of Leonis School, between the fence line and the electric pole line.</p> <p>This has the potential to exacerbate three issues currently affecting the Leonis School which are currently part of our ongoing risk management regime.</p> <p>2.1 Drainage</p> <p>The Forest Way water run-off is drained through a Council/RMS drainage system that enters the system at the low point in front of our School.</p> <p>In as often as a 1 in 2-year storm event it can flood and cause serious damage to our school infrastructure. We have made 2 insurance claims with the RMS, have been in contact with Northern Beaches Council (NBC) and Downer have carried out improvements in attempt to rectify this issue. To date it is still a high probability our School will suffer from overflows from this inadequate drainage system into the future.</p> <p>While the drainage infrastructure is RMS's responsibility it takes run-off from NBC's land.</p>

Number	Comments
	<p>This same water runoff collects along the pedestrian pathway adjacent to the boundary along the front of our School and Forest Way (route of proposed path) blocking access along this pathway. This issue has been reported to both the NBN (their pit floods) and NBC and photos are available showing the extent of this flooding.</p> <p>Request</p> <p>That the Drainage issues be understood and accounted for in any design solutions prior to any construction being undertaken. To this end we are asking for consultation with the design team prior to the start of and during the design process.</p> <p>2.2 Public Transport</p> <p>An RMS Bus Route Stop is located immediately in front of our School at 218 Forest Way and adjacent to the RMS drainage pit mentioned above in Point 2.1.</p> <p>Although we understand this bus stop has low usage by the general public and Kamaroi School students, it's an important facility.</p> <p>When used, it exposes commuters/children to risks generated if they either:-</p> <ul style="list-style-type: none"> i) Have to walk along Forest Way adjacent to the traffic where no adequate path exists – a dangerous exercise, or ii) Attempt to access the pathway along the frontage to the Leonis School which is difficult to do because of the steepness of the water retention mounding immediately adjacent to the bus stop and/or the possible flooding that may be occurring to the pathway as mentioned in point 2.1 above. <p>Request</p> <p>That the location of the bus stop and/or its access routes be reviewed to determine the suitability of its position in relation to the proposed pedestrian/cycle way and the appropriate changes/design measures be instituted to ensure the bus stop functions as per the latest standards including shelter. Also, consideration be given to how the Southbound bus stop on the other side of Forest Way be accessed from Kamaroi/Leonis School/Bundaleer Road precinct.</p> <p>2.3 Access to and from the Leonis School</p> <p>The proposed shared pathway issues not directly affecting the Leonis School site are addressed under 3. General Public Issues, and below we will concentrate on issues directly affecting the Leonis School access, in our operating hours which include evenings.</p> <p>The vehicular and pedestrian access into, and egress from the Leonis School is via a vehicle driveway crossing immediately at the start of the slip road.</p>

Number	Comments
	<p>The nature of the access into the slip road and then into the Leonis School driveway means there is:</p> <ul style="list-style-type: none"> i) little time to turn into the slip road, and then into the Leonis School driveway after having veered off Forest Way, and ii) poor sight lines to allow sufficient time to respond to pedestrians or bicyclists travelling along the pathway in front of the Leonis School to then cross the driveway in front of entering or exiting vehicles. <p>Fortunately, under current conditions, there is rarely any pedestrian/bicycle traffic crossing the Leonis School driveway and our management through signage and education is adequate to safely meet the situation for students and teachers.</p> <p>The Leonis School's current safety regime for ensuring, as far as is possible, safe access to the Leonis School, firstly off Forest Way and then across the driveway is:-</p> <ul style="list-style-type: none"> i) when entering the Leonis School we give plenty of left turn indicator notice when turning left off Forest Way to turn left into our driveway, or ii) when egressing from the Leonis School onto the slip road we firstly, stop at our boundary (to check for pedestrians) and secondly, again stop at the end of the driveway onto the slip road (to check for speeding vehicles entering the slip road). <p>However, with the upgrading of the pathway, and the safety issues identified above, a whole redesign of our access would be required. This is due to the obvious consequences of pedestrian/bicycle flow changing from basically, school children over one very short period per day to intermittent flow over the whole day, including parents, children, strollers, scooters, pets and fast moving bicycles.</p> <p>Even so care must be taken, due to the speed of vehicles turning into the slip road off Forest Way, as these vehicles have little time to stop.</p> <p>Request</p> <p>That a very detailed design evaluation be given to the proposed pathway and the alterations to the slip road, in the vicinity of the entrance off Forest Way at the Leonis School driveway entrance.</p> <p>As part of this evaluation, we suggest relocating the proposed path off the boundary from Bundaleer Rd North to Kamerai School (at the slip lane entrance) to an alignment to the east of the line of the electricity poles. This would:</p> <ul style="list-style-type: none"> i. Give cyclists and pedestrians a full view of motorists joining the 10kph zone reducing the risk of accidents ii. Give motorists full vision of cyclists as they join the 10 kph shared zone coming off a 80kph major artery reducing the risk of accidents.

Number	Comments
	<ul style="list-style-type: none"> iii. Provide greater visibility in ingress/egress to the Leonis School main entrance iv. Provide greater visibility in ingress/egress to the Kamerai School main entrance v. Greatly improve cyclist and child safety vi. Rely less on barriers, signs etc for actual safety for all users vii. Require vegetation to be removed and possible re-landscaping and plantings along the frontages of the properties from Bundaleer Road Northward. <h3>3. General Public Issues</h3> <p>The [REDACTED] also offers the following comments on the project that relate to the safety of the general public and if considered during the design could help to ensure the best possible outcome for all. Our school:</p> <ul style="list-style-type: none"> 3.1 Suggest measures be implemented to severely restrict e-bicycle and bicycle speed approaching the shared zone from north and southbound directions. 3.2 Suggest having a dedicated pedestrian lane/path in front of each school to ensure school children/pedestrians are safe relative to speeding bicycles. e.g. Willoughby Shire Northcote Street Naremburn to Artarmon over bridge has a dedicated pedestrian lane alongside north/south bike lanes. 3.3 Supports the intersection of Bundaleer Road at Forest Way being designed for priority to pedestrians and bicyclists. 3.4 Suggest the School Zone on Forest Way be extended so it continues from Christian Covenant School past where Kamerai School traffic re-joins Forest Way after drop-off and pick-up, protecting the proposed 10kph shared zone in school zone hours. 3.5 Suggest the alignment of the pathway from Bundaleer Road to the slip road be to the eastern side of the line of the electricity poles. This would improve the safety of users by: <ul style="list-style-type: none"> 3.5.1 as described in 2.3 above, provide greater safety for pedestrians and cyclists because of sight distances and allow the pathway to be maintained at 3m. 3.5.2 allow the width of the pathway to be maintained at 3m (not be reduced to 2.5m with electricity poles and fence posts at the very edge of the pathway - very dangerous objects to run into on a bicycle). 3.6 Suggest a redesign of the shoulder from Bundaleer Rd to the slip road entry to provide a safe exit from Forest Way into the slip road. This redesign needs to provide sufficient space for queuing at school drop-off /pick-up times. This could be more easily accommodated in a modified design as described in 2.3 above.

Number	Comments
3.7	Suggest sensor-based traffic lights be added to where the slip road re-joins Forest Way to allow vehicles to exit safely onto Forest Way. With 5 traffic variables, the existing northbound bike lane, the proposed bi-directional shared path for bicycles and pedestrians and the 80 kph Forest Way traffic, some intervention seems necessary.
3.8	Suggest lighting upgrades in and approaching the shared zone, so cyclists (often without lights) can be seen at night and dawn/dusk, particularly as the Leonis School operating hours include evenings.
3.9	Ask that the flooding occurring along the boundary to 216 and 218 Forest Way from overland flow from the entire length of the slip road, Forest Way and the NBN conduits (pit near our southern boundary) be rectified. This flooding prevents the path to be used and would have some effect on the access to the school next door for children. This issue has been logged with Downer/RMS/NBN repeatedly.
3.10	Asks the existing bike lanes north and south on Forest Way be retained and the shared pathway is an additional resource.
3.11	Students and teachers have supported the safety of pedestrians being an imperative especially in the area in front of the Leonis School main vehicle entrance where the proposed plan is impacted by the following six safety variables:
3.11.1	Traffic speed change of 80kph to 10kph for vehicles exiting Forest Way
3.11.2	Northbound cyclists appearing out of a blind spot for motorists off Forest Way
3.11.3	Northbound cyclists appearing out of a blind spot for vehicles entering and leaving the Leonis School
3.11.4	Southbound cyclists
3.11.5	Pedestrians and cyclists crossing the road on the beginning of the 10kph zone
3.11.6	The danger of e-bicycles on a downhill run speeding through the shared zone. E-bicycles can be and are illegally modified and weigh up to twice the weight of standard bicycles and are a danger to pedestrians.
<h3>4. Cohort Comments</h3> <p>The [REDACTED] has canvassed its cohort and adds the following comments and suggestions relating generally to the project:-</p> <ul style="list-style-type: none"> • "My only comments are <ul style="list-style-type: none"> ○ how easy will it be for us to see cyclists coming at high speed along the path as we pull out of the front gate? The planting/vegetation along the boundary will need to be cut right back so there's a clear view for vehicles exiting across the Leonis boundary. Some cyclists come at a fast clip and may not think to check if there are cars coming out. And of course, they will need 	

Number	Comments
	<p>to be able to see us coming out so again the planting/vegetation will need to be clear for them to have a good view of vehicles."</p> <ul style="list-style-type: none"> o Longer exit road beginning further towards Bundaleer Rd. o Signage on Forest Way outlining departure of traffic and presence of schools" <ul style="list-style-type: none"> • "Danger for Drivers and Path Users - Safety issues <ul style="list-style-type: none"> o provide a greater visual scope of the pathway for path users/drivers approaching the Leonis School driveway o Signs and Warning Markings to alert Path users of Leonis driveway on both sides. o Create Noticeable Entrance Gateway i.e. Posts/Posts and Rails/Pillars Etc.at the Leonis School Boundary o Install sensors activating warning signals" • "Definitely will be hazards, not only with increased pedestrians but speed of cyclists." • "I've heard of an accident between a pedestrian and a cyclist in a shared lane and I feel unsure about shared lanes as a result:- <ul style="list-style-type: none"> o I would prefer a dedicated foot path be installed and the bike lanes remain in place on the main road." • "It certainly will be different having more pedestrian and bicycle traffic going past the Leonis School but I can see the benefits. Look forward to seeing it evolve." • "My suggestions re the new path implementation: <ul style="list-style-type: none"> o Signage on either side of our gateway on the new foot/cycle path - "Caution Driveway" or something warning pedestrians and cyclists of traffic emerging from or going into our driveway. o From the documentation I'm not quite sure how it will be at the end of our slip road where it merges with Forest Way. May be a set of traffic lights is warranted." <p>Thank you for the opportunity to comment. Please keep us informed and involved in the design and progress of this important initiative.</p> <p>Yours sincerely</p> <div style="background-color: black; width: 150px; height: 60px; margin: 10px 0;"></div> <p>Phone: [REDACTED] Email: [REDACTED]</p>

Document administration	
Version	2.0
Date	11 November 2021
Status	Final
Related Projects	Move Northern Beaches Transport Strategy Northern Beaches Bike Plan

ITEM 4.16	TRAFFIC CALMING MEASURES - BALGOWLAH ROAD, FAIRLIGHT NEAR ROUNDHOUSE PRE-SCHOOL
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2022/017376
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.790666, 151.277289

REPORT

BACKGROUND

Council has received concerns from local residents regarding the volume and speed of traffic using Balgowlah Road, Fairlight near Roundhouse Preschool, as well as safety issues for pedestrians crossing this road to access the Pre-school, LM Graham Reserve and the Andrew Boy Charlton Swim Centre.

Council previously investigated this issue with a view to introducing a marked pedestrian crossing near the Daintrey Street intersection; however, the pedestrian/vehicle volumes were insufficient to meet the minimum requirements of its introduction. An alternative proposal for pram ramps east of Daintrey Street and speed cushions on either side of Daintrey Street to slow traffic and create a safer crossing point was taken to the Traffic Committee but not supported. The Traffic Committee resolved to explore a more widespread traffic calming option (a series of traffic calming devices) to improve compliance with the 40km/h speed limit along this section of Balgowlah Road.

LOCATION

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

ISSUES

- A proposal was initially circulated to residents for comment proposing a pedestrian refuge on Balgowlah Road east of Daintrey Street. This proposal was strongly opposed by residents due to a loss of parking, the bulk of the refuge, and the impact on property access to No.39 Balgowlah Road, who had a driveway application approved for the location where the refuge was proposed.
- Parents of children attending the Roundhouse Child Care Centre have raised concerns about safety when they walk their children to the pre-school from streets south of Balgowlah Road.
- Traffic counts undertaken near the intersection of Balgowlah Road and Daintrey Street reveal peak hour traffic volumes of around 900 vehicles per hour; however, pedestrian volumes are well below those required to meet the warrant for a marked pedestrian crossing. There is a pedestrian desire line crossing Balgowlah Road near Daintrey Street to reach the Roundhouse Child Care Centre, the swim centre or LM Graham Reserve.

- Tube counts undertaken on Balgowlah Road east of Daintrey Street reveal an 85th percentile speed of 50km/h that is higher than desirable in a 40km/h speed zone. There are no raised traffic calming devices along Balgowlah Road and near Daintrey Street.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce raised speed cushions on Balgowlah Road at 60m–100m intervals. These speed cushions will discourage vehicles speeding and inappropriate driving behaviour. This, in turn, will enhance safety for vehicles entering and exiting driveways and for pedestrians crossing the road.

Traffic calming devices will be located at 8 locations along Balgowlah Road, where adequate traffic sight distance and existing street lighting is available.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The speed cushions will improve safety for pedestrians crossing Balgowlah Road
- The speed cushions will improve safety for cyclists by reducing speeds and will allow cyclists to cycle around the speed cushions to proceed east and west along Balgowlah Road

CONSULTATION

Consultation letters have been distributed to 259 properties within the immediate vicinity of the location, providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of traffic calming devices at 8 locations along Balgowlah Road, where adequate traffic sight distance and existing street lighting is available

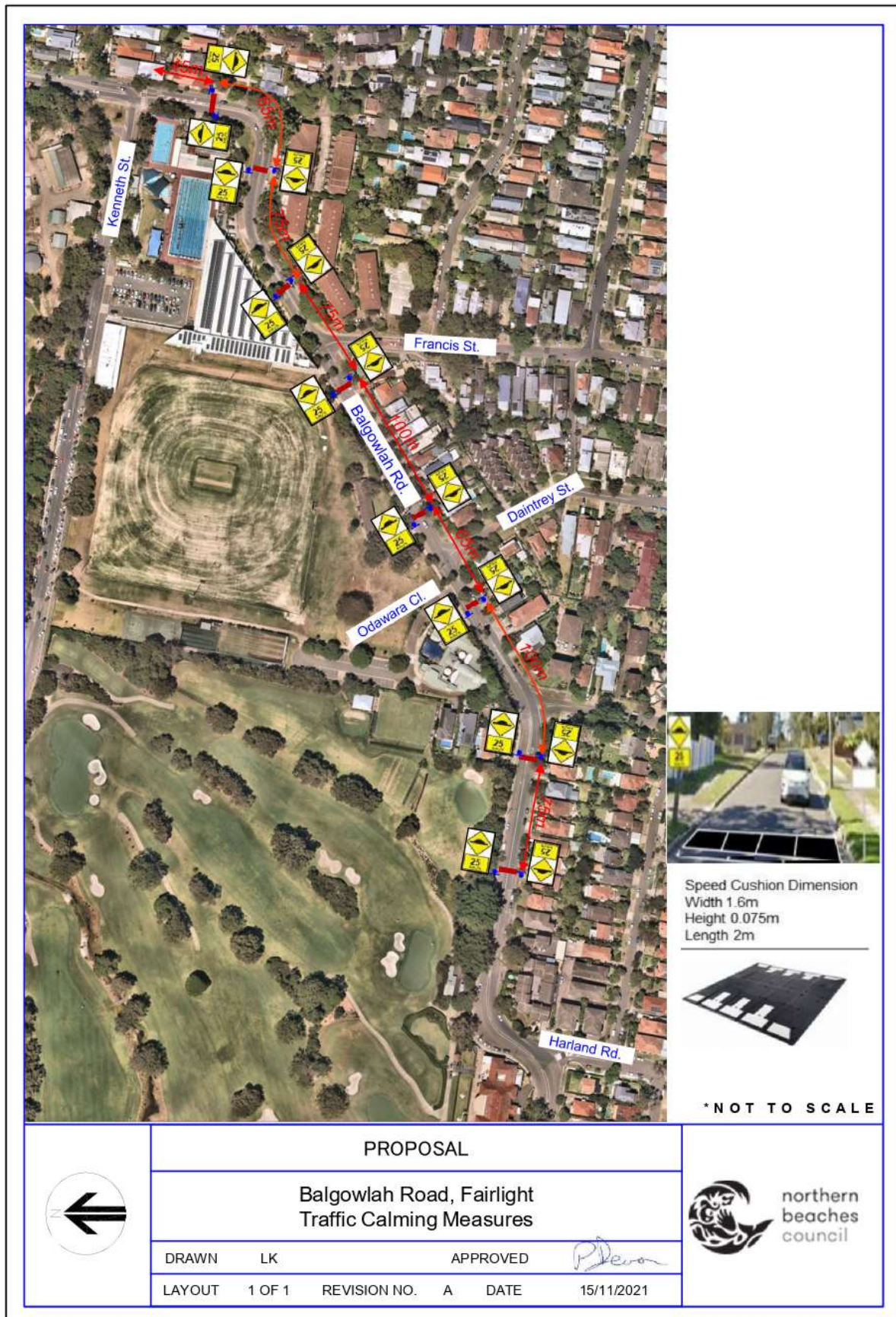


Table of Consultation

Address	Balgowlah Road, Fairlight near Roundhouse Pre-school
Proposal	Traffic Calming Measures

Properties Consulted	259
Responses Received	19
Support	9
Do Not Support	10
Partial Support	0

Issue	Resident Comment	Council Response
Speed Cushions	<p>_ why can't they be installed and the speed limit in the area changed to 25km/hr? Do the devices create more danger when speedsters ignore the speed limits? Will the devices cause increased traffic noise problems?</p> <p>_ Councils 40km/h zone on balgowlah Road is too small. Council should look at a 40km/h zone from corner of Balgowlah Road and Condamine Street to zebra crossing at end of Andrew boy Charlton swim centre. This should naturally slow traffic for balgowlah Road. This would also cover Manly west school, other pre-schools and park areas accessed via balgowlah Road.</p> <p>_ I live at the bottom of Daintrey Street, adjacent to the intersection with Balgowlah Road. From my observation, there is not a large number of pedestrians crossing Balgowlah Road in this area. I cross Balgowlah Road in this area myself. The vast majority of the time there is not much traffic and it is not an issue to cross the road. I find it hard to understand that if the numbers are insufficient to justify a pedestrian crossing that the introduction of eight speed cushions could be considered justified. Speed cushions would have a much bigger impact on road users and the smooth flow of traffic in the area, than a pedestrian crossing. The proposed speed cushions would also be likely to increase traffic noise along this section of Balgowlah Road as drivers brake and accelerate eight times.</p> <p>_ Access to the Roundhouse Pre-School (from years of observations) shows many parents arrive at the centre by private car, using parking adjacent to the pre-school to drop off and pick up. Traffic heading into Manly along Balgowlah Road can build up considerably to a very high volume of traffic, mainly at the am and pm peak hour when all Balgowlah Road traffic heading east is hampered by a give way sign allowing Manly traffic entry to Kenneth Road.</p>	<p>_ TfNSW is the responsible authority for setting speed limits on all roads in NSW, including the management of speed camera programs.</p> <p>_ The purpose of traffic calming devices is to create a self-enforcing road environment to discourage speeding in the area, however instances of speeding, hooning and anti-social behaviour should be reported to the Northern Beaches Police Area Command at Dee Why for investigation.</p> <p>_ There are limited traffic calming devices installed as part of the original 40km/h high pedestrian activity speed zone area. The proposed traffic calming devices will act to utilise existing facilities to provide more effective traffic calming along Balgowlah Road.</p> <p>_ Traffic counts undertaken near the intersection of Balgowlah Road and Daintrey Street reveal peak hour traffic volumes of around 900 vehicles per hour; however, pedestrian volumes are well below those required to meet the warrant for a marked pedestrian crossing. There is a pedestrian desire line crossing Balgowlah Road near Daintrey Street to reach the Roundhouse Child Care Centre, the swim centre or LM Graham Reserve.</p> <p>_ Tube counts undertaken on Balgowlah Road east of Daintrey Street reveal an 85th percentile speed of 50km/h that is higher than desirable in a 40km/h speed zone.</p>

	<p>_ Whatever type of traffic calming measures are being considered, they will add a lot of noise and residents will bear the brunt of increased noise due to constant braking and accelerating over the suggested calming measures. I have never seen any type of police operation along Balgowlah Road to deal with speeding motorists. I know this is not something under Council control, BUT, surely some co-operation between Council, RTA and the Police could be implemented to curb the speeding drivers. I am sick and tired of being tailgated along the road because I drive at the 40kph clearly signposted road. Pedestrian usage of this section of Balgowlah Road is not especially high and I'm not sure it is a significant problem. However, if you have data to the contrary, then you should consider a pedestrian crossing rather than the traffic calming measures. Noise consideration must be taken into account and the proposal does not address this in any way.</p> <p>_ My concerns are that not only will the devices be a waste of council funds it will create excessive noise as vehicles, particularly trucks and buses brake and slow down, travel over the devices and then accelerate again. There is already a designated carpark at the end of Odawara Close, Fairlight that is used by parents of children that use the roundhouse pre-school to pick up and drop off their children.</p> <p>_ There is no need for pedestrians to cross in this area, the second most speed hump would cause significant noise and vibration to our house and it will be too close to a corner that has the wrong camber, non working street lights, poor signage and where there is already frequent accidents. We also consider that the number of speed humps is excessive. The people going to the Roundhouse Daycare travel from further away and arrive by car or bicycle, the staff park to the west on the northern side of Balgowlah Road in the long term parking, the parents and sports people park in the short term oval carpark, all these people arrive from further away they do not arrive on foot or need to cross Balgowlah Road.</p>	<p>_ Traffic calming devices are proposed at locations along Balgowlah Road, where adequate traffic sight distance and existing street lighting is available.</p>
Traffic count	<p>_ When was the last traffic volume count conducted? Was it conducted during normal traffic volumes and not during COVID Lockdown periods?</p>	<p>_ The traffic count was undertaken during normal traffic and not during COVID lockdown</p>

ITEM 4.17	BOWER LANE, MANLY - LOCAL SAFE STREET ZONE TRIAL
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2022/017912
ATTACHMENTS	1 Bower Lane, Manly - Shared Zone - Plan

GEOCODES: -33.801125838362246, 151.29330353331142

REPORT

BACKGROUND

Council has had concerns regarding both vehicle and pedestrian congestion in Bower Lane, Manly, caused by narrow road width, illegal parking, and high pedestrian volumes. Vehicles parking illegally in this location are creating an obstruction for vehicles entering and exiting the street whilst also creating dangers for pedestrians.

LOCATION

- Bower Lane is a local road located adjacent to Bower Street, Manly and connects to Marine Parade and the Manly to North Head Walk.
- Adjacent land uses consist of low-medium density housing.

ISSUES

- The narrow road of Bower Lane, Manly makes it difficult for motorists to park and manoeuvre around the street.
- Heavy congestion caused by motorists and pedestrians also make this street difficult to maneuver in.
- Illegal parking causes a visibility issue creating difficulties for vehicles entering and exiting the street, whilst also creating dangers for pedestrians

PROPOSAL

Council has undertaken a review of the location and proposes to convert the street into a trial Local Safe Street zone with a posted speed limit of 20km/h whilst adding set parking bays. A trial Local Safe Street zone is a street where pedestrians, cyclists and motorized traffic share the same road space.

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

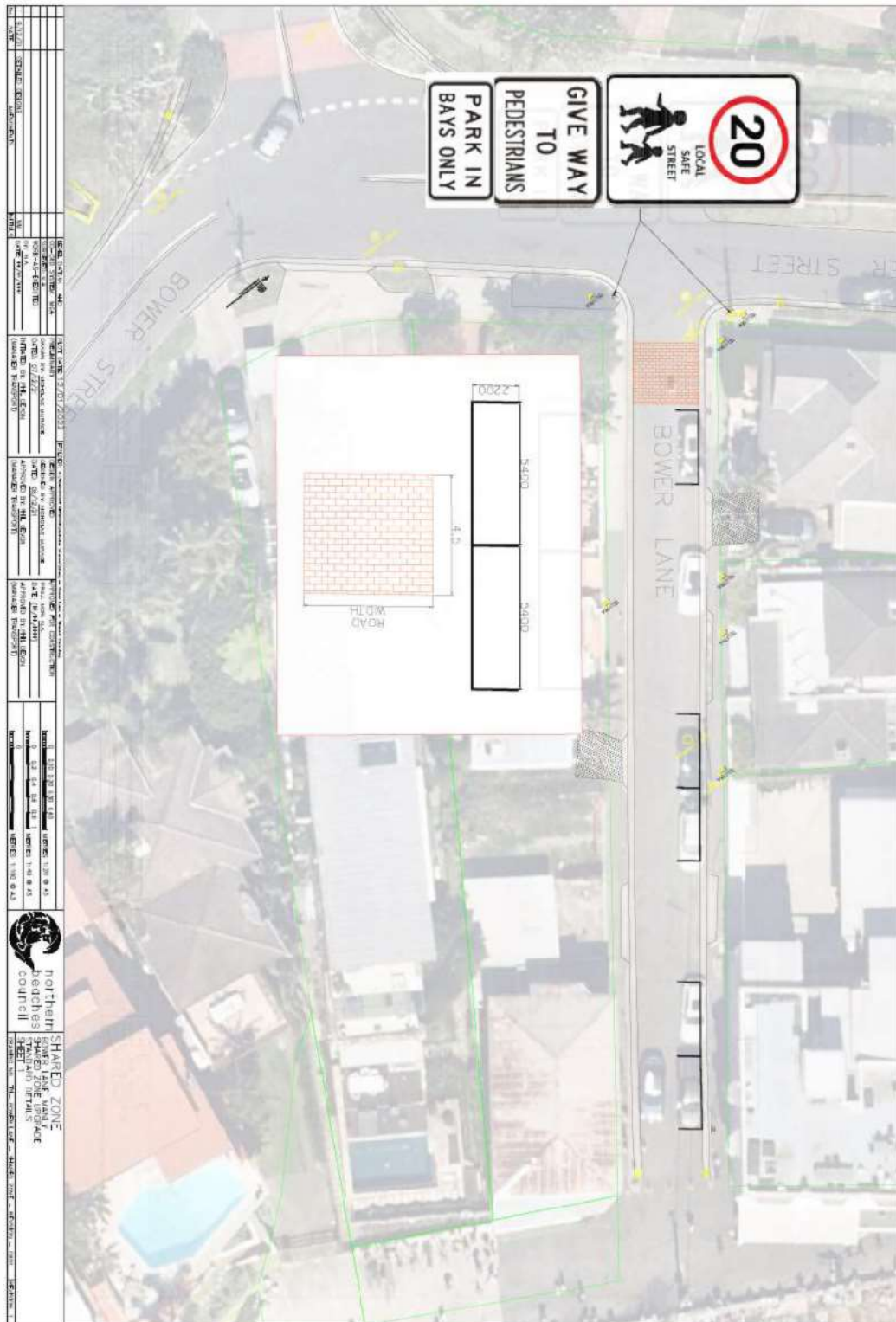
CONSULTATION

Consultation letters have been distributed to 35 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Trial of the Local Safe Street zone with a posted speed limit of 20km/h
- B. The addition of set parking bays



ITEM 4.18	OLD BARRENJOEY ROAD, AVALON BEACH - CHANGES TO SCHOOL DROP OFF AND PICKUP AREA
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/021591
ATTACHMENTS	1 Old Barrenjoey Road, Avalon Beach - Plan

GEOCODES: -33.639956, 151.327251

REPORT

BACKGROUND

Council has received a request for additional School Drop Off and Pickup Areas for Avalon Public School.

LOCATION

- Old Barrenjoey Road is a collector road with a 50km/h speed limit. A designated School Zone, with a reduced 40km/h speed limit applies along the frontage of Avalon Public School between 8am-9.30am and 2.30pm-4pm on School days.
- The School is situated between Old Barrenjoey Road, Sanders Lane, and Bellevue Avenue; with the Netball Courts located on the eastern side of Old Barrenjoey Road.
- The existing School drop off and pickup areas are signposted 'P2 MINUTE DROP OFF AND PICKUP AREA 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS', and the main sections are located near access gates at the southern end of the School along Old Barrenjoey Road and Bellevue Avenue. The northern half of Old Barrenjoey Road is restricted by 'Bus Zones' and 'No Stopping' areas except for a small section for School drop off and pickup between The Crescent and the marked pedestrian crossing, on the eastern side of the road.
- Old Barrenjoey Road has a width of 12.5m between kerbs, with footpaths on both sides of the road. A mid-block pedestrian crossing is located outside the main entrance to the School, with flat top road humps installed as part of the traffic calming measures in the School Zone. The crossing was recently upgraded to a raised pedestrian crossing as part of Federal Stimulus - School Infrastructure Program
- The 191 and 192 bus route operates along Old Barrenjoey Road, as well as a number of School Bus services.

ISSUES

- Council has received concerns regarding difficulties during the morning and afternoon School drop off/pick up periods, resulting in congestion and safety concerns outside the School.
- The parking of vehicles near the School prevents parents and carers from using the area for School drop off/pickups.
- Residents in Old Barrenjoey Road have also reported instances of parents parking over driveways and congestion in front of their properties.

- Council previously extended the 'P2 MINUTE DROP OFF AND PICKUP AREA 2.30PM-4PM SCHOOL DAYS' restrictions on the western side of Old Barrenjoey Road, to the southern School boundary, providing an additional 8 car park spaces during the peak periods of demand.

PROPOSAL

- Council has undertaken a review of the above location and proposes to extend the existing School Drop Off and Pickup Areas along Old Barrenjoey Road as well as the provision of a new 'P10 Minute Drop Off and Pickup Area' outside the Netball courts.
- The new section would apply only in the afternoon peak period from 2.30pm-4pm School Days. The additional parking time is provided due to its location on the opposite side of the road and further distance from the pedestrian crossing. A plan of the proposal is shown in Attachment 1 - Old Barrenjoey Road, Avalon Beach - Plan.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Old Barrenjoey Road is part of the existing Road Cycling Network. The proposal will improve safety for people cycling along Old Barrenjoey Road, by reducing congestion from vehicles queuing to access the School drop off/pick up areas.
- The proposal will improve pedestrian amenity and safety by providing additional locations for parents and carers to conveniently drop off/pick up students near the School.

CONSULTATION

Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses were received by residents, however the proposal was supported by Avalon Public School.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Old Barrenjoey Road, Avalon Beach:


- A. Installation of 'P10 MINUTE DROP OFF AND PICKUP AREA 2.30PM-4PM SCHOOL DAYS' restrictions (4 spaces), outside the Netball Courts (eastern side).
- B. Extension of 'P2 MINUTE DROP OFF AND PICKUP AREA 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS' restrictions (2 spaces), southwards to a location 7.5m north of the new raised pedestrian crossing (eastern side).
- C. Extension of 'P2 MINUTE DROP OFF AND PICKUP AREA 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS' restrictions (1 space), northwards to the streetlight (western side).



PROPOSAL

OLD BARRENJOEY ROAD, AVALON BEACH
SCHOOL DROP OFF AND PICKUP AREA

Drawn RK

Approved 

**ITEM 4.19 HUDSON PARADE, CLAREVILLE - NO PARKING
RESTRICTIONS****REPORTING OFFICER ENGINEER - TRAFFIC****TRIM FILE REF 2022/024019****ATTACHMENTS 1 Hudson Parade, Clareville - Plan
2 Table of Consultation****GEOCODES: -33.635132, 151.312898****REPORT****BACKGROUND**

Council has received concerns from local residents regarding the narrow road width when vehicles park on both sides of Hudson Parade affecting through traffic.

LOCATION

- Hudson Parade is a collector road and has a 50kph speed limit.
- The road pavement width in Hudson Parade is approximately 7m between kerbs, and a concrete footpath on the northern side of the road.
- The section of Hudson Parade under consideration is around 100m in length (from No.101 to No.110) and is located between two bends which lead into double separation lines.
- Delecta Avenue is a local road which runs parallel to the Hudson Parade providing access to Clareville Beach.
- The 191 bus route - Avalon Beach to Taylors Point (Loop Service) operates along Hudson Parade, as well School bus services.

ISSUES

- Vehicles parked on both sides of the road affect bus accessibility and create a potential traffic hazard to road users by restricting the road width for through traffic.
- The parking issues also affects access for larger vehicles; which include emergency services, construction trucks and delivery vehicles.
- Parking is not permitted within 3m of the dividing barrier lines.
- Traffic sight distances are reduced when vehicles park on the curve near No.100 Hudson Parade.

PROPOSAL

Council has undertaken a review of the above location and proposes to install sections of 'No Parking' restrictions, to improve safety between the two intersections with Delecta Avenue. A plan of the proposal is shown in Attachment 1 - Hudson Parade, Clareville - Plan.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Hudson Parade is part of the Road Cycling Network. The proposal will improve safety for all road users including people cycling by providing a wider road and improved sightlines for through traffic.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 21 properties within the immediate vicinity of the location providing notification of the proposal. A summary of the responses is noted in Attachment 2 - Table of Consultation

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Hudson Parade, Clareville:

- A. Installation of 'NO PARKING' restrictions, from west of the driveway to No.101 to the western side of the driveway to No.109.
- B. Installation of 'NO PARKING' restrictions, from west of the driveway to No.108 to the western driveway to No.110.






	PROPOSAL		 northern beaches council
	HUDSON PARADE, CLAREVILLE 'NO PARKING' RESTRICTIONS		
	Drawn RK	Approved 	

Table of Consultation

Address	Hudson Parade, Clareville
Proposal	No Parking restrictions

Properties Consulted	22
Responses Received	7
Support	4
Do Not Support	3

Issue	Resident Comment	Council Response
No Parking restrictions	<p>- My wife and I support the proposal for the following 3 reasons:</p> <p>1. Vehicle safety: As a resident of Hudson Parade I can attest to the fact that vehicles (and in particular the state transit buses) find it very difficult to navigate this section of road when there are cars parked on both sides of the road;</p> <p>2. Pedestrian safety: Between #106 and 108 there is a public pathway leading to Clareville beach. Currently where cars are permitted to park outside #108, there is limited visibility on Hudson Parade to the South-west when pedestrians are exiting the public walkway and wishing to cross Hudson Parade. By including the no-stopping signs, this will reduce the risk of a pedestrian being struck by a vehicle approaching from the south-west on Hudson Parade;</p> <p>3. Resident amenity & access: When cars are parked on both sides of the road between 108 & 110 (Western side) and 111 & 115 (Eastern Side) as is currently permitted, it is not possible for us to exit our driveway without performing a multiple point turn, which is very dangerous considering we are situated on a blind corner to the south west.</p> <p>- Parking spaces are sought after in the summer and it seems counterintuitive to reduce their number.</p> <p>- The only congestion happens when the 191 bus has difficulty in passing cars parked on either side of the road in the nominated sections. It would be easier to change this bus to a smaller vehicle on weekends and public holidays. The current large bus rarely has many passengers outside of the school drop off and pick up times.</p>	<p>- The proposal extends the parking restrictions exiting the curved sections of road and improves safety by providing additional road width and traffic sight distances for all road users. It will also help regulate parking on one side of the road, as random and haphazard parking creates blockages and restricts access especially for buses and larger vehicles.</p> <p>- The proposed restrictions would also assist access to properties by providing additional road width to manoeuvre in and out of driveways.</p> <p>- There is still a section of road between the new restrictions where parking is retained on both sides.</p> <p>- State Transit is responsible for the operations of buses in Sydney, and this suggestion has previously been forwarded to them for consideration and review of service levels. Additional School bus services also operate along Hudson Parade.</p>

5.0 MATTERS FOR NOTATION

ITEM 5.1	REQUEST FOR WORKS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/803898
ATTACHMENTS	NIL

GEOCODES: Various

REPORT

Council has approved the following Works Zone 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 advise Council of any extension of the Works Zone period prior to the expiry date. The extension is subject to approval by Council's Traffic Engineer.

Applicant	Location	Works Zone Length and Time	Requested Period
HD STRATA REMEDIAL PTY LTD	52 Eurobin Avenue MANLY NSW 2095	Length: 40 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	6 December 2021 to 24 January 2022
PCL & APR PTY LTD T/AS ICON HOMES	14 Evans Street FRESHWATER NSW 2096	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	10 January 2022 to 6 June 2022
R Marotta, A Marotta 41 South Creek Road DEE WHY NSW 2099	41 South Creek Road DEE WHY NSW 2099	Length: 11 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	17 January 2022 to 9 May 2022
Meticon Homes Pty Ltd C/- Platinum Planning Solutions Po Box 603 UPPER COOMERA QLD 4209	4 Woodbine Street NORTH BALGOWLAH NSW 2093	Length: 13 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	15 December 2021 to 20 February 2022
Meticon Homes PO Box 7510 NORWEST NSW 2153	7 Inglebar Avenue ALLAMBIE HEIGHTS NSW 2100	Length: 13 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	16 November 2021 to 04 April 2022
Newtown Built 24 Montgomery Street KOGARAH NSW 2217	195 Sydney Road FAIRLIGHT NSW 2094	Length: 25 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	26 November 2021 to 17 December 2021

PCL & APR Pty Ltd T/As Icon Homes Suite 5.12, 32 Delhi Road, NORTH RYDE NSW 2113	145 Wyndora Avenue FRESHWATER NSW 2096	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	10 January 2022 to 6 June 2022
Pacific Plus Constructions Pty Ltd UNIT 48, 49-51 Mitchell Road, BROOKVALE NSW 2100	15 Greycliffe Street, QUEENSCLIFF NSW 2069	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	10 January 2022 to 10 July 2023
Masterton Homes O/B Builder 2 Sappho Road, WARRICK FARM NSW 2170	41 South Creek Road DEE WHY NSW 2099	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	8 December 2021 to 30 April 2022
PCL & APR Pty Ltd T/As Icon Homes Suite 5.12, 32 Delhi Road, NORTH RYDE NSW 2113	14 Evans Street, FRESHWATER NSW 2096	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	10 January 2022 to 6 June 2022

RECOMMENDATION TO TRAFFIC COMMITTEE

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

ITEM 5.2	TABLE OF APPROVALS UNDER DELEGATION - DEC 2021
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/821692
ATTACHMENTS	1 Table of Approvals Under Delegation

GEOCODES: Various

REPORT

- Council's Transport Network Team obtained delegation from the Northern Beaches Council Local Traffic Committee on the 4 June 2019 to implement measures to reinforce existing controls under the NSW Road Rules as well as minor proposals, without reporting these matters to the Traffic Committee meeting
- It was agreed that a plan of the proposals will be forwarded to the Traffic Committee members for consideration. If no objections are received within the specified response time, the proposals will be approved under delegation and be presented in the agenda as a Matter for Notation.
- Except for statutory requirements, consultation with affected residents and businesses within the immediate vicinity of the proposal will still be required prior to consideration.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee:

- A. Notes the delegated approval of actions detailed in Attachment 1 – Table of Approvals Under Delegation

Table of Approvals Under Delegation - 7 December 2021

Location	Action	Consultation	Referral Sent Date	Approval Date
Oaks Avenue, Dee Why	- Install new linemarking for Accessible Parking spaces including a Shared Area. - Install removable bollard.	Properties consulted: N/A Support: N/A Object: N/A Reason for approval: The changes are required to enable vehicle access for maintenance of the new Gross Pollutant Trap in Dee Why Beach Reserve.	17 November 2021	24 November 2021
Greenwood Ave/Waratah Pde/Kwani Pl, Narrabeena	- Install 'Dividing Barrier (BB) Lines' at the intersection as shown on the plan.	Properties consulted: N/A Support: N/A Object: N/A Reason for approval: Proposed changes will help regulate the traffic at the intersection, hence traffic flow and safety will be improved.	17 November 2021	24 November 2021
Salt Pan Cove Regatta Reserve, Prince Alfred Parade, Newport	- Install 'No Stopping' restrictions along both sides of the road adjacent to the guardrail and the retaining wall with Salt Pan Cove Regatta Reserve. The restrictions on the south side will extend to the 'P Parallel Parking' sign on Prince Alfred Parade, Newport	Properties consulted: 11 Support: 2 Object: 2 Reason for approval: Due to the narrow width of road, any vehicles parking within the upper section of the reserve will obstruct traffic and block the road. Parking has only been removed where necessary.	17 November 2021	24 November 2021

ITEM 5.3
OUT OF SESSIONS APPROVAL - BEACONSFIELD STREET & CRESCENT ROAD, NEWPORT - RELOCATION AND UPGRADE OF PEDESTRIAN CROSSING & PARKING CHANGES**REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2022/016986****ATTACHMENTS**
1 Beaconsfield Street & Crescent Road, Newport - Aerial
2 Beaconsfield Street & Crescent Road, Newport – Signage and Line Marking Plan
3 Beaconsfield Street & Crescent Road, Newport - Table of Consultation
4 Beaconsfield Street & Crescent Road, Newport - Detailed Design Plan**GEOCODES: -33.661249, 151.312928****REPORT****BACKGROUND**

The proposal was issued to voting members for approval in early January to allow construction to be completed prior to Term 1 2022. All voting members supported the proposal.

Council has received funding from the Federal Stimulus Program, in which 32 schools throughout the Northern Beaches will gain upgrades to road infrastructure.

The existing pedestrian crossing at the frontage of No. 43 Beaconsfield Street has been identified for improvement. The pedestrian crossing currently services students of Newport Public School and residents situated on Beaconsfield Street.

LOCATION

- Beaconsfield Street is a local sub-arterial road with a 50km/h speed limit. A designated School Zone with a reduced 40km/h speed limit (8am-9.30am and 2.30pm-4pm School Days), commences from No.25 to No.56 Beaconsfield Street.
- Crescent Road is a collector road with a 40km/h Local Traffic Area speed limit. The road is approximately 1.6km in length and connects Waterview Street in Mona Vale to Beaconsfield Street in Newport.
- Crescent Road intersects Beaconsfield Street at the stem of a T-intersection and is priority controlled.
- Beaconsfield Street has a road width of 11.5 metres between kerbs and there are constructed footpaths on both sides of the road.
- Crescent Road has a road width of 8 metres between kerbs and there is a constructed footpath on the western side of the road.
- Newport Public School is located to the north of Beaconsfield Street, and a collection of Newport shops are to the west.
- Adjacent land use generally consists of low-density housing on Beaconsfield Street and Crescent Road.
- The '199 Manly to Palm Beach' bus route operates along Beaconsfield Street with services every 10 minutes during peak times.

- There are two Bus Stops on the northern and southern kerb sides in front of Newport Public School. Both Bus Stops are signposted with a 'Bus Zone'.
- There is an existing indented bus bay along the frontage of Newport Public School and is signposted 'Bus Zone 8am-9.30am and 3pm-4pm School Days'.
- Section of 'P2 8am-9.30am and 2.30pm-4pm School Days' timed parking restrictions have been installed between No.32 Beaconsfield Street to the existing indented parking bay.
- There is 'No Parking 8:30am-9:30am 3pm-4pm' to the east of the intersection of Beaconsfield Street and Crescent Road.
- There are sections of dividing (barrier) lines along Crescent Road that does not permit on-street parking.
- Five-year crash data shows there have been zero crashes at this section of Beaconsfield Street and Crescent Road.

ISSUES

- A Road Safety Audit was conducted around Newport Public School as well as various pedestrian routes to and from the school. A Road Safety Audit was conducted to improve road safety around this school, with consideration of infrastructure and parking improvements, and educational and enforcement initiatives.
- The audit was carried out in two stages - Stage 1 involved an examination of all the physical aspects of the audited roads including road layout, road and footpath condition, signage, line marking, kerb and gutters, streetlights; Stage 2 involved observation of all the behavioural aspects of the school. This included (but was not limited to) traffic patterns, driver and pedestrian behaviours, drop off and pick up arrangements, and student interchanges with private or public transport.
- The Road Safety Audit has identified key issues in the area which included concerns about the existing pedestrian crossing. Similarly, this has been raised by the school community.
- The pedestrian crossing is used predominantly by students of Newport Public School during school days and patrons visiting Newport shops.
- The existing pedestrian crossing is located on a driveway creating an unsafe crossing environment for pedestrians.
- It has been identified that the existing indented bus bay is used as a turning bay to conduct U-turns on Beaconsfield Street. This is an illegal and unsafe manoeuvre due to the dividing (barrier) lines present on Beaconsfield Street.
- It has been observed that drivers are stopping in illegal locations when performing drop-off and pick-up transactions.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to relocate the existing pedestrian crossing and upgrade it to a raised pedestrian crossing. Additionally, Council proposes parking changes aimed to improve school safety and operations around Newport Public School, in line with the Road Safety Audit.

The detailed design plan (refer to Attachment 2 – Beaconsfield Street & Crescent Road, Newport – Detail Design Plan) outlines the proposed works on Beaconsfield Street and includes the following treatments:

- Relocation and construction of a new raised pedestrian crossing. The raised pedestrian crossing will be 75mm high to accommodate bus services on this section of road.

- Providing kerb extension on the northern kerbside.
- Reconstruction of existing kerb and gutter and providing landscaped kerb extension on the southern kerbside.
- Constructing kerb ramps and concrete footpath to align with new pedestrian crossing.
- Removal of indented bus bay in order to prevent illegal manoeuvre
- Removal of existing pedestrian crossing, median island, kerb blister and associated signage and line marking.
- Installing associated signage and pavement line.

The detailed design plan (refer to Attachment 2 – Beaconsfield Street & Crescent Road, Newport – Detail Design Plan) also outlines works on Crescent Road that includes the following treatments:

- Installation of a 'STOP' arrangement and shifting the associated 'STOP' line forward to align with the proposed landscaped kerb extension.
- Introduction of a 'Do Not Queue Across Intersection' sign at the intersection with Beaconsfield Street.
- Realigning dividing (barrier) lines to provide additional parking spaces along the frontage of No.166 to No.170 Crescent Road. Edge lines are used to delineate the parking spaces from the trafficable lane.

The signage and line marking plan (refer to Attachment 3 - Beaconsfield Street & Crescent Road, Newport – Signage and Line Marking Plan) includes the following parking changes on Beaconsfield Street:

- Consolidation of the two adjacent 'Bus Zones' along the frontage of the Newport Public School.
- Introduction of 10-minute parking between the hours of 8AM-9:30AM and 2:30PM-4PM School Days to provide an additional drop-off and pick-up area and deter illegal road user behaviours.
- Removal of existing 'No Parking 8:30AM-9:30AM 3PM-4PM School Days' restrictions to provide unrestricted parking east of the intersection with Crescent Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Safety for pedestrians will be improved by prioritising pedestrian movement across Beaconsfield Street and the raised pedestrian crossing also provides traffic calming to reduce vehicle speeds in the area. Kerb extensions are proposed in conjunction with the pedestrian crossing to reduce the crossing point at the intersection.
- Beaconsfield Street is part of the existing Road Cycling Network and proposed Safe Cycling Network.
- Crescent Road is part of the existing Road Cycling Network
- The proposal will have no impact on people cycling and does not affect any future planned facilities.

CONSULTATION

Consultation letters have been distributed to 139 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 4 – Beaconsfield Street & Crescent Road, Newport - Table of Consultation.

Additionally, an in-person meeting was conducted with the Newport Public School and a resident separately.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the out-sessions approval and the specific actions:

- A. The relocation of the existing pedestrian crossing, upgrade to a raised pedestrian crossing with kerb extensions and associated signposting and line marking on Beaconsfield Street and Crescent Road, Newport.
- B. Removal of existing pedestrian crossing, median island, kerb blister and associated signage and line marking at No.43 Beaconsfield Street, Newport
- C. Installation of 'Bus Zone' and 'P10 830AM-9:30AM 3PM-4PM School Days' along the frontage of Newport Public School, Beaconsfield Street, Newport.
- D. Removal of existing 'No Parking 8:30AM-9:30AM 3PM-4PM School Days' restrictions between No.25 to No.27 Beaconsfield Street, Newport.



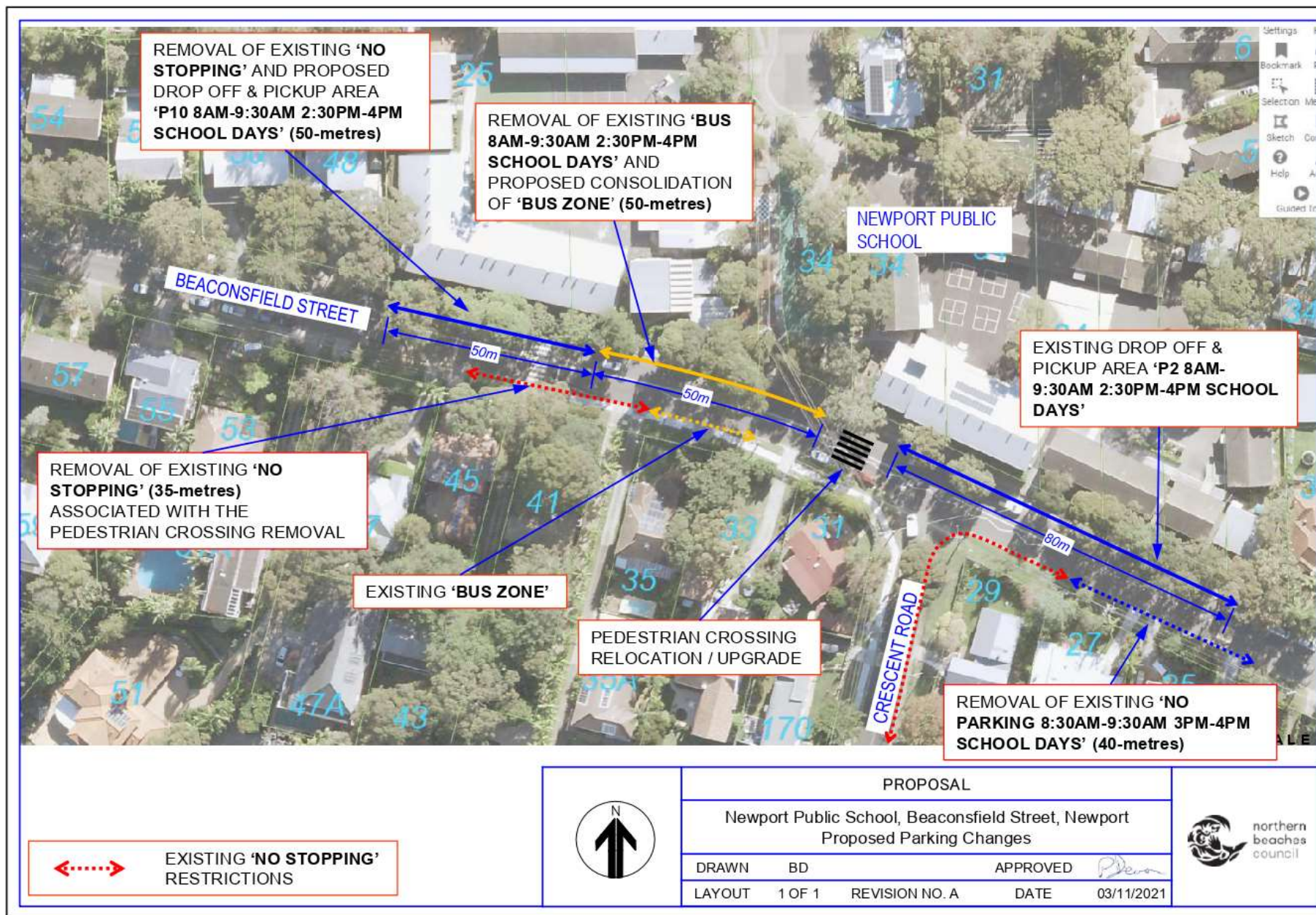


Table of Consultation

Address	Beaconsfield Street & Crescent Road, Newport
Proposal	Relocation and Upgrade of Pedestrian Crossing & Parking Changes

Properties Consulted	139
Responses Received	9
Support	3
Do Not Support	6

Issue	Resident Comment	Council Response
Loss of Parking	<i>There will be a loss of parking near our property</i>	The proposal returns parking to the community, as there is a net gain in parking spaces. Additionally, parking is proposed on Crescent Road, by shifting the centre line to provide parking on one side of the street.
Noise	<i>The speed hump will create lots of noise and will be disruptive</i>	The raised concrete threshold will be 75mm high to accommodate buses and larger vehicles. The transition up and down the ramps will be smooth as vehicles reduce speed.
Waste of Council Funds	<i>Why does the current one need to be move, this is a waste of council funding</i>	This proposal is to be funded by the Federal Government through their Federal Stimulus - School Infrastructure Program. The existing crossing is non-compliant and has been raised by road safety auditors and the school community for improvement. The relocation is required due to avoid impacts to driveways.
Reduction of Kiss & Drop Spaces	<i>This will take away from the school and be more dangerous for the students</i>	An in person meeting with the Principal and Teachers of Newport Public School was conducted. They are supportive in the parking changes. Additional parking is also proposed in a separate Traffic Committee Item.
Difficulty to Exit Crescent Road	<i>The proposal will make exiting Crescent Road impossible and will make visibility worse</i>	It is proposed to include a "DO NOT QUEUE ACROSS INTERSECTION" sign to prevent vehicles from blocking Crescent Road as they stop for the pedestrians at the crossing. The crossing has been shifted west from the original design, to provide more space between Crescent Road and the Crossing.

Visibility and Safety	<i>The new position will make it harder to see pedestrians and is unsafe</i>	The new position provides better visibility of pedestrians. Currently vehicles travelling west have obstructed vision of pedestrians due to the inner bend and parked vehicles. With the new position vehicles travelling west will have clear visibility for pedestrians and vehicles travelling east will have clear vision as they are on the outer bend.

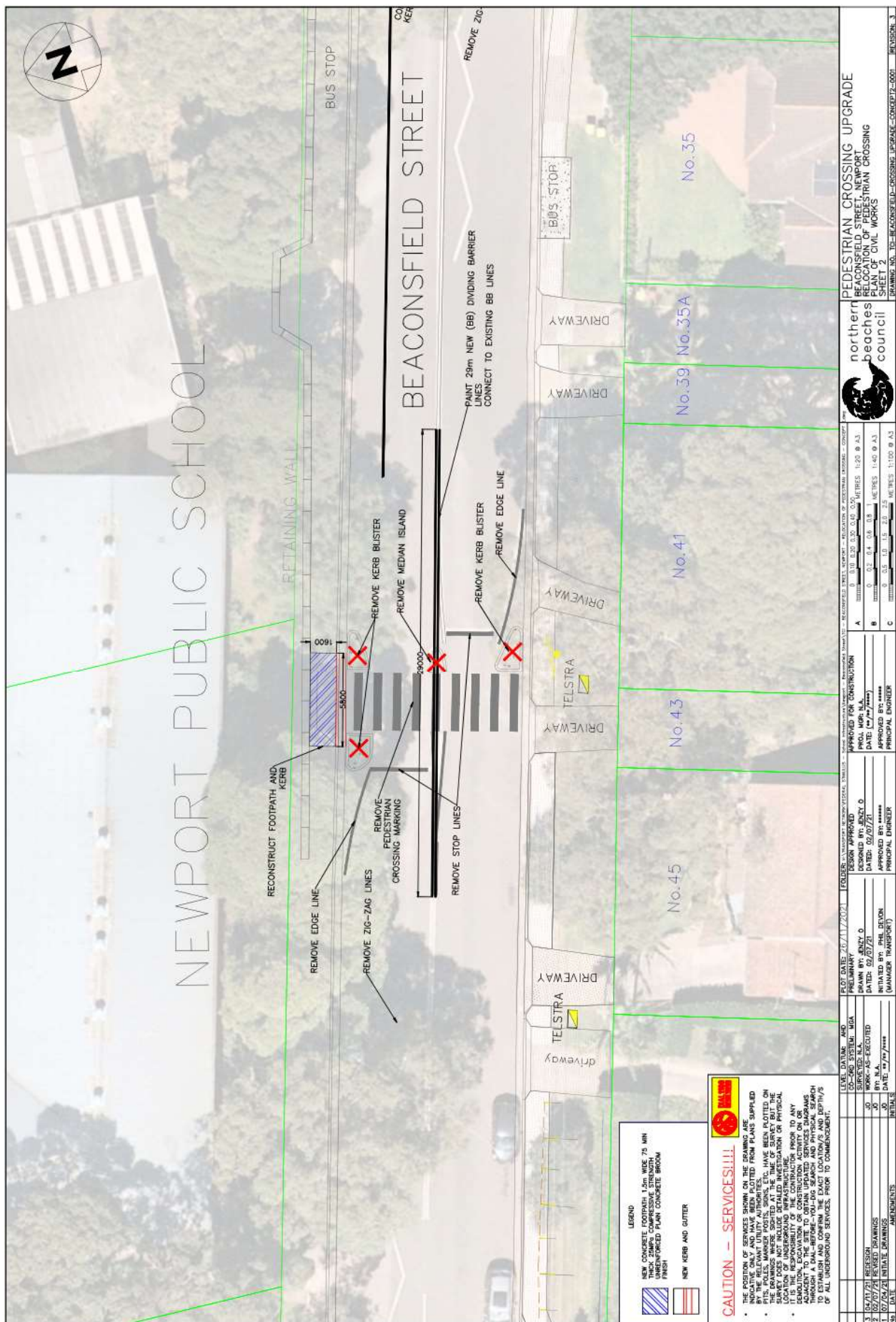
**PEDESTRIAN CROSSING RELOCATION &
UPGRADE - BEACONSFIELD ST, NEWPORT**

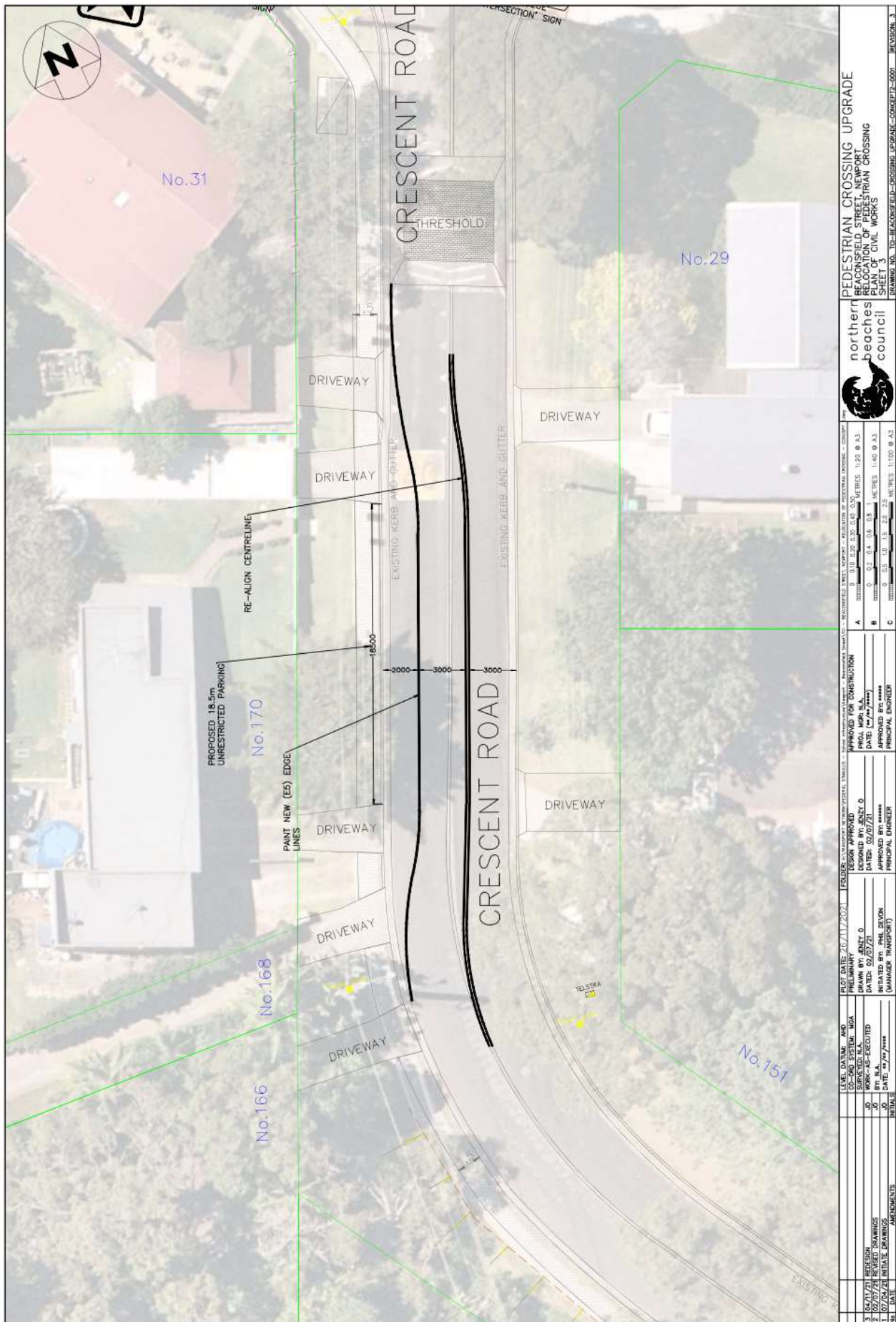


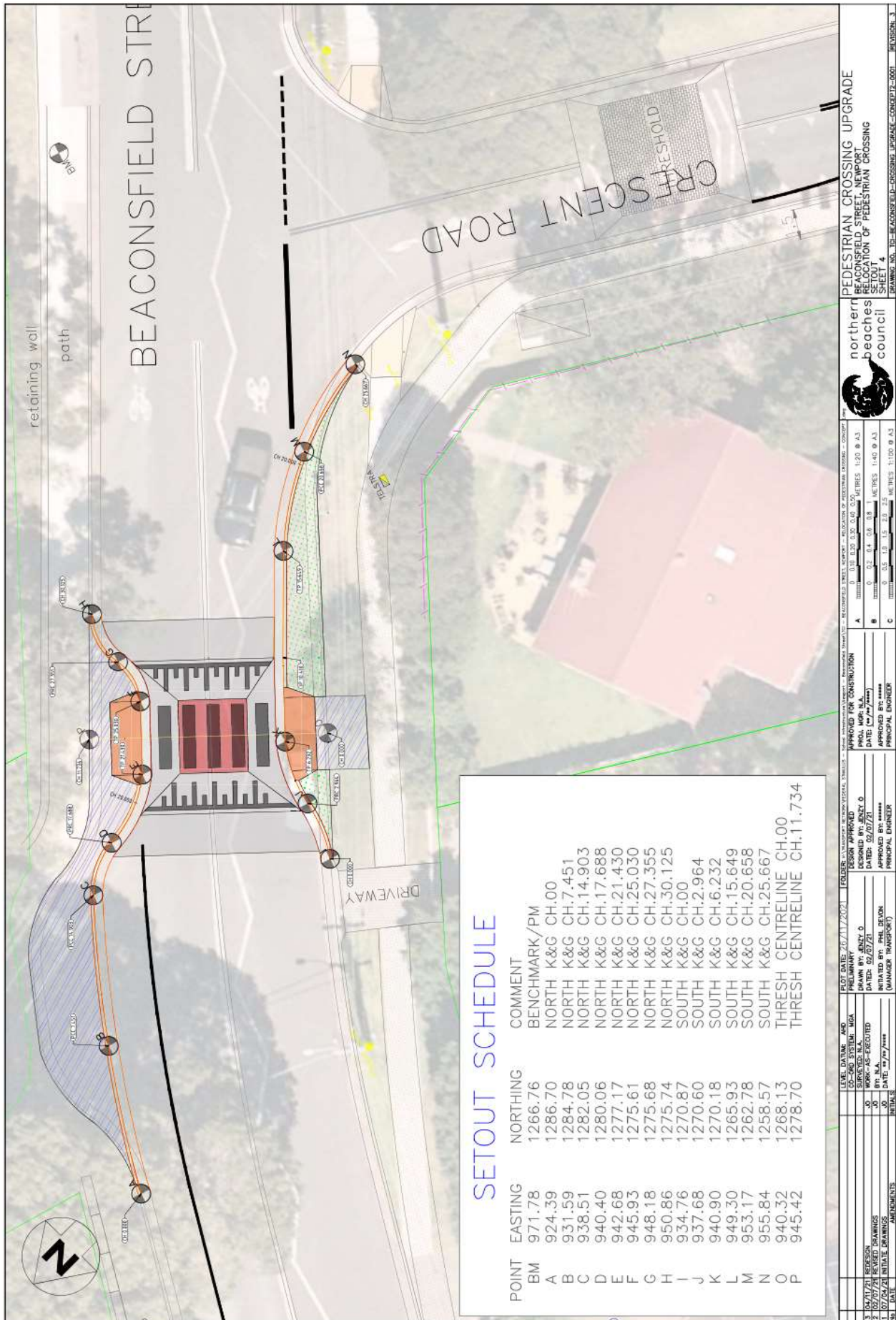
LOCALITY PLAN
NOT TO SCALE

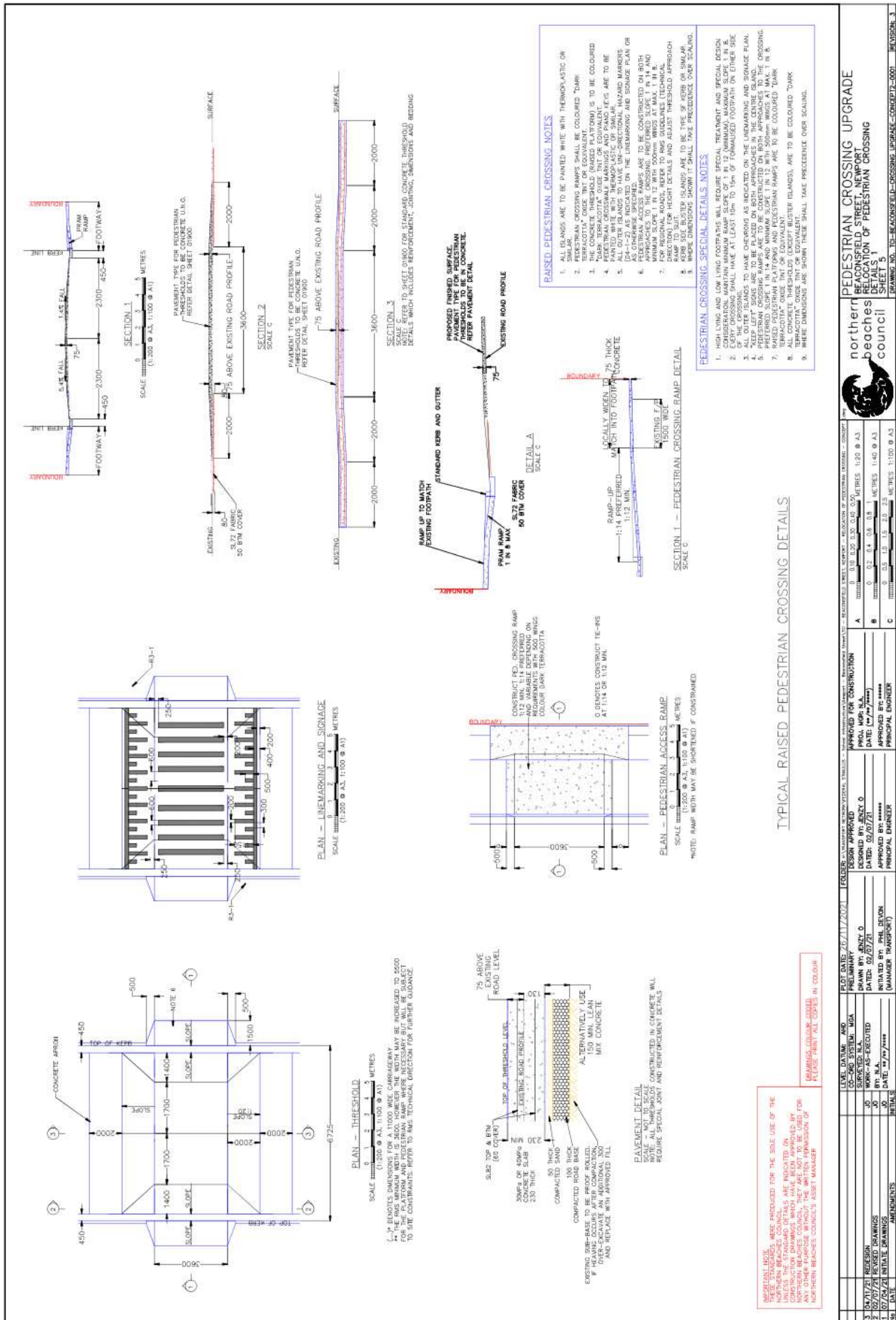
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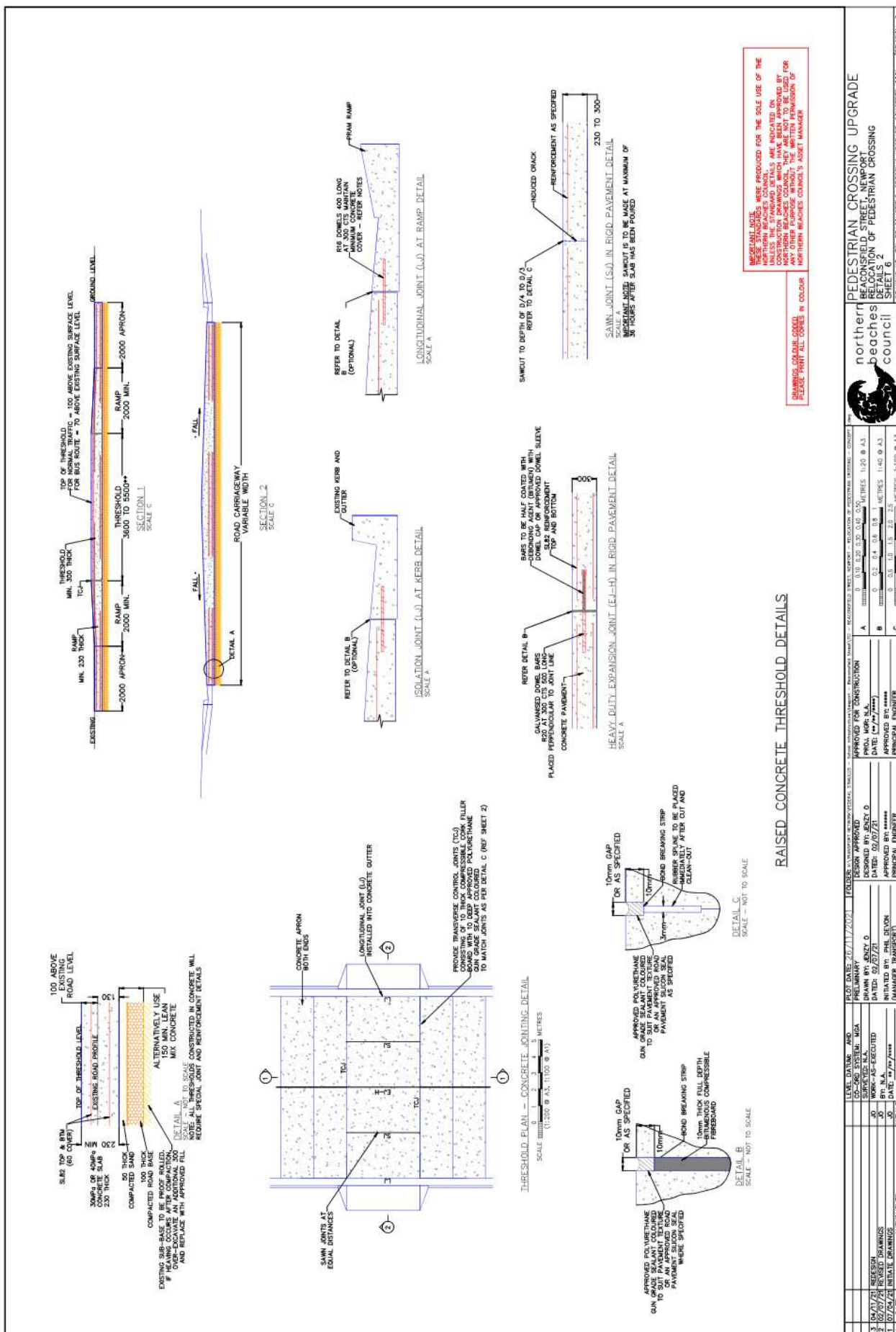












FOOTPATH SCHEDULE				
FOOTPATH WIDTH (mm)	SUB-THICKNESS (mm)	DISTANCE BETWEEN TOLUID JOINTS (mm)	DISTANCE BETWEEN EXPANSION JOINTS (mm)	REINFORCEMENT (SHIMMAGE CONTROL ONLY)
1500	75	1500	4500	NIL
1800	75	1800	5400	NIL
2000	100	2000	6000	NIL

FOOTPATH SCHEDULE

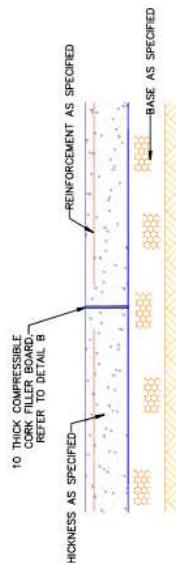
- NOTES
- | | |
|----|----------------------------|
| 1. | MINIMUM FOOTPATH WIDTH |
| 2. | CATEGORY 2 PEDESTRIAN AREA |
| 3. | CATEGORY 1 PEDESTRIAN AREA |

STANDARD CONCRETE FOOTPATH NOTES

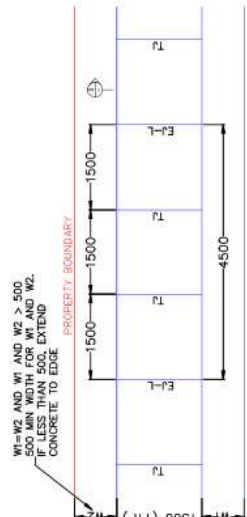
1. FOOTPATHS TO HAVE A MAX. 2.4% GROSSF. TOWARDS THE KERB (APPROXIMATELY 37.5mm FALL OVER A 1.5m wide FOOTPATH), AND BROOM FINISHED UNDO.
2. CONCRETE EDGES SHALL BE FINISHED WITH AN EDGING TOOL.
3. ALL CONCRETE SURFACES SHALL BE CURED BY BRUSHING ON A MINIMUM UNLESS OTHERWISE SPECIFIED DAY COMPRESSIVE STRENGTH OF 25MPa MINIMUM.
4. MINIMUM CONCRETE COVER TO (REINFORCEMENT) TO BE 30mm UNLESS NOTED OTHERWISE.
5. CONCRETE FOOTPATHS SHALL BE LAID ON A MINIMUM 75mm THICK ROAD BASE D8/20 (COMPACTED TO MINIMUM 98% MAXIMUM DRY DENSITY) OR 50mm THICK SAND (WELL COMPACTED TO DENSITY INDEX OF NOT LESS THAN 65%)
6. COUNCIL REQUIRES 24 HOURS NOTICE PRIOR TO POURING OF CONCRETE TO ALLOW FOR WORKMAN AND MATERIALS TO BE DELIVERED TO SITE.
7. ALL CONCRETE WORK SHALL BE INSPECTED AND SHALL BE POURED UNTIL THE EXCAVATION AND FORTHWORK HAVE BEEN INSPECTED.
8. EXCAVATE TO MINIMUM UNIFORM CONCRETE SLAB THICKNESS AND BEDDING COURSE AS SPECIFIED. REFER TO DETAILS.
9. PLAN CONCRETE IS TO BE USED EXCEPT FOR PEDESTALIAN RAMPS (PRAM RAMPS) WHERE THE SLAB IS TO BE POURED ONTO EXISTING PAVEMENT OR ONTO A CONCRETE SUBGRADE. PROVIDE A COAT OF RIGID BOND BREAKER BETWEEN THE INTERFACE TO ENSURE THAT THE CONCRETE WILL SET EVENLY THROUGHOUT THE WHOLE SECTION.
10. ALL CONCRETE WORK SHALL BE FINISHED TO A FINISH SPECIFIED IN THE DRAWINGS. PLACE REINFORCEMENT FABRIC CENTRALLY USING SACS AS PROPS AND ENSURING THAT THERE WILL BE AT LEAST 30mm MINIMUM COVER (FOR FOOTWAY SLABS) BETWEEN THE REINFORCEMENT AND EXTERNAL SURFACE OF THE SLAB.
11. CONCRETE IS TO BE FULLY CURED TO ENSURE THAT IT DOES NOT RESULT IN CRACKING. CONCRETE SHALL BE CURED BY BRUSHING ON A MINIMUM UNLESS OTHERWISE SPECIFIED DAY COMPRESSIVE STRENGTH OF 25MPa MINIMUM AND REQUIRES PROPER CURING BY KEEPING IT CONTINUOUSLY WET FOR A MINIMUM OF 7 DAYS IMMEDIATELY AFTER THE POUR OR BY COVERING WITH CLEAR PLASTIC SHEETS.
12. CONCRETE WORKS SHALL BE IN ACCORDANCE WITH AS 3600.
13. COMPRESSIBLE FILLER BOARD USE AS CONSTRUCTION JOINTS SHALL BE BITUMEN IMPREGNATED FIREBOARD.
14. SAWN JOINTS WHERE REQUIRED ARE TO BE CUT AFTER THE CONCRETE HAS SET.
15. CONCRETE SHALL NOT BE DAMAGED BY THE SAWING BUT BEFORE SHRINKAGE CRACKS CAN OCCUR.
16. PROVIDE "SMART URBAN" OR "LOOK SCOPS" AS SPECIFIED FOR ALL SIGN POSTS UNDO.
17. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALING.

TANDARD JOINT NOTES

- KEYED JOINTS AND DOMELS ARE TO BE PLACED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
2. OTHERWISE (U.L.C.), A 28 DAY COMPRESSIVE STRENGTH OF 25MPa MINIMUM UNLESS NOTED OTHERWISE SHALL APPLY.
3. REINFORCEMENT SHALL BE PLACED WITH A MAXIMUM SLUMP OF 80mm.
4. REINFORCEMENT WESH OR BAR MAY ONLY BE REQUIRED TO ACCOMMODATE DOMELS.
5. DOMELLING OF BACKPACK TO DRYWALL ONLY REQUIRED WHERE POOR SUB-BASE IS ENCOUNTERED.
6. ALL DOMELS ARE TO BE GRADED 400 STEEL TO AS3679.91.
7. ALL DOMELS ARE TO BE REINFORCED WITH 10mm REINFORCEMENT PLACED.
8. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.



SCALE A

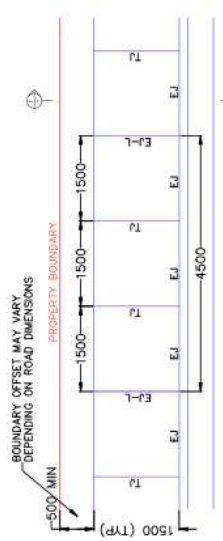


TYPICAL FOOTPATH PLAN - CENTRED

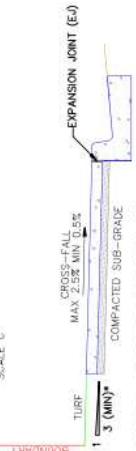


3
—
TYPICAL FOOTPATH SECTION
SCALE B

***NOTE: WHERE BATTER EXCEEDS 1 IN 3, RETAINING WALL OR EDGE BEAM MAY BE REQUIRED UPSIDE OF FOOTPATH (REFER DETAIL). LOCATION TO BE DETERMINED ON SITE



TYPICAL FOOTPATH PLAN - KERB SIDE



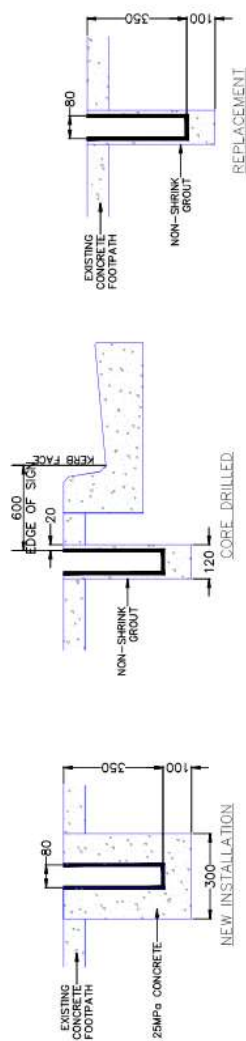
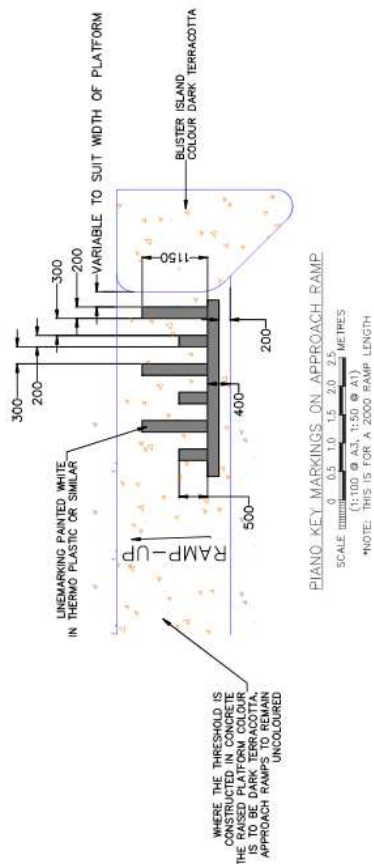
TYPICAL FOOTPATH SECTION

*NOTE: IF BATTER EXCEEDS 1 IN 3, RETAINING WALL OR
EDGE BEAM MAY BE REQUIRED UPSIDE OF FOOTPATH
(REFER DETAIL). LOCATION TO BE DETERMINED ON SITE

IMPORTANT NOTE: THESE STANDARDS WERE PRODUCED FOR THE SOLE USE OF THE NORTHERN BEACHES COUNCIL. UNLESS THE STANDARD DETAILS ARE INDICATED ON CONSTRUCTION DRAWINGS WHICH HAVE BEEN APPROVED BY NORTHERN BEACHES COUNCIL, THEY ARE NOT TO BE USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF NORTHERN BEACHES COUNCIL'S ASSET MANAGER.

**DRAWINGS COLOUR CODED
PLEASE PRINT ALL COPIES IN COLOUR**

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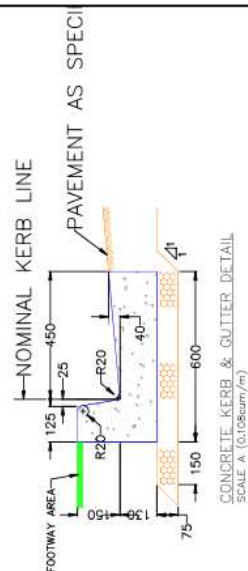
TYPICAL DETAILS - SIGN POST FIXTURES USING "SMARTURBAN" SOCKET FIXTURE SCALE A

PEDESTRIAN CROSSING LINEMARKING AND SIGNAGE NOTES

1. ALL PAVEMENT MARKING AND SIGN POSTING TO BE IN ACCORDANCE WITH ROADS AND MARITIME SERVICES (RWS) GUIDELINES AND AS1742.
2. THE DETAILS SHOWN ARE INDICATIVE ONLY AND MAY BE MODIFIED SUBJECT TO SITE CONSTRAINTS.
3. UNPAVED DRIVEWAYS TO BE PAVED WITH ASPHALT OR BITUMEN AT 500mm TO 1200mm SPACING OR AS ADVISED BY COUNCIL'S TRAFFIC ENGINEER.
4. ALL ISLANDS AND MOUNTABLE KERB FACES ARE TO BE PAINTED WITH REFLECTIVE THERMOPLASTIC WHITE PAINT.
5. ALL ISLANDS AND MOUNTABLE KERB FACES ARE TO BE PAINTED WHITE IN THERMOPLASTIC OR SIMILAR.
6. WHITE BARBER (BB) LINES ARE TO BE PAINTED WHITE IN THERMOPLASTIC OR SIMILAR.
7. WHERE NO CENTRAL MEDIAN ISLAND IS REQUIRED, BB LINES ARE TO BE INSTALLED TO SUIT.
8. IF BULDER ISLANDS ARE TO BE CONSTRUCTED, UNIDIRECTIONAL HAZARD MARKERS (STROBES) ARE TO BE INSTALLED ON ALL OF THE FOUR BULDER ISLANDS OR AS OTHERWISE SPECIFIED.
9. ALL SIGN POSTS ARE TO BE HELD IN POSITION WITH V-LOCS OR AS OTHERWISE SPECIFIED.
10. ENSURE THAT ALL SIGN POSTS INCORPORATING RELOCATION OF STREET SIGNS ARE PLACED IN THE CORRECT POSITION TO AVOID OBSTRUCTION OF THE DRIVEWAY OR DRIVEWAY ENTRANCE.
11. REFER TO LINE MARKING AND SIGNAGE LOCATIONS PLAN FOR FURTHER DETAILS.
12. WHERE PHYSICAL AND LINE MARKING AT THE LOCATIONS SHOWN CANNOT BE INSTALLED DUE TO SITE CONSTRAINTS, COUNCIL'S TRAFFIC ENGINEER IS TO ADVISE OF THE APPROPRIATE TRAFFIC CONTROL MEASURES TO BE CARRIED OUT PRIOR AND DURING CONSTRUCTION IN ACCORDANCE WITH AS1742.3:1985.

DESIGN POST FIXTURE NOTES

1. "SMARTURBAN" SOCKETS GENERALLY TO BE USED TO INSTALL SIGNS IN THE FOOTWAY UNLESS NOTED OTHERWISE.
2. "LOOKSOCKET" FIXTURES ARE GENERALLY USED TO FIX SIGN POLES IN THE PLANTER ISLANDS. THESE ARE NOT RECOMMENDED TO BE USED IN THE FOOTWAY UNLESS NOTED OTHERWISE.
3. "SMARTURBAN" FIXTURES ARE THE BLACK PLASTIC SOCKETS WITH WEDGES.
4. "LOOKSOCKET" FIXTURES ARE WHITE SOCKETS WITH TAPEDED PIN.
5. "LOOKSOCKET" FIXTURES ARE USED TO MOUNT THE CONTRACTIONS TO PROVIDE A "POSS" OR EQUIV. WHEN NOT SPECIFIED.
6. INSTALLATION DETAILS ARE TO BE INCORPORATED INTO ANY WORKS AFFECTING EXISTING OR FUTURE SIGNAGE NEEDS.
7. THE SIGNAGE SHALL BE INSTALLED TO THE SIGNAGE POLES IN ACCORDANCE TO THE LOCATIONS AS SHOWN ON THE PLAN.
8. POLES ARE TO BE INSTALLED SO THAT THEY ARE EXISTING AND PLUMB WITH THE NEW SURFACE.
9. THE SIGNAGE POLES ARE TO BE CORE HOLE DRILLED INTO THE EXISTING FACILITY.



STANDARD KERB AND GUTTER NOTES

1. KERB AND GUTTER, CONCRETE EDGING, DISH OR FLANGE TYPE, THE INSIDE BEING FINISHED TO MATCH THE ADJACENT PAVED SURFACE. THE PLAIN CONCRETE BE FINISHED WITH A STEEL TROWEL.
2. THE MINIMUM COMPRESSIVE STRENGTH SHALL BE 25MPA AT 28 DAYS.
3. ALL ELEMENTS CONSTRUCTED USING SUPPORT, SHALL BE CONSTRUCTED TO THE SPECIFICATION REQUIRED. THE CONCRETE COMPRESSIVE STRENGTH IS NOT LESS THAN 32MPA AT 28 DAYS.
4. WHERE COUNCIL OR ITS REPRESENTATIVE DIRECTS CONTRACTOR TO LOWER THE CURB OR TO DEEPEN SLOPE OF THE GUTTER, THE CONTRACTOR SHALL SAW CUT IN THE GUTTER AVENT AND REMOVE THE KERB AND OR LAYBACK.
5. WHERE EXISTING KERB AND ASSOCIATED ELEMENT SHOWS WEAR AND IS NOT IN A GOOD CONDITION, THE CONTRACTOR SHALL REPLACE WITH AN ASPHALT SUBGRADE AND INSTALLED ASPHALT STRIP TO MAKE SMOOTH TRANSITION.
6. THE CONSTRUCTION OF ALL VEHICLE CROSSINGS, THE ASSOCIATION WORKS WITHIN THE ROAD, SHALL BE IN ACCORDANCE WITH THE ROAD AND TRAFFIC ACT 1988 AND THE ROAD AND TRAFFIC APPROVED CONTRACTOR.

IMPORTANT NOTE
THESE STANDARDS WERE PRODUCED FOR THE SOLE USE OF THE NORTHERN BEACHES COUNCIL.
UNLESS THE STANDARD DETAILS ARE INDICATED ON CONSTRUCTION DRAWINGS WHICH HAVE BEEN APPROVED BY NORTHERN BEACHES COUNCIL, THEY ARE NOT TO BE USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF NORTHERN BEACHES COUNCIL'S ASSET MANAGER

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ITEM 5.4	OUT OF SESSIONS APPROVAL QUEENS PARADE & STUART STREET, NEWPORT - PARKING CHANGES
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/016988
ATTACHMENTS	1 Queens Parade & Stuart Street, Newport - Aerial 2 Queens Parade & Stuart Street, Newport - Plan 3 Queens Parade & Stuart Street, Newport - Table of Consultation

GEOCODES: -33.659856, 151.312747

REPORT

BACKGROUND

The proposal was issued to voting members for approval in early January to allow construction to be completed prior to Term 1 2022. All voting members supported the proposal.

Council conducted a Road Safety Audit around Newport Public School and subsequently has been investigating changes aimed to improve school safety and operations on Queens Parade and Stuart Street, Newport.

LOCATION

- Queens Parade is a local road with a 50km/h speed limit. A designated School Zone with a reduced 40km/h speed limit (8am-9.30am and 2.30pm-4pm School Days), commences from No.19 to No.45 Queens Parade.
- Stuart Street is a local road that intersects Queens Parade and is controlled by 'Stop' signs on both sides of the intersection.
- Stuart Street lies with the designated School Zone and terminates at a cul-de-sac at its southern end.
- Queens Parade has a road width of 9.9 metres between kerbs and there are constructed footpaths on both sides of the road.
- Stuart Street has a road width of 8.9 metres between kerbs and there is a constructed footpath on the western side of the road.
- Newport Public School is located to the south of Queens Parade and a collection of Newport shops are to the west.
- Trafalgar Park and Trafalgar Park carpark is located on the north-western corner of Queens Parade and Stuart Street. Parking within Trafalgar Park carpark is unrestricted.
- Adjacent land use generally consists of low-density housing, east of the intersection with Stuart Street and medium-density housing, west of the intersection.
- There are two raised pedestrian crossings on this section of Queens Parade, west and east of the intersection with Stuart Street.
- There is a speed hump in the section of Stuart Street to the south of Queens Parade
- On-street parking is generally unrestricted on Queens Parade, however, there are two drop-off and pick-up areas signposted 'P2 8am-9.30am and 2.30pm-4pm School Days' along the frontages of No.26 to No.32 Queens Parade and No.23 to the existing 'No Stopping' restrictions, adjacent to the pedestrian crossing.
- The Queens Parade and Stuart Street intersection are signposted with 'No Stopping' restrictions.
- There is 'No Stopping' restrictions along the eastern kerbside to the cul-de-sac in Stuart Street.

- A 'Loading Zone 7am-12pm School Days' is located adjacent to the driveway at the rear of Newport Public School.
- There are no bus routes that service the section of Queens Parade and Stuart Street.
- Five-year crash data shows there have been zero crashes at this section of Queens Parade and Stuart Street.

ISSUES

- A Road Safety Audit was conducted around Newport Public School as well as various pedestrian routes to and from the school. kA Road Safety Audit was conducted to improve road safety around this school, with consideration of infrastructure and parking improvements, and educational and enforcement initiatives.
- The audit was carried out in two stages - Stage 1 involved an examination of all the physical aspects of the audited roads including road layout, road and footpath condition, signage, line marking, kerb and gutters and streetlights.
- Stage 2 involved observation of all the behavioural aspects of the school. This included (but was not limited to) traffic patterns, driver and pedestrian behaviours, drop-off and pick-up arrangements, and student interchanges with private or public transport.
- The Road Safety Audit has identified key issues in the area which included concerns about illegal parking and driver behaviour. Similarly, this has been raised by the school community.
- The audit reports drivers are stopping in illegal locations when performing drop-off and pick-up transactions.
- Vehicles can be seen queuing across the access into Stuart Street. As such, blocking movements into and out of Stuart Street, including other drivers picking up students.
- Vehicles can be seen stopping in the cul-de-sac in Stuart Street. A stopped vehicle obstructs other vehicles from using the cul-de-sac and forces them to perform a three-point turn including a reversing adjustment movement in a pedestrianised area.
- Vehicles can be seen stopping within the 'No Stopping' restrictions at the intersection of Queens Parade and Stuart Street. As this is adjacent to the existing pedestrian crossing, vehicles stopped in this location may increase the risk of pedestrians or students being visually obscured and hence, impacted by approaching vehicles.
- Vehicles are seen queuing and double parking at the carpark within Trafalgar Park.
- There is limited access to and turnover of parking caused by the long-term parking of boat and box trailers in Trafalgar Park.

PROPOSAL

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

- Introduction of a 'No Stopping' restriction in Stuart Street, Newport. The restriction will operate during school pick-up and drop-off times (8am-9:30am and 2:30pm-4pm) to remove the risk of conflict between traffic and vulnerable pedestrians.
- Change existing time restrictions for the 'Loading Zone' to 9:30am-2:30pm (outside of school pick-up and drop-off period).
- Extend existing drop-off and pick-up area by 30-metres to the driveway of Property No.19 Queens Parade to provide an additional Drop-off and Pick-up area and deter illegal road user behaviours.

- Extend the times of operation in the drop-off and pick-up area to 10-minutes to allow for additional time to drop-off and pick-up.
- Introduction of 4-hour and 8-hour parking between the hours of 7am-7pm Monday to Friday in the Trafalgar Park carpark to remove long-term parking of boat and box trailers and promote a turnover.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Safety for pedestrians will be improved by providing more parking opportunities during school pick-up and drop-off times (8am-9:30am and 2:30pm-4pm) and aims to deter illegal road user behaviour.
- Queens Parade is included in the Safe Cycling Network. However, the proposal will have no impact on people cycling and does not affect any future planned facilities.

CONSULTATION

Consultation letters have been distributed to 147 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 3 – Queens Parade & Stuart Street, Newport - Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Stopping 8am-9:30am 2:30pm-4pm School Days' restrictions in Stuart Street, Newport.
- B. Changes of the existing 'Loading Zone 7am-12pm School Days' to 'Loading Zone 9:30am-2:30pm School Day' in Stuart Street, Newport
- C. Extension of the drop-off and pick-up area and changes from 'P2 830am-9:30am 3pm-4pm School Days' to 'P10 830AM-9:30AM 3PM-4PM School Days' on Queens Parade, Newport.
- D. Installation of '4P 7am-7pm Monday to Friday' and '8P 7am-7pm Monday to Friday' in Trafalgar Park carpark, Queens Parade, Newport.
- E. That Council monitors the effectiveness of proposed parking restrictions



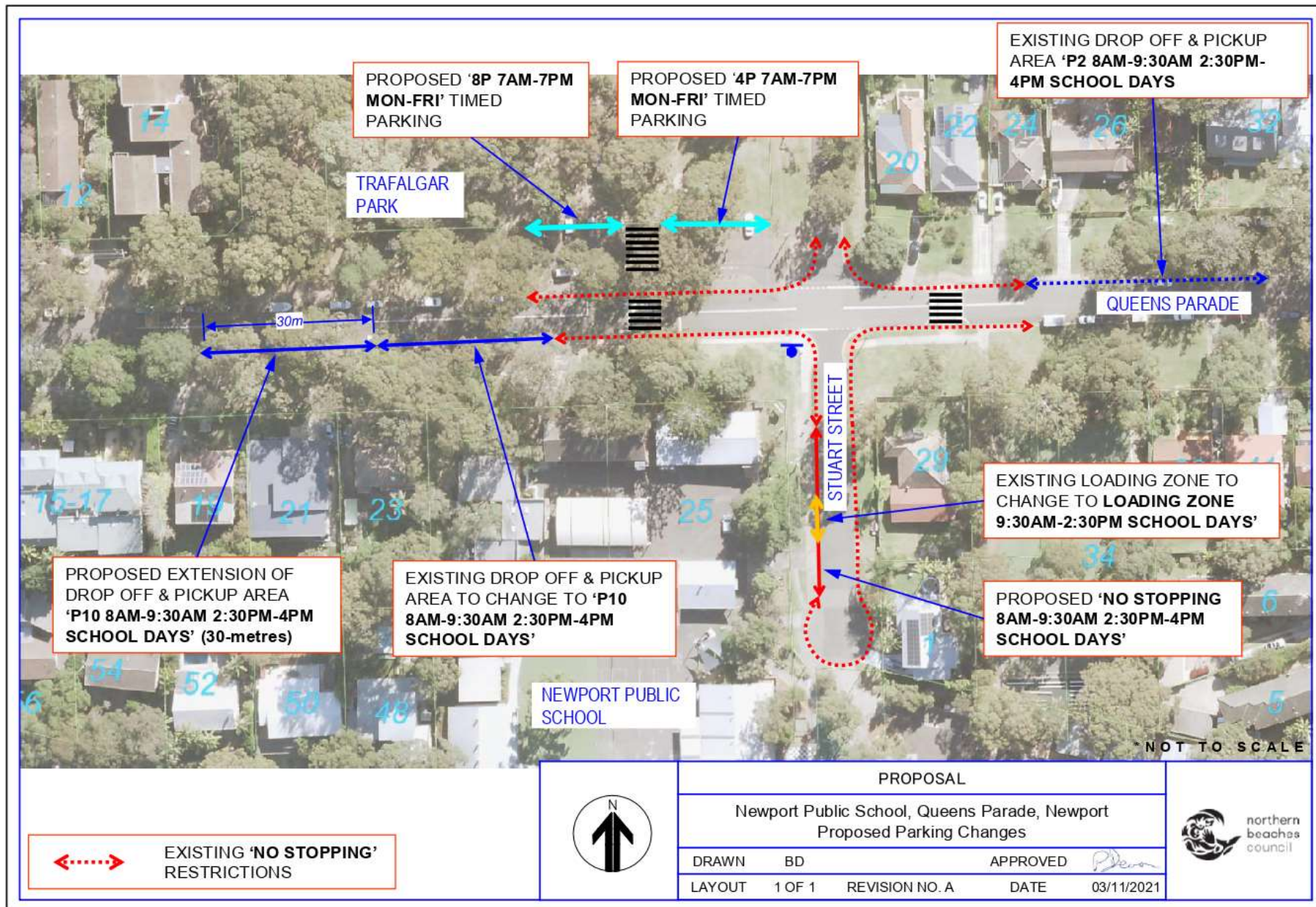


Table of Consultation

Address	Queens Parade & Stuart Street, Newport
Proposal	Parking Changes

Properties Consulted	147
Responses Received	7
Support	5
Do Not Support	2

Issue	Resident Comment	Council Response
Parking Availabilities	<i>"The main problem is pick-ups in the afternoon with everyone completing for the few parking spots. Some arriving 30 minutes early to get a spot close to the school gate. As the morning drop-offs are staggered this does not appear to be an issue. The traffic situation has got so bad that on numerous occasions I have been unable to get in or out of my drive due to parents/carers parking across my drive or parking in my drive. ~ Unfortunately, these changes will only work if it is policed."</i>	The aim of the proposed parking changes is to provide additional pick-up and drop-off areas in locations where needed.
Boat and Box Trailer Parking	<i>"Residents of Queens Parade are extremely concerned that all the boats and trailers parked in Trafalgar Park will simply move to park in Queens Parade. Our road has been plagued by boats and trailers being parked then left for month after month in the same place ~ but implore you to ban trailers and boats from parking in Queens Parade for any more than 24 hours"</i>	Comments have been note. Council will monitor the effectiveness of the park changes and the movement of the boat and box trailers.
Resident Parking Schemes	<i>"We would request that if council proceeds with these changes it issues impacted local residents with resident parking stickers that would allow us to park as we are able to today. Ideally both on Stuart St and the carpark at Trafalgar park, but at a minimum Trafalgar Park"</i>	Resident parking schemes can only be approved by TfNSW and the situation in Stuart Street does not satisfy the necessary guidelines and eligibility criteria. Parking for private vehicles remains the responsibility of the tproperty owners. Residents with multiple vehicles consider better utilisation of garages and existing driveways for off-street parking. However, Council will monitor the effectiveness of the park changes in Stuart Street.

ITEM 5.5	OUT OF SESSIONS APPROVAL - 31 BELLARA AVENUE, NORTH NARRABEEN – NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/017020
ATTACHMENTS	1 31 Bellara Avenue, North Narrabeen - Signage Plan

GEOCODES: -33.702256,151.289611

REPORT

BACKGROUND

The proposal was issued to voting members for approval in early January to allow construction to be completed and the Subdivision Certificate Application determined. All voting members supported the proposal.

Development Consent (DA2018/1335) was granted for consolidation of the two lots known as Lot 9 of DP 242284 and Lot 36 of Sec 1 DP 6462, and the subdivision of the consolidated Lot into two Lots of land.

As part of the process, Council is to review and assess the signage and line marking, associated with the Development Consent. Such changes to traffic conditions and parking restrictions on a Council road will require the approval of the Northern Beaches Local Traffic Committee.

LOCATION

- The parcel of land is situated on No.31 Bellara Avenue and No.66 Powderworks Road, North Narrabeen.
- The section under consideration is Bellara Avenue, North Narrabeen.
- This section of Bellara Avenue is a local road with a speed limit of 50km/h and caters for two-way traffic.
- The carriageway of Bellara Avenue has a measured carriageway width of 7-metres
- There are no parking restrictions on Bellara Avenue.
- The land use of the surrounding area is predominantly low-density residential housing.
- There are no bus services that operate on the section of Bellara Avenue.
- There is no footpath on Bellara Avenue.

ISSUES

- As part of the Development Consent, the Developer is required to construct a turning head at the cul-de-sac of Bellara Avenue to allow for three-point turns for vehicles.
- The Developer has submitted a Signage Plan to Council for approval by the Northern Beaches Local Traffic Committee (refer to Attachment 1 – No.31 Bellara Avenue, North Narrabeen – Detailed Signage Plan).
- The approval of the signage and line marking is a requirement of the Conditions of Consent for the subdivision, prior to the issue of the Construction Certificate.

PROPOSAL

Council has undertaken a review of the above location and the proposed 'No Stopping' restrictions at the new turning head, which is considered to be reasonable to improve turning movements at the cul-de-sac of Bellara Avenue, North Narrabeen.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

This proposal will have the following impacts 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 pedestrian facilities or impact walking paths.

CONSULTATION

Public consultation is not necessary as the impact on residents is very low and the proposal enhances safety. Affected businesses and/or residents are to be notified in writing of the changes in road conditions with a letterbox drop.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the:

- A. Installation of 'No Stopping' restrictions between the driveways of No.29 and No.30 as shown in No.31 Bellara Avenue, North Narrabeen – Signage Plan.

