

# Community and Stakeholder Engagement Report

## Road Safety Plan

Impact level: Three

Report date: 14 April 2020

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### Contents

1.	Summary.....	2
1.1.	Engagement date.....	2
1.2.	Who we engaged .....	2
1.3.	How we engaged .....	3
2.	Background.....	4
3.	Engagement approach .....	4
3.1.	Engagement objective(s).....	4
4.	Consultation findings.....	5
5.	Data limitations.....	7
6.	Next steps .....	7
7.	Appendices .....	8
7.1.	Full summary of community and stakeholder responses .....	8
7.2.	Social media – Facebook post 26 February 2020 .....	28

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# 1. Summary<sup>1</sup>

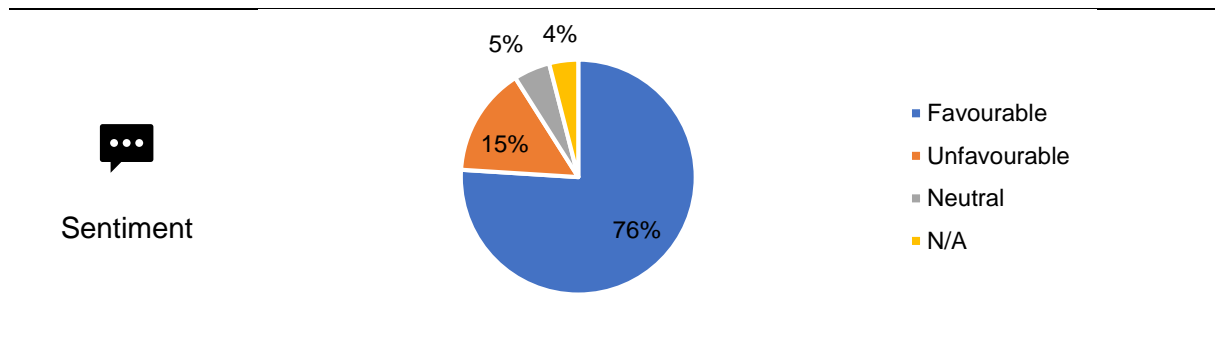
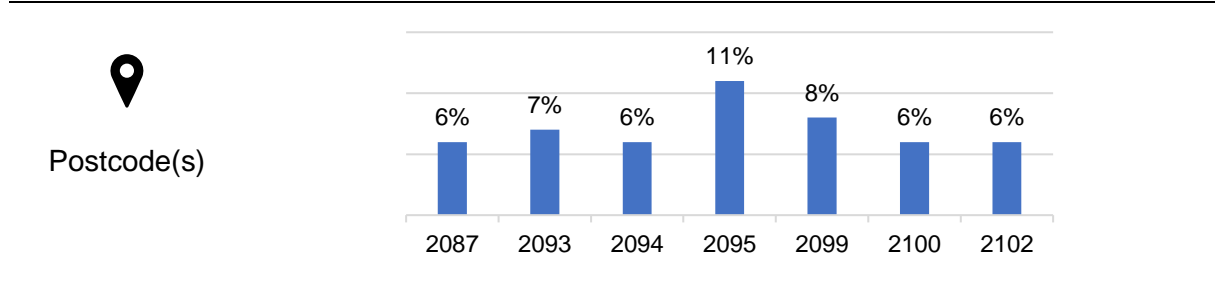
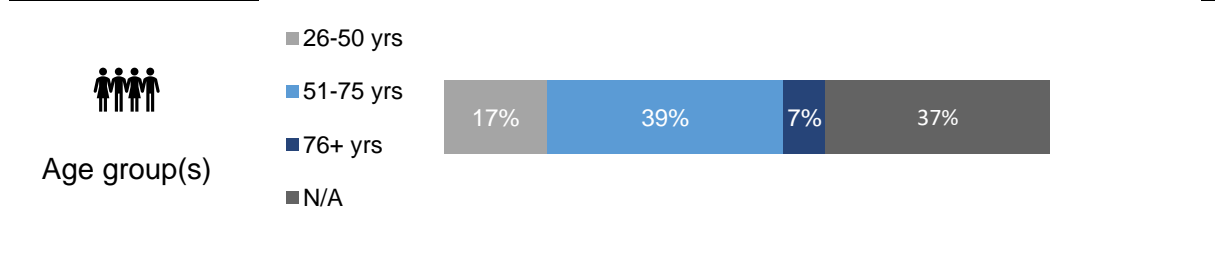
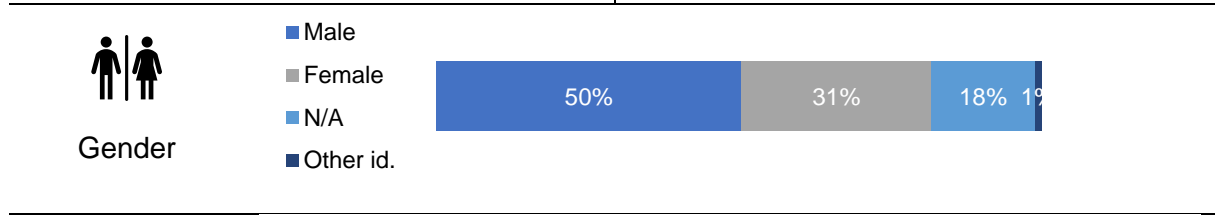
This report outlines the community and stakeholder engagement conducted as part of the Road Safety Plan (draft) project.

## 1.1. Engagement date

30 January 2020 to 1 March 2020

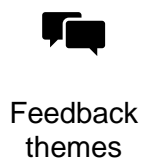
## 1.2. Who we engaged<sup>2</sup>

	<b>1263</b>		<b>107</b>
Total engaged		Total submissions	



<sup>1</sup> 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.

<sup>2</sup> No demographic data was captured for respondents who contributed feedback during the drop-in sessions



- Volume of cars on road and speed issues
- Bike riders/bike paths and safety of cyclists
- Road safety infrastructure eg signs, speed humps and pedestrian crossings
- Education/awareness programs
- Pedestrian safety
- Safety around school zones
- Vulnerable road users eg elderly, people with special needs, children
- Conflict between cars, cyclists and pedestrians
- Enforcement of rules and regulations

### 1.3. How we engaged



Your Say

Visitors: 1,023

Visits: 1,192

Av. time onsite:  
1m40s



Social media

Facebook Post: 1

Reach: 7,827

Clicks: 351



Print media and collateral

Manly Daily: 4 ads

Distribution: 236,000

Collateral availability: Service Centres

Number: 3



EDM(s)<sup>3</sup>

Community Engagement newsletter: 2

Distribution: 20,000

Council eNews: 1

Distribution: 70,000

3 stakeholder emails

Distribution: 35



Face-to-face

Drop ins: 3

Attendance: 71



Key stakeholder

Meeting: 1 Strategic Reference Group

Attendance: 12

Workshop: 1 Youth Advisory Group

Attendance: 18

<sup>3</sup> Electronic direct mail

## 2. Background

The draft Northern Beaches Road Safety Plan adopts a behavioural change approach to help improve road safety in our community. It focusses on people's behaviour on and around roads and promotes actions and initiatives to support the NSW Safe System approach to road safety – safe speeds, safe people, safe roads and safe vehicles. It does not include infrastructure solutions.

We aim to create a safe travel environment for all road users.

New and existing road safety campaigns and projects will focus primarily on vulnerable road users and safe behaviour within school zones.

The draft plan is aligned to the Community Strategic Plan's community outcomes as well as our Transport Strategy's Future Direction 5 – to support programs to change road user behaviour to improve the safety and efficiency of the network.

## 3. Engagement approach

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

The draft plan was developed initially by carrying out an analysis of Northern Beaches crash statistics, reviewing current international and national research and Austroad guidelines to understand current best practice while applying it to the road safety issues in the local government area.

Input into the draft plan was gained during meetings and workshops with key stakeholder groups including the Traffic Committee, Youth Advisory Group and Active Travel Strategic Reference Group.

Subsequently, once the plan was drafted, comments and feedback on the document were sought from attendees of events such as the 'Speed Kills', 'Active Narrabeen', Learner Driver Workshops and Seniors Week presentations.

The broader community were invited to comment on the draft plan during the three drop-in sessions to test the assumptions from preliminary data analysis and stakeholder feedback.

### 3.1. Engagement objective(s)

- Build community and stakeholder awareness of the development of the draft plan and to invite feedback (inform and consult)
- Provide information in a variety of forms making it accessible so community and stakeholders can participate in a meaningful way (inform)
- Identify community and stakeholder concerns, local knowledge and values (consult).

## 4. Consultation findings

Overall, seventy six percent of respondents supported the draft plan.

Some comments were not related directly to the content of the draft plan but rather to broader road safety issues including the

- need for less cars on the road
  - need for more traffic management infrastructure eg roundabouts, speed signs and pedestrian crossings
  - lack of driver ability.
- Thirty eight percent of comments were related to dangerous driving, and speed. There was also a mix of opinion regarding the 40kph speed zones in suburban streets.
  - Twelve percent of comments included safety concerns for pedestrians, especially the vulnerable users such as the elderly, and children (especially around schools).
  - Several respondents mentioned particular locations that were considered dangerous due to fast driving, narrow streets or conflict between vehicles and other road users.
  - Other themes that were identified from the feedback included issues with the safety of bike riders; enforcement of and awareness/education of road rules.

Comments on the need for further road safety education or awareness programs will be considered by our Traffic Safety Officers for future campaigns. Particular topics suggested in the feedback are listed below.

Theme	Commentary
Road safety education	<ul style="list-style-type: none"> <li>• For vehicle drivers               <ul style="list-style-type: none"> <li>○ rules about bike lanes. Bicycle riders seen as the problem</li> <li>○ how much space to allow when passing a bicycle rider</li> <li>○ for parents regarding safe behaviour near schools</li> <li>○ rules about pedestrian refuges</li> <li>○ caution around motorcycles</li> <li>○ reduce speed in high pedestrian areas</li> <li>○ look out for pedestrians at signalised intersections</li> <li>○ safe following distances</li> <li>○ aggressive and dangerous drivers</li> <li>○ using phones while driving</li> <li>○ reduce speed in local streets</li> </ul> </li> <li>• For bicycle riders               <ul style="list-style-type: none"> <li>○ need to dismount at crossings</li> <li>○ need to wear helmets</li> <li>○ slow-down in high pedestrian areas</li> <li>○ shared pathway etiquette</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ rules regarding riding under the influence of alcohol and drugs</li> <li>○ rules regarding using mobiles while riding a bicycle</li> <li>○ promote active travel to reduce cars on roads</li> </ul> <ul style="list-style-type: none"> <li>● For pedestrians <ul style="list-style-type: none"> <li>○ walking safely in wet weather – being visible</li> <li>○ rules around pedestrian refuges</li> <li>○ shared pathway etiquette</li> <li>○ walking while on phones/screens</li> </ul> </li> </ul>
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Fifteen percent of respondents reported that they didn't support the plan. They felt that:

- managing people's driving behaviour is not Council's role – personal responsibility is required.
- roads are the responsibility of the State Government
- the plan misunderstands the nature of the Safe Systems approach
- there was a lack of data analysis or strong evidence base in the document
- there was not enough emphasis on cyclist safety in the plan.

Feedback was identified that was not included in the scope of the Road Safety Plan. These comments and suggestions (tabled below) have been referred to the appropriate business unit.

Cyclists or bike infrastructure	<p>28 percent of comments were related to the safety of bike riders or the need for additional cycling infrastructure, particularly separated cycle paths.</p> <p>These topics are being considered as part of the draft Northern Beaches Bike Plan. The Road Safety Plan does not include infrastructure but education and behaviour change.</p> <p>Infrastructure requests from these submissions were forwarded to the officer responsible for the Bike Plan. Any education/behaviour change components from these comments will be considered under road safety education.</p>
Road infrastructure	<p>32 percent of comments were related to road infrastructure and not directly related to the draft plan.</p> <p>Comments included the need for more road signs, traffic calming treatments, pedestrian crossings, footpaths, crash barriers and traffic lights.</p> <p>Items to be considered by a traffic engineer include:</p> <ul style="list-style-type: none"> <li>● lower speed limits in the local area</li> <li>● restricted parking on local streets</li> <li>● boat and trailer parking</li> <li>● poor lighting over crossings</li> </ul>

## 5. Data limitations

In total, 1263 people engaged through a variety of channels during the consultation period. While this is not a statistically representative sample of the overall Northern Beaches community, actions were undertaken to gather feedback from across a spectrum of our community and ensure as balanced a sample as possible across the demographic range.

## 6. Next steps

- Finalise Road Safety Plan in consideration of community feedback.
- Prepare Council report.
- Final Road Safety Plan to Council for endorsement.

## 7. Appendices

### 7.1. Full summary of community and stakeholder responses

<p>Streets would be much safer if:</p> <ul style="list-style-type: none"><li>- 1) there were less motor vehicles.</li><li>- 2) speed limits were reduced to 30 km/h on any road without a proper grade-separated cycleway (not shared path).</li></ul> <p>This isn't revolutionary, just look at the basic design in Copenhagen, and copy it shamelessly, they won't mind (it is pretty straightforward: <a href="http://www.copenhagenize.com/2013/04/the-copenhagenize-bicycle-planning-guide.html">http://www.copenhagenize.com/2013/04/the-copenhagenize-bicycle-planning-guide.html</a>)</p>
<p>Manly beachfront bike path should be next to the beach and not next to the parked cars. Currently, kids/parents walk straight onto the path after parking their cars. Bike riders need to slow down on the beach front to allow for other users. Problem with motorised scooters and skateboards as they go too fast and don't have lights at night. Raglan Street - cars have no regard for the bike lane.</p>
<p>Bicycle riders need to dismount at crossings. In Manly they ride across and at times it is difficult for cars to see them coming out onto the crossings.</p>
<p>Need pedestrian crossings on Kenneth Road. My sister was hit and badly injured getting to one of the refuges when crossing the road. Need a safer crossing place that protects pedestrians.</p>
<p>Possible speed humps near the mini round about at Carrington and Grover Ave Cromer. Very busy road, very dangerous roundabout for pedestrians and drivers. Pedestrianise The Strand, Dee Why. That would be awesome and would stop the 3 tonne trucks from driving there.</p>
<p>I am glad that there is a plan to support educational campaigns on road safety especially as it is vital for behaviour change and keeping people safe on the road. I am glad that is being included in councils future strategies. Education should always be included as it is part of the overall picture in road safety and should work with engineering, planning and enforcement. The focus i believe should be on our vulnerable road users - children, schools, pedestrians, bikes, young drivers.</p> <p>This is a good plan just as long as the appropriate budget is actually allocated to be able to do large campaigns that reach all the areas. So please make sure that significant amounts of money is actually provided to the RSO to be able to implement the campaigns.</p>
<p>Lack of parking outside Andrew Boy Charlton. The angle parking makes it dangerous for pedestrians and it is difficult for cars to park. No foresight for a well patronised wonderful complex.</p>
<p>Bicycle riders in Manly don't dismount at the crossings. They ride quickly from the side roads/paths onto the pedestrian crossing.</p>
<p>Eustace Street, Manly needs a speed hump. I don't believe lower speed limits, signs, nor road safety education will prevent speeding. We have had our baby seat hit by a car whilst loading our child into our car. Cars are speeding regardless of seeing pedestrians getting close/into cars. Uber/Taxi and other drivers on phones constantly, we see from our balcony.</p>
<p>Bike riders on path don't ring their bells on approach. Bike rider rage in traffic. Bikes filtering up at lights and going through stop signs.</p>



<p>Motocycles - the bins left in the road by the garbage collection are too dark to see in the early morning and become dangerous obstacles for motorcycles.</p>
<p>Bicycle riders need to dismount before crossing the road.</p>
<p>More pedestrian crossings are needed especially on Kenneth Road near the Andrew Boy Charlton Pool and near Quirk Street.</p>
<p>Accidents between cars and pedestrians will always happen. While more lower speed zones are helpful, they require road users to obey them - which doesn't always happen. I therefore prefer the approach to improve road and pedestrian infrastructure such that even if road users ignore the rules, that pedestrian deaths will still be unlikely because of road and footpath design. To that end I have alerted council in recent months to a number of dangerous pedestrian crossings and areas in desperate need to pedestrian footpaths. No response has yet been received...</p>
<p>There is a significant amount of foot traffic including parents pushing prams on the road, dog walkers on the road School children walking on the road between Irubel and Prince Alfred Parade, RMYC. Traffic has increased with the recent development of the club and limited parking spaces available Cars are often parked on the strip as the roads are too narrow to park on. This also caused issues with foot traffic where you are able to walk on the council strip land has eroded making it very unstable underfoot. I had sent a request in to have this addressed however this is not considered within the capital plan and suggest this should be reconsidered thank you</p>
<p>I agree with the principles of the program however there is insufficient focus on using engineering solutions to reduce speed and make driving more activity based. Specifically I would advocate for more use of speed cushions, reducing road widths to single lane at squeeze points etc, and broad use of 40km zones in suburban streets. Road furniture forces drivers to remain focused on the road, making the use of phones etc very difficult, and reduces speeds. Education can only work to an extent, but engineered safety works to a much higher proportion of people. People are stupid needs to be the assumption, and you need to engineer to assume stupidity.</p>
<p>It seems a good plan. My only concern is the enforcement. In Howard Ave Dee Why every week I see vans and trucks parking in "No Stopping" zones near pedestrian crossings to unload things. They may only be there 5 minutes but this is illegal and very dangerous. It seems to me that it is tolerated as these vehicles don't appear to get booked and perhaps believe they have a right to do it as they are working. There are also work vehicles including small trucks I have seen doing U Turns across double white lines and cars who do the same near the post office in Oaks Avenue. If there was more enforcement of the existing laws (including not speeding) then perhaps the Council wouldn't have needed to impose a 40k speed limit in Dee Why (Pittwater Rd to The Strand.)</p>
<p>Why don't you gather a few Councillors and go for a walk along McCarrs Creek Road, if you dare that is. Talk of safety what a joke.</p>
<p>So for bikes your only recommendations are: "Review the signage and line marking on shared paths to improve safety for bike riders, pedestrians and all other users." • Educate users on shared pathway etiquette and safety."</p> <p>Have you considered dedicated cycle ways where cyclists are safe away from traffic. With the advent and seeming high use of e-bikes this is a real opportunity to get people out of cars and into active transport options.</p>

You really need to look at schools with large number of vehicles in one area at the same times. I live opposite a school, and I constantly see parents call kids across the road, parents juggling kids. Today one was dawdling across the road way behind mum in a black rain jacket. park across or in my driveway. The schools need to do a kiss and drop and pick up area. It's getting really dangerous around the Narraweena public school and the area in general. Education around being able to see people in the rain and parents not calling their kids to run to them across a road.

RE: INTERSECTION (roundabout) - HOWARD AVE & AVON ROAD - PEDESTRIAN SAFETY  
After recent upgrades, it is now safer to cross this intersection in HOWARD AVE --- BUT IT IS NOW MUCH MORE DANGEROUS TO CROSS AT AVON ROAD. THE IRON FENCE ON THE FOOTPATH AROUND THE PIZZA SHOP GOES MUCH TOO FAR UP, AND THATS WHERE PEDESTRIANS NOW NEED TOO CROSS. THE CARS COME DOWN AVON AT HIGH SPEED, NOT EXPECTING PEDESTRIANS TO BE SO FAR UP FROM THE INTERSECTION. And there is now no Pedestrian Safety Area in the middle of the road. There used to be one before the upgrade. Facing up Avon Road, left-hand side, cars park and protrude OVER the sign, thus blocking the view of traffic coming down. It is much more dangerous than it was before.

As a resident of Warringah Shire and now Northern Beaches Council area for 52 years, I would like to know if there has been approval for a footpath for residents living west of the junction of Haigh and Hakea Avenues BELROSE.  
The road has become a 'race track' and there have been times when I have had to stand between a parked car, boat or trailer to allow the traffic to pass when walking to local shopping centre / bus stop. The nature strip is uneven and not safe.  
Last year a 'Slow Down' sign was placed on a pole near the corner of Nurragi Place and Haigh Avenue and it was removed and disposed of in the nearby bushland reserve.  
Resurrected by a neighbour and replaced for it to be removed AGAIN and dumped deeper into the reserve. Sign is still in the 'reserve'. The reserve has not been maintained by Council but that's another issue!  
I am a bicyclist and a walker with no Driver's Licence hence my request for a safer walk to my destination point.

It should be commended that bike travel has been identified though the study needs to acknowledge that there are both increasing numbers of sport cyclists and of 'functional' bike riders who use the bike for travel. The needs of these two groups differ so that safety measures or infrastructure for one group is not necessarily suitable for the other, for example a shared path may suit a traveller whereas a sports cyclist would prefer a road as these keeps them from pedestrian interaction.

For the bike safety awareness, motorists need to be a key target as they statistically are at fault in 80% of crashes and the messaging needs to be positive - bike riders are not a burden, rather are beneficial (reduced congestion, reduced environmental impact, healthier citizens and liveable communities).

Improved facilities such as secure bike parking near bus stops encourages efficient transport. Regular and satisfactory public transport allows people to have reliable, safer and connected travel.

While the awareness / education of bike riders is represented along with shared path infrastructure, missing is the improvement of roads to improve safety such as safe riding zones on the road and implementing safe and connected routes that both improve city and return bicycle commutes as well as short distance travel from suburban areas into town centres.

Local government can typically be more progressive than state and federal governments in implementing safer traffic infrastructure and this creates a long term benefit for residents and visitors.

<p>Thank you for preparing this however two additional points</p> <p>1 there is too much signage on the roads edge, re parking etc, when compared to other countries where two double lines are on the kerb it's no parking and parking signs are too complex</p> <p>2 too many changes in speed zones, I'm sure you know what I mean</p>
<p>The spots on the Wakehurst Parkway at bus stops need refuge islands allowing the residents easier and safer to cross the road to catch buses, especially in rush hours. It can be very difficult and dangerous to cross the road when traffic is busy, specifically at the Yarraman path.</p>
<p>Very much appreciate the focus.</p> <p>School zones and congestion are an issue from Careel Head Rd to Central Rd Avalon South bound every morning. Would like to see a survey of this chaos and remedial measures adopted. Up to 15 mins to crawl from Careel Hd Rd to Central every work day. Congested side roads and main road. Some crazy and dangerous motorist behaviors. In the event of a major incident - one way in / out ....potential for disaster.</p> <p>Safety Blitz reqd on intersection of Old Barrenjoey Rd and Avalon Pde - non adherence to stop signs/ safety reqts by motorists.</p> <p>Cyclists safety. Traffic flow often held up by teams of cyclists from Avalon thru Bilgola Bends .... super dangerous situation and high impact on traffic flows.</p> <p>Cyclist Helmet wearing! Community drive reqd to ensure adherence to wearing. Very casual approach to adoption and policing.</p>
<p>Where in the Council's Constitution does it say that you have a duty to manage our driving habits? We all passed the driving test, and the Police do a great job at preventing &amp; prosecuting poor driving activity. Stay away from road behavior &amp; stick to fixing the roads. Our driving may be getting as bad as the state of the roads as we have to swerve to avoid the pot holes, and deal with the increased congestion.</p>
<p>this is a very vanilla plan with plenty of motherhood statements.</p> <p>If &gt;10% of accidents involve push bike riders, how about making the northern beaches more bike friendly with dedicated paths to get them off the roads.</p>
<p>This plan seems to be lacking information about reviewing, identifying current dangerous junctions/road crossing/shared spaces, and making safe these current shared road spaces between pedestrians and vehicles. It clearly states that there is a marked increase in the number of road users, but pedestrian safety beyond 'fatigue, alcohol and speed' is not discussed. I think the Safe Roads section may be trying to touch on this subject but it's all very vague and ambiguous without any real outline of what they are going to do to. "Focus on ...projects so that people can move about safely as the population and traffic congestion increases". When? How? What is the expected outcome? And there is no mention of improving the safety of cars when sharing pedestrian spaces, for example entering and exiting a driveway. I speak as a local mum of 2 young children who often walks in our local area. We've been driven into once (on a green man) and had several near misses at one particular junction. It took 2 years to make any changes happen and it still hasn't solved the main problem - so the junction remains dangerous. Generally, in this area, I feel pedestrians take second place to vehicles and the emphasis is placed on the pedestrian to be educated to keep themselves aware and safe - this is useful, but the problem lies with the careless and impatient drivers. Please educate all these drivers to prevent the reckless/careless driving behaviour in the first place. (Just as a side note, please compare... A driver, drives an SUV into a 3yr old while he's crossing at a green man crossing section. She didn't even get out of her car to see if the child was OK. There are 3 witnesses, and a hospital report. She got a phone call from the police! That's it! My friend gently bumped another car. Examined both cars thoroughly and could see no damage so carried on her day. Someone watched this happen and reported her, she got a hefty fine and points on her licence. - Please don't think I've added this</p>

note on as a chance to vent and moan, rather I'd like to point out some facts that demonstrate how I believe cars and the like are given priority over all other road uses which is also demonstrated in this report).

It is great that NBC is working on the issues related to vehicles in our region. The primary issue is how to better control speed. It seems too that NBC is prepared to limit speed to 40kmh in residential areas. Bravo. Policing that limit is a major issue and will need different kinds of speed radar to be deployed. One type is to give drivers feedback, and the other is to issue fines. Both are needed. NBC could consider a project to monitor vehicle movements throughout the northern beaches. Until there is actual data, then it comes down to guesswork about actual volumes, average speeds and percentage of vehicles exceeding the speed limit. NBC could be far more active in changing residential streets to discourage through traffic driving too fast. There are plenty of examples where NBC has done this and it seems to be highly effective, however, there's no data to review that could confirm what works and what doesn't.

IMHO, the only way to make sound decisions is to have detailed actual data to be able to understand the true scope of the problems that NBC wants to address.

An interesting case study: <https://theconversation.com/superblocks-are-transforming-barcelona-they-might-work-in-australian-cities-too-123354>

I recently emailed NBC re a road safety issue at Fairlight and have not received a response. I asked for a barrier to be erected between road and footpath between King Ave and the start of the harbour walkway. It is part of the walk from Manly to the Spit and is popular with locals and tourists. There is a rise in the road on the Manly side and drivers tend to speed there. We feel it's an accident waiting to happen and don't want it to be a case of closing the stable door after the horse has bolted like the Fairlight kindergarten. Best to act before an accident occurs.

Comprehensively deals with education on existing road safety provisions-I presume enforcement, even for bike helmets is a police matter.

No mention of analysing locations of accidents to identify problem areas and a commitment to resolve any deficiencies which would cause it to be a problem

Action 2.5 - Existing "No Stopping" zones are frequently ignored creating significantly increased levels of danger, eg Wilyama Lane/Rosedale Ave intersection. Increased patrolling and improved signage should also be considered.

Action 4.2 - Increased use of bicycles in many congested cities of the world (eg Copenhagen) produces very positive outcomes. Manly cyclists, however, display poor etiquette towards pedestrians, ignore stop signs, pedestrian crossings (Darley Rd) and traffic lights, illegally ride (at speed) through the Ferry Terminal, ignore parking signs in the Manly CBD/ferry terminal and seldom wear helmets. Resolving this negative behaviour through awareness programs and enforcement will extend the natural benefits of cycling without creating additional risk.

The problem with our suburban roads they were never constructed for the population growth we have. Our narrow roads were installed to the absolute minimum by developers in the 1960's. The amount of vehicles being cars, light trucks, caravans, trailers and boats has exploded to a level where it is extremely dangerous for safe passage for two way passage. What we have are dwellings who initially had one vehicle, now there can be several which clogs the safe passage for road users. It is not feasible to extend the width of the roads, however the sensible alternative would be limited parking on one side of the road, it appears the council is reluctant to limit parking with the view it may upset the residents, however doesn't matter about upsetting the majority who have to negotiate parked vehicles on blind corners with the chance of a major head on accident. It doesn't take a lot of common sense to work out the answer is to limit parking on one side of the narrow road to eliminate the opportunity of head on accidents, I have lived in this district for 50 years, these roads now are death traps, they were never designed to carry the traffic volume they take now, something needs to be done forthwith. Another problem we have being the number of boats on trailers parked in locations surrounding the likes Flying Fox Park, taking valuable parking for local families which wish to entertain their families in this facility however unable to gain access due to the number of vessels taking car parking spots. To resolve this would be to have 45 degree parking on Mona Road allowing more vehicle space and a limit on time allocation to park. Pittwater Road adjacent to Bayview Golf Club, there are commercial trailers, boats etc parked in this area, it is an absolute eyesore such a prestigious suburb littered with these rubbish vehicles, there are alternatives however the owners wish to take the cheap alternative, NBC you need to act to get this rubbish off our streets.

Although many "Teen-Agers" do not realise it, I believe statistics show that Road Safety is a "Life and Death" matter for them.

Accordingly I recommend our Council propose to the State Government that a Subject: "Comprehensive Life-time Safe Driving" be included in the curriculum for High School students during their last two years at High School and also that this Subject be included in the Higher School Certificate Examination.

I feel you are over reaching your remit as a local Council. Safety, health and education are overtly stated as a State Govt responsibility. Elements of your plan are duplicating State government activities and are not the best use of limited local resources - I do not support Council doing education to parents at schools on road safety. When every tree and footpath is being looked after and when residents get their garbage picked up effectively and in a timely fashion and when our lagoons are poison free - then maybe you could do these" nice to have" activities. Please remember whose money you are spending.

The draft does not really support pedestrians other than looking at reducing motor vehicle speed to 40km/h in high pedestrian areas. How about some improved active transport infrastructure like more pedestrian (zebra) crossings rather than speed reduction? Pedestrian friendly streets encourage walkers, road safety and promote healthy active communities.

Slow Down stickers for bins & plastic Slow Down signs for local roads are a great initiative. However, the visual reminders need to be re-enforced by police radar monitoring speeds randomly in these areas (say at least once or twice a year), as people who disregard the speed limits also disregard the signs.

It's unfortunate that the plan jumps on the 'speed' bandwagon terminology as the be all, and end all. The issue is not 'speed', it goes further than that to a core function - "driver ability". I'm a retired marine investigator and in most marine cases, incidents investigated were caused by the inability of drivers to recognise and assess what would be the appropriate method of driving in various circumstances. Speed travelled at is only one component involved in that ability and the issue that really needs to be addressed as the root cause of accidents, is driver training. Until that is taken on board by the various levels of Government and steps taken to address the relatively low standard of driver training, accident preventative plans will never fully address a reduction of incidents occurring.

Another feature I do not agree with is increasing the number of 40 zones in a general sense. At present, a good number of drivers identify "40" specifically with school zones. As a result most drive accordingly in school zones as they are tuned into relating 40 with kids, schools, and a safety issue. I fear that an introduction and general use of 40 zones elsewhere will make drivers more blasé' with the safety of school zones. The more 40 zones that are introduced, the more the driver ability aspect will come into play and they will carry on regardless as it becomes just another 40 zone instead of recognising that 40 zones relate to the safety of school children. Stick with the current 50 zones for other areas.

My understanding of traffic patterns and behaviour centre mainly on Mona Vale, where I am a local resident. I think I understand very well the dynamics of Mona Vale but believe my suggestions could also be supplemented to the Dee Why area east of Pittwater Road. Mona Vale has seen a massive increase in vehicle and pedestrian activity over the last 10 years, partly due to increased shopping options (revamped Woolworths now including a Dan Murphy's and the inclusion of Pittwater Plaza shopping centre with a wide and varied array of shops and now including a major Coles, Harris Farm and Pittwater Seafoods. This has now been supercharged with the introduction of the B Line bus service to the all ready busy standard bus services and that combined, have turned Mona Vale into a very significant transport hub. All this activity has resulted in far more vehicles and increased pedestrian traffic virtually all around Mona Vale shopping area. In fact, I would say that the percentage mix of pedestrians to vehicles is a high as other more major shopping precincts such as Chatswood. All this leads to a higher conflict between vehicles and pedestrians. Some parts of Mona Vale currently have 50km/hr speed zones while other areas still maintain a 60km/hr. My proposal would be for a blanket 40km/hr speed zone throughout Mona Vale shopping and pedestrian zones, bounded by Mona Vale Road to the South, Barrenjoey Road to the East, and to the Northern side of Darley Road to the North, if not to Mona Street to the North (Pittwater Road from Mona Street through to central Mona Vale shopping and bus transfer areas can have several thousand children walking along it coming both ways (to and from) from both Mona Vale Public School and from Pittwater High School plus many children from around the area that attend schools out of this zone and are bused in only to complete their journey home on foot every single school day. Add to this, hundreds of cyclists using Pittwater Road for training and exercise every day, particularly weekends, in groups of up to 30 or 40 riders riding together at all times of the day and night from as early as 5:00am to anywhere up to 8 or 9:00pm at night and with marrow roads and more vehicles, is a very dangerous mix. This combined with a lot of drivers and motor cyclists who believe that it is a racetrack once past Bungan Street when heading North. We even have several motor cycle clubs who once or twice a month (no set times as set up 12 hours notice on SMS) use Pittwater Road as part of their "race circuit" from Terry Hills down to Mona Vale. At some times these "enthusiasts" have been clocked at very high speeds between Church Point and District Park (one neighbour clocked one group at over 100km/hr racing each other (when they do this, they often they modify the mufflers on their bikes so that locals can hear them coming 5 minutes or so before they go past). All this adds up to a very dynamic interface between vehicles and pedestrians, and vehicles and vehicles. This situation is not going to improve, but instead increase with more development to come in Mona Vale. I ask now that my suggestion of reduced speed limits for the business/shopping/transport areas of Mona Vale be reduced to avoid a potentially catastrophic outcomes. Please remember, if it can happen in a small back street in Oatlands, it can and probably more easily happen in a busy area like Mona Vale. The same basic principle should also apply for all roads heading East to the beach from Pittwater Road at Dee Why, particularly from the shopping/transport zone to the beach.

One glaring omission is the lack of information on how the NBC is going to manage the proliferation of real estate advertising on median strips and at intersections. Are agents permitted to locate signs where they like? The agents do not conduct a risk assessment to locate the signs and they locate their signs in areas that hinder safe viewing for drivers at the intersection. Please do not issue the Road Safety Plan until this is addressed as the NBC remains liable for poor decisions by estate agents and road accidents that may result in injury of death.

Reduce all suburban capillary streets to 40km or below now!

If you want to reduce injury and death, this is a no brainer. Don't just concentrate on the high pedestrian areas such as Manly and Dee Why, all small suburban streets need their speed limits reduced.

I feel strongly that all suburban capillary streets should have their speed limits reduced to 40km. I live in Parkes Street Manly Vale, and Motorists often smash up our street at unsafe speeds despite there being an abundance of kids, dogs as well as two blind hills where visibility is very poor.

50km in these streets is way too fast, and compounding this, motorists often drive faster than the speed limit depending on what they can get away with, often at speeds above 60km per hour, which as a % over the limit, is very high.

Reading through the draft plan, speed doesn't have a strong enough emphasis.

I was just reading the proposed road safety plan to see if it was the correct avenue for me to voice a concern and proposal for my local area. I don't think so but thought I would send this to you as I am not sure how to go about this proposal. It's not something I've done before. Perhaps you could forward it to the correct person if this is not you.

I live on [REDACTED]. We recently had a footpath put in to help the young girl over the road I believe, who has a physical disability. Wonderful, though surprising as we have ten houses in our cul de sac and there are many other areas and people that would benefit from a footpath.

I drive up Kens Road in Frenchs Forest/ Davidson each school morning on the way to Davidson High school. Next door to that is Mimosa Primary. Kens road is steep and with a bend, so cars drive fairly fast up the hill to allow for the steepness. There are many small children that make their way up this hill to get to the primary school at the top, they take bikes, scooters and walk. There is no continuous footpath up the street, only near the top on the left hand side, and so the scooters and bikes use the road. Some of these children are as young as 5 years old. I am always frightened for these little kids making their way up the hill alone or in small numbers. I think it's wonderful to see them being independent and making their own ways to school.

When I saw that we could have a footpath put in for really the use of one child, I wondered how much lobbying it would require to have a continuous footpath up Kens Road for the use of many. This for me is a clear safety issue and I hope it will be considered in the development of our area.

Why does this proposal not address the following:

Pedal bike riders over the age of Sixteen are the ones targeted.

A: Why are not pedal bike riders fined for not wearing helmets (there is no provision for this in the submission).

B: Why are pedal bike riders not subject to alcohol and drug testing they can cause accidents when impaired the same as motor bike and car drivers.

C: Why are pedal bike riders not registered. All other road users have to comply. A simple electronic tag would solve this problem (again for individuals over 16 using the road.).

D: Why are there not regulations preventing pedal bike riders from riding 3 and 4 abreast in a lane on the roads. They have not paid registration and should comply with the single file rule.

The document looks great but what people want is to see changes on the ground. Schools are a particular concern of mine as we have constant conflict between pedestrians and cars. People just think of their own convenience. We need rangers who are able to direct traffic in the proper way to use a Kiss and Drop Zone. And issue fines on a continual day to day basis as people just take the risk because they know the rangers pretense is so inconsistent that the chances of them being caught is very low. Never mind getting a fine. I weekly presence targeting a school with four rangers would really hit the serial offenders hard. We have been told this is not possible as your rangers are so few and the NBC area so large.

The plan's support of cycling is small and close to pointless! No new dedicated cycle ways, no additional cycle parking facilities, nothing! It saddens me that in the current environment so little has been included to promote safe cycling in my area. I am very disappointed by this and urge you to reconsider your plans. I would love to discuss with you.

Great to see this plan, in particular the evidence-based approach to speed reductions. However it appears the proposals for reduced speeds is only for "high pedestrian activity areas". This should in my view be widened to include any other areas associated with i) vulnerable people (e.g. aged care facilities, schools, child care facilities, sports grounds), and ii) shopping precincts. I understand some of these may be high pedestrian areas, however not always.

On re-reading the draft Road Safety Plan, I would like to add a few additional comments to my previous submission.

Wakehurst Parkway. This section of road is a vital link to nearly half of the Northern Beaches area. The "Parkway" is a very old piece of infrastructure that has remained virtually untouched for decades. The importance of the Parkway has just been justified with the advent of the recent heavy rain in area. With nearly every instance of heavy rainfall the first thing that happens is the Parkway is closed due to flooding. Two instances of significant civil works programs to ease the impact of flooding on the Parkway have proved useless. With the recent rain event, traffic was again diverted along the alternate routes Warringah Road through Dee Why, where traffic at 5:00pm on the 10th February could only be described as a car park from Dee Why to Mona Vale, The other alternate route of Mona Vale Road heading North, both from the St Ives direction and coming off Warringah Road, could also only be described as a car park from Belrose through to Mona Vale. These instances only go to prove the importance of the Parkway as a major access way to all people and particularly those living between Collaroy and Palm Beach. Unfortunately, the Parkway has also seen many deaths and vehicle accidents due to numerous problems including road surface, width of the road and shear traffic volumes. I encourage Northern Beaches Council to make all efforts to include the NSW State Government to upgrade the Parkway to preferably a divided dual carriage way for it's entire length from Seaforth to Nth Narrabeen.

Bus Lane Mona Vale to Seaforth. The introduction of the B Line bus route from Mona Vale to Seaforth has been a great success, but unfortunately with this I have observed in recent months that the road surface of the bus lane itself has significantly deteriorated mainly between Mona Vale and Narrabeen. This may be because of the design of the double decker buses putting more load onto the road due to more weight over a shorter wheel base (between axles). Whatever the cause, I can see this as being a major safety issue going forward with the only solution being that up-grading must start now and be on-going in small dedicated sections to limit the overall impact of a major road failure at a further date.

With thanks..... [REDACTED]

Drivers don't stop at crossings and are not giving way to pedestrians crossing as the drivers feel the green light gives them priority and not the pedestrian. People don't indicate when changing lanes.

Tradies drive too fast - young adults. Some cars have headlights that are too bright. There is a problem for cyclists on roundabouts especially at night as they are hard to see. Lights and fluro for the cyclists would help, but cars are still trying to move cyclists over. Brinawa Street, Mona Vale - very narrow - has parking on both sides



and is difficult for garbage trucks and cars to get through. Crossing by Warriewood Road, lack of signage on who has right of way.
Lost confidence and the joy of riding a bike on the road. Danger for bicycle riders on roads with parking on both sides of the road and trying to navigate the 'one lane' in the middle along with the cars. Buses - North Sydney to Newport takes 3 buses.
Drivers need to indicate when they are turning so that cars behind know they are turning and won't get stuck behind them if they don't have a protected arrow to turn. Cars don't keep enough distance from the car in front. King Edward Avenue - should be 40km/h. Buses and vehicles don't slow to 35km/h on the Bayview bends.
Parking of boats and trailers. Rednall Street, Mona Vale - parking on both sides of road, construction traffic is making it worse. No where to 'duck in' mid street when the car coming the other way. Big problem for large garbage trucks. Increases risky behaviour for cars behind the garbage trucks. Would appreciate receiving engaging flyers on road safety information.
Teach kids to look before crossing because they are usually looking at their mobile phone. There should be a fine for bike riders who are on their phones while riding.
Mona Vale Road at the intersection with Wattle/Lane Cove is dangerous. There needs to be a rethink of the turning lanes from Manor Road onto Mona Vale Road as cars waiting behind cars turning right get impatient as they are trying to go straight ahead onto Lane Cove Road.
Barrenjoey Road and Golf the buses run the red lights. Pedestrian crossing at Park Street near the library is dangerous as it is difficult for cars travelling west to see pedestrians crossing. A pedestrian crossing ahead sign should be installed and the trees should be trimmed back.
Middle aged women don't seem to want to stop at the crossings as they all seem in such a hurry. Drivers don't wait for pedestrians to finish crossing at the lights when they get a green signal. Best way to target 40-65 demographic for road safety messages if via Facebook. Emotional consequences attached to road safety messages would be the most impactful. Look at promoting road safety at the golf clubs and local shops.
We need safe cycling lanes so that we keep our kids safe, healthy and protect the environment!

As a driver, motorcyclist and cyclist living here for over 30 years the problem population growth and over reliance on private vehicles is the problem. Driver entitlement, lack of common sense and common courtesy when driving are the social issue to deal with. No one wants to share the road and associate driving a large vehicle as having the right to all the road to themselves and can push intimidate pedestrians or cyclist off their road.

The lack of police actually patrolling and stopping people for bad driving and the reliance on speed cameras and point and licence suspension with no face to face actually being told off and forced to accept responsibility is the problem.

However, cost effective campaigns using mobile speed camera equipped vehicles to drive around the back streets and rat runs that we all know of and keep fining people for speeding bad driving or parking etc may be useful, more useful than fixed speed cameras which we all know where they are and random breath testing which we also know where they will be too as there are only a couple of through roads up and down the peninsula.

Driving to the pub club and large car parks at pub clubs help make drunk driving worse! Force pubs and clubs to offer valet parking where you get your car and keys back after a breath test would be an interesting concept to try.

As a recreational ex racing Manly warringah club cyclist I think its an excellent idea to research and identify the primary issues affecting safety of bicycle road users.

BUT... Please do not pre empt this by foolish victim blaming ideas like the below!

Promote the use of bells, lights and helmets for the safety of riders at any appropriate events and workshops.

The silly painted cycle lanes actually encourage drivers to close pass as they feel entitled to drive in their lane as close as they can get to the cyclist in a 1m or less "lane" painted strip that ends in a chicane race at the next intersection or roundabout. Cyclists aren't running into cars or pedestrians except on shared paths where again bad behaviour about sharing a path is the main problem as cyclists are as bad as motorists in not wanting to slow to a walking pace to pass walkers and their dogs etc which is often necessary.

The statistics quoted that "speed" is responsible for 11pc of accidents is erroneous. The data collected is not robust and relies on arbitrary assessments made by well meaning attendees well after the accident

The experience I have in investigation of thousands of road accidents strongly indicates distraction of drivers and inattention is the cause of most of the accidents that are erroneously recorded due to the absence of proper evidence as "speed"

Please take this into account in the education program and emphasis distraction ( mobile phones , mind wandering etc ) . The evidence shows too low speed limits actually encourage distraction and inattention which lead to accidents . Do not make the mistake of lowering arbitrarily set speed limits as this will increase inattention and accidents . There is much research available on this which I am happy to discuss

Please add Balgowlah Road to your plan, note the speed limit is 40kmh and nobody respects it. Several kids cross that in front number 69 to go. School or take their dogs.

Another non effective expensive project which is primarily cared for by the State and Federal Govt.

Changes to lower speed limits permanently across all suburban streets to 40km/h as has been done in Dee Why should be made throughout the Northern Beaches, especially all the village areas where there are high proportions of pedestrians and cyclists.

As a driver, motorbike rider, pedestrian and cyclist all over the Northern Beaches, there is an aggressive and entitled driving culture. Common courtesy has disappeared. Lane changes without indicating, aggressive tailgating, speeding well in excess of set speed limits, illegal use of bus lanes, cars & trucks (and in some cases buses) passing way too close to cyclists - these are habits now ingrained in many motorists. Combine that with drug and drunk driving and it's no wonder the northern beaches leads NSW in crashes and fatalities per capita.

I note that there is a lot in the plan about education, but there needs to be an equal emphasis on policing and enforcement. Police presence on the roads is barely apparent. I'd like to see a stronger presence of police cars, motorbikes and bikes across our road network.

Sydney is very busy and people need to drive around, in heavy traffic to get around.  
Invest money in teaching people road awareness, and teach kids to cross roads as well, instead of the alternative offered where we bring the city to nearly a halt with useless 40kph areas. Its a joke. If your in high school and you don't know how to cross a road, theres something wrong there.  
People need to be responsible for themselves and look around when walking around, crossing roads etc.  
Simple.  
Road speeds are already a joke and it takes me over 1 hour each way to get to and from work, thats a joke.  
This will make it worse.  
The nanny state thats frustrating to live in because of stupid rules.

I don't see in the plan any specific strategy aimed to reduce the overarching root cause of the road safety issues, which is the overwhelming numbers of vehicles on the road.  
Additionally, there are not any actions aimed to protect the increasing number of cyclists who are in the Northern Beaches either for commuting to work or simply leisure. The amount of dedicated cycle paths we have available is just ridiculously insufficient, while the space reserved to cars (e.g. bus lanes transformed in parking areas over the weekend) is disproportionate.  
We are behind not just other cities in Australia, but also the rest of the world.

You cannot legislate for idiots. They will always be idiots. Yet you are doing this by penalising most drivers who drive responsibly. By reducing speeds to 40kph will cause congestion, as it does in school zones, and will add to frustration of drivers. Most of the time drivers are only going about 40 in high traffic areas, however early in the morning or late at night it is ridiculous to make people go 40 if there are few cars around. We really don't need bureaucrats continually interfering in our lives and adding to our nanny state status. Life is difficult enough for many people without more rules and restrictions being added to their lives.

Rathowen Parade, Killarney Heights, is a high traffic thoroughfare for walking school children.  
It is not uncommon to see cars speeding up to 80km on this road. Speed Bumps need to be placed on this road as the wideness of the road entices drivers to speed. This needs to be dealt with urgently as speeding vehicles have been involved in accidents on this street.

I am heartened by the use of the word "crash" or "crashes" rather than the wider-used but misleading "accidents". Very, very few crashes are genuine accidents, they are, as the draft plan says, the result of negligence, be it excessive speed, inexperience with inclement weather and other conditions, drugs, alcohol and so on.  
I fully support the draft plan as it exists now.

Make it safer for bike riders. More bike paths separated from traffic. Please.

Council needs to slow vehicle traffic and make our streets safer for bike riding and walking.  
E-bike usage is growing exponentially which will mean more people riding in more areas.

We [REDACTED] and provide babysitting for two grandchildren weekly  
We have to cross the road to get to our car which is garaged directly opposite  
This is quite dangerous as there is no crossing between Pine and Raglan streets  
A 40 zone would certainly help  
Another issue is bike riders on the footpath  
Because of trees on the footpath it narrows the area for pedestrians let alone bicycles

In point 3 (Pedestrian safety) to consider:

- a) additional pavements and improvements to existing pavements.
- b) prohibit parking of boxed and caged trailers, caravans, boats, motor homes and trucks on residential roads especially around suburban/residential parks and play areas to promote better visibility for both drivers and pedestrians

I think you are wasting the community's money in making reports and plans like this- it is an overreach of your function as a council. We are already paying taxes for the RMS to make decisions and implement ideas about these kinds of things. I see that your plan has already been implemented in Dee Why before the consultation time has finished?? I think it is important for you to consider the amount of time people in the community will waste (per year) by driving at 40 when 60 is sufficient for purposes of safety, the increased congestion on the roads, the burden to the community of paying fines of going over an unnecessarily low speed limit and the confusion caused by trying to figure out all the different speed zones. I ask you not to go through with this ill conceived plan.

Dear Council,

Your Road Safety Plan is a very good initiative, however lacks a component to easily engage the public in identifying problems.

From your draft page 16 "Assist in identifying black spot locations through crash data analysis and any police information."

Perhaps you could include an avenue for the public to make a suggestion, and then for that idea to be assessed and acted upon if found to be a definite "positive step". This would hopefully include safety related comments to intersection design and regulation, as one size, does NOT necessarily fit always.

For myself, having lived in the Northern Beaches for 25 years, and in my current house for 20, I've always found the intersection of Melwood Ave and Bushland Ave, in Forestville, to be "challenging". I ask anyone, on a weekday, to travel west along Bushland Ave, and turn right, into Melwood. This becomes particularly complicated, when school starts / ends, and clients are entering / leaving the RSL.....you should try it! Uncomfortable moments and near misses are commonplace. A smallish car with low ride height would be blind to traffic on the left and right hand sides.

[REDACTED], I have reviewed the programme with some broad detail. I am a recreational and commuter cyclist and driver. I have been riding on Sydney roads for a period in excess of 25 years so I have extensive experience. Drivers have become so impatient and distracted we are far beyond anything but highly visible and pro active police presence on our roads especially during peak times. Reckless speeding drivers are the norm not the minority on the Northern Beaches. Unfortunately, we are far beyond a feel good awareness programme.

Council seems to be absolving themselves of responsibility as a designer of roads. Reading austroads guide for road management for councils it clearly states that councils have a responsibility to identify dangers in the roads system and rectify them. Also the section on safe cars only considers occupant safety, not safety of all road users. In the USA they have found that increasing rates of pedestrian deaths are clearly linked to change of vehicle type...ie the increase of the SUV. You're 3x more likely to be killed if hit by a SUV than a normal car. Shouldn't council be taking a lead there in educating road users about their choices. It also says nothing about trying to change people's habits. E.g. encourage kids to be walked to school or other means rather than be driven. Reduce car use. It seems to accept that with development congestion will get worse yet austroads states that it's council should consider the road networks capabilities BEFORE development proceeds. Overall this plan is way too weak to engender the significant behavioural changes that will only come from a strong re prioritisation away from private motor vehicle use. Please review this plan so it deals with the responsibilities as detailed by austroads.

1. I have written to Council on numerous occasions about near misses [REDACTED] with many families crossing East Esplanade to the beach. The speed limit goes from 40 to 50 which is too fast for people to get across, when traffic comes down the hill to Osborne Road. It should be 40 all the way on East Esplanade to the Skiff Club.

2. The crossing at Victoria Road and East Esplanade is still not lit well enough. I have seen many cars not see people on this crossing and many near misses.

3. The crossing at Darley Road and the Corso is also a hazard. Pedestrians disregard the lights and many near misses happen here too.

4. Manly Wharf crossing needs to have the number of seconds displayed (like in Europe) so people understand when they don't have time to cross.

5. I think many streets surrounding the Corso should be Pedestrian only.

6. The Pedestrian crossing outside the Council Chambers going to the Corso is very dangerous, both for pedestrians and cars. There is often a constant stream of pedestrians and cars become impatient and just drive through.

7. The crossing at Darley Rd and Ashburner St is another hazardous crossing. Cars coming down the hill do not realise it is a crossing and then do not have time to stop. Perhaps some bumps on the road might help to alert motorists to a crossing? I have nearly been hit by cars on this crossing.

8. There is also a problem with "hoons" drag racing their cars through Darley Road and around the Corso. I observe motorists in general driving fast through Manly CBD. Perhaps some cobbled or paved roads would slow people down?

I also worry that the above "hot spots" will not be properly dealt with until after the review, which will take too long. Action should happen ASAP in these high risk areas.

9. There is a problem in Manly with left turns on green walk signs. I actually was hit by a car turning left from Darley Road into Wentworth Street, while the walk sign to cross Wentworth St. was green. I also see this problem at Belgrave Street and Griffin Rd lights where you turn right while the Green Walk sign is on Belgrave street.. Can this be looked into and cars not be allowed to turn while people are crossing?

I think we should follow the model that Sweden and Norway have used to lower their pedestrian fatality rates, and I believe speed is the main factor where they lowered limits to 30 km/hr.  
Thank you for improving our road safety for residents and visitors.

My summary of the "Plan" is you will continue public awareness and investigate ways to improve road safety. In my opinion, the time to investigate ways to improve road safety would be BEFORE drafting a plan. It's not a plan it is merely a statement of intent - basically a wish. Perhaps if we spend less on consultants and stock images and invest more in experts who have experience, expertise and IDEAS we might begin to reduce injuries for cyclists, motorcyclists and pedestrians hit by cars. It took me 60 seconds to write that and it's already more concrete than your plan. Come on NBC - let's get to work on this beyond brochuring the issue.

The Safety Plan's objectives are laudable but there is far too little in the way of concrete plans around infrastructure. IMHO there needs to be at least an appendix of intended improvements to infrastructure that are easy for ratepayers to understand and the results of which are readily measurable.

For example, it's fine to have an objective of 'advocating' for 40kph speed zones, but there should be an appendix that lists the areas where Council intends these to apply. (Seaview and Foamcrest Aves in Newport would be two that should be on such a list.)

I would like to see more emphasis on policing load limits on roads that are constantly flouted by truck drivers. No mention of educating truckers to stay off roads not designed for high loads. These trucks endanger lives and property. Incur council clean up costs, wreck road surface and increase road noise to residents. Please increase policing of the 3 ton load limit and local traffic zones please. [REDACTED] Mactier/esplanade/Nioka Rd and Veterans Pde Narrabeen is prime example of daily flouting laws.

The Road Safety Plan hits the core issue in one of the opening statements: "Our dependence on cars is one of the factors contributing to congestion on our roads, which can also contribute to unsafe behaviour."

Unfortunately, this plan appears to focus more on behaviour change campaigns aimed at motorists than any genuine efforts to reduce traffic or improve the currently completely inadequate infrastructure provided for pedestrians and cyclists. One cannot increase modal share of walking and cycling (which is connected to public transit usage) without addressing the major infrastructure deficit of the LGA.

The focus of the action plan for Bike Riders is focused almost entirely on behaviour change (bells, helmets, etc). As someone who grew up in Northern Europe, and has spent several years living in Sydney, I can firmly assert that what is not needed is more money put into "awareness campaigns" and "shared path line markings". What is needed is a concerted effort to follow international and Australian best practice for safe road design:

- All local streets should be within 30 km/h zones. This has been standard in car-centric Norway for decades.
- Footpaths in general should be widened and continued across intersections with minor roads. This is being implemented throughout Metropolitan Sydney and has been standard practice in The Netherlands for decades.
- Bicycle tracks with a kerb or median separation should be provided at every road with a speed limit of 50km/h or higher. Streets at 40km/h should have line marking and 30km/h and less designed for slow vehicular movement. This is standard practice in Denmark and has reduced cyclist deaths substantially.

We do not need "innovative", new ideas to solve the traffic safety issues of the Northern Beaches LGA. I would argue that all of the issues that currently faces the LGA have been addressed and solved in other areas and countries and these strategies should be implemented here.

I am supportive of elements of the campaign such as looking to increase the efficiency of transport, and informational or technological aspects presented which should be relatively low cost without the imposition of additional draconian and expensive measures. These can frustrate and cost the community. There should be a proper full analysis. In the report there was no reporting on previous initiatives such as the implementation of 40km/h zones around schools. Have deaths and injuries declined, or gone up and by how much? Surely there is data on this for our area. We should not add further expense, bureaucracy, punitive and costly initiatives without being provided with information on how previous such changes have worked or not in our area.

The report lacks analysis on the time cost, correlated monetary value and the cost in fines and court time on implementation of low speed zones. Often schools are a distance away from main roads, and in some places there are protections preventing pedestrian access to the road, and an overpass to allow pedestrians safe travel over the main road, such as at Frenchs Forest High school. Yet the slow speed zone remains. Driving along Warringah Road, one has to continually slow down and speed up due to schools even though they are not accessible by pedestrians. This causes major congestion and frustration on an main arterial road and so it is counter to the councils aim of "efficiency" which gets nothing but a passing mention in the report. The delay and congestion must be the equivalent of tens or hundreds of thousands of hours of lost life time annually, for no known additional benefit in safety. Although high speeds are known to be a primary factor in some accidents, what is the data on the difference between local zones which are in many cases already 50km/h to 40km/h? There is no evidence presented of any lives that would be saved between two slow speeds.

The cost presented in the report of \$12.4 billion over 4 years due to deaths in NSW provides no breakdown for our area but is a NSW wide figure. This cost and the associated emotional impact is a major consideration, but what is the direct and psychological cost to peoples lives for additional time lost due to reduced efficiency and slow speeds? What if this cost in lost lives turned out to be \$6 billion per year, or twice as much as it saves. Also what is the cost to ratepayers both in council staff time, construction and implementation of these measures? Without this analysis of lost lifetime equivalency, and a clear presentation of the cost to the community in fines, lost productivity due to excessively slow and variable speed limits, expense to ratepayers along with presentation of data on the success or otherwise of previous changes, further changes being mandated from the UN should not be implemented. The result would be programs that are at best ill informed, without context and may cost more than they save as some UN initiatives have turned out to be, however well meaning.

#### Specific Action

Eg Howard Av Dee Why (Pittwater Rd End) Currently Huge number of Illegal U Turns - More people cross outside the pedestrian crossing and traffic lights than use them. Cars park illegally particularly 'No Stopping Zones' to then J Walk - I suggest a barrier to prevent crossing the centre of the road - From Pittwater Rd to the Council Carpark in Howard.

This would improve traffic flow and safety - whilst this is specific there are sites where the situation is similar and therefore similar solution.

As a longer term 'goal' would be to create a subterranean pedestrian crossing at Pittwater Rd and Oaks and Pittwater Road and Howard - improving safety and traffic flow. It would improve the flow of Bus commuter traffic through Dee Why.

Additionally I think the B1 and other bus routes exiting Dee Why is working well BUT additional developments and other developments not yet fully sold will add very quickly to the pressure in this area - so there should be further consideration to the bus pick up and set down areas within Dee Why (and the Mall ) This may mean widening Pittwater road in front of the council chambers which in turn may impinge upon the council parking area and Norfolk pines etc.

I support the current Road Safety plan as it stands. All the elements listed will help make our roads safer. However I would argue that the plan could go further. As a resident I often see examples of where the roads are unsafe and while the plan will go some way to address these incidences further steps could be made. The area where more could be done is in the physical set up of roads and how they can curb speeding. For example I live near [REDACTED] While there are speed reducing humps on the road closer to the school at the top of the hill with Parkview I regularly see cars speeding up and down as the road is wide and there are not elements that could slow them down. I'm not sure if this area would classify in your plan as a 'high pedestrian area'? If it does, that is good but if it doesn't then speed reduction steps outlined need to be expanded. Just because it isn't a high pedestrian area doesn't mean the chances of a crash aren't the same and could still injure/kill someone.

I would also hope the plan looks at international best practice for traffic calming measures. I believe speed humps aren't always the answer and inventive ways to create the sense that speed needs to be reduced has been implemented in countries (I believe nordic countries have done a lot of work in this area).

I would also look at the parking allocations in roads across the northern beaches. Again, I've seen examples where views at junctions (e.g. corner of Thornton and Griffiths) are obscured because of poor visibility caused by parked cars too close to the corner. Some simple changes would remove some of these danger areas.

Basically I think it is a good plan but the details of how to achieve some of the goals are a bit vague. For example, on my suburban street we often see cars speeding unsafely, and there are two unsafe crossings on my very short walk to Manly Village. Drivers find them annoying but we need more zebra crossings, more designated crossing areas, and lower speed limits through residential areas.

One of the major problems on our suburban roads is the width off the roads which allows parking on either side of the road. I have shown representatives of the council the dangerous location where the roads are the absolute minimum width, the [REDACTED] stated it is one way of slowing cars down by having access to one lane of traffic whilst the vehicle in the opposite direction waits, unfortunately not always does the other vehicle wait, hence either a head on accident or a close encounter. Just don't see the logic in this thinking, should avoid at all times the case of an accident, as we are aware our roads are storage areas for boats, caravans, box trailers and the like, can someone with some common sense look at parking on one side only to allow clear passage of vehicles, a prime example where I met with councillors and engineers at the time Pittwater Council where park is permitted on Seaview Avenue Newport between hours 7.00 am & 10 am, week days only, should be all hours and every day, this has been an absolute god send to those who wish to use this road on their travels to work every day, problem it is a nightmare on the homeward journey.

In addition to the planning a thought should be giving to practical items as removing the silent cop at the corner of Headland Road and Robertson Road, North Curl Curl. This is a hazard as cars park opposite it and you have to go on the other side of the road to turn into Robertson Road. The cop it out dated. The other issue it the corner of Fisher Road and South Creek Road Dee Why. This corner is very dangerous as cars are speeding on Fisher Road and motorists speed out of South Creek Road to beat cars and get around. A roundabout would slow cars down and make it safer to turn. With cars parked in the gutter it would also make it safer for children crossing to the park.

The emphasis is certainly on drivers in this plan. I agree with all these suggestions, BUT.... Where is it noted that pedestrians need to have to have a safer way of crossing roads. I am an older driver and I cannot understand why pedestrians presume that the road is for their use only. I see quite large vehicles having to brake as someone just swings onto the crossing without looking. Where did the ditty go which we taught to our children? "Look to the left, then to the right and then to the left again, and you'll never ever get run over" Teach the children this and they could pass it on to their parents.



#### 4.1 Promote safety on bikes

Add: Using crash data, identify bicycle crash 'hot spots', prepare a priority list of sites where infrastructure can reduce crash rates, secure funding and build infrastructure.

Road safety plan is not fit for purpose. Fundamentally misunderstands the nature of the Safe Systems approach, the Hierarchy of Controls and the concept of shared responsibility. Appears designed to minimise the demands on Council's resources rather than achieve measurable safety improvement outcomes, and is significantly out of date and out of step with current approaches as outlined in Austroads' Local Government Road Safety Management Guidance AP-R612-20.

A more detailed critique with embedded copy of AP-R612-20 is attached.

High pedestrian areas need much slower vehicle speeds than 40 mph. In Europe speed limits are often 10 mph in high pedestrian areas.

Mona Vale central area is very poor for pedestrians. Only one light controlled crossing of Pittwater Rd between Council building and South Western side of the road. Speed in this part of Pittwater Rd should be reduced, with rumbles paving, chicanes, to maximum of 20 K in business hours.

Manly is also poor for pedestrians. West Esplanade at junction with Commonwealth and Fairlight St near the Manly Museum and Art Gallery, has a corner with poor visibility, yet also some crossing "shoulders". It is a very popular crossing area, but speeding cars and poor visibility make it dangerous. Traffic should be slowed down on East and West Esplanade and the beginning s of Fairlight Street

The road safety plan, and the Northern Beaches Council does not acknowledge cycling as a viable transport alternative to cars and the measures in the plan are simply lacking for cyclist safety. The comments about changes in behaviour have marginal benefit to safety and seem like a (close to) zero cost after thought. The content of the road safety plan indicates to me that the NBC still believes that in 2020 the car is king and wish for that to remain so. If I have one general request is to get back to the drawing board and decide if you want to encourage cyclists on the Northern Beaches roads – or not?

Specifically, I would like to see separate (i.e physically separated) cycle paths from Dee Why, through Brookvale to Manly, and to have proper covered bike parking at key parts of this route. This should be world standard and suitable for children 8 years and older cycling to school, workers commuting or connecting to public transport hubs, parents cycling with toddlers in child carriers to day-care, goods moving through cargo bikes, sports and leisure rides keeping fit, tourists choosing to ride bikes and 80 year old's cycling to the shops. I have walked this route and without any specialised knowledge can see that the extra width can be incorporated into the current terrain.

I originally come from London, a city that used to have no cycling infrastructure and in about a decade they have delivered enormous changes without making life impossible for car drivers. I'm sure your research staff know about this but this site shows you what a green-field cycle lane project should look like:

<https://tfl.gov.uk/modes/cycling/routes-and-maps/cycleways>. There are many other successful models around the world that NBC could look at.

Also, painting a picture of bicycle on a pavement or road does not make it a cycleway – please save your paint!

Please reconsider your road safety plan and how you think cycling infrastructure should be incorporated into the Beaches.

The draft Plan is well documented and considered. I note however there is no action to be taken on greater control and safer options on the continuing problems that occur on Alexander Street, Collaroy . This despite earlier promised action.

I would like to see some immediate action in relation to Key Road Safety Item 1.1 (Reduce road safety risks around schools). For instance, there are cars parked illegally and dangerously around Frenchs Forest School most weekdays on the western side of the intersection at Ann St and Grace Ave.

I often reported vehicles when based at home 3 years ago. Whilst walking my son to school. we could not see approaching vehicles so crossed at that intersection just hoping we would make it to the other side unscathed. At the time I only reported the most extreme examples parked right next to the corner. To my surprise and consternation, it seems the tickets were only issued to the vehicles reported and not the other illegally parked vehicles next to them.

When I suggested that rangers patrol this area more often, the response was that patrols of the Frenchs Forest locality are routinely made and Rangers will frequent known hotspots, such as schools, but somehow they still seem to miss these cars each time as I do not see any tickets on these cars.

I support the Road Safety Plan.

"Purpose of road safety Plan

The Road Safety Action Plan 2019 – 2024 will: target a reduction in the number of crashes that result in death or serious injury in the local government area."

"Safe Speeds

Reduced speeds in high pedestrian activity areas will reduce the likelihood of someone being killed or injured on the road. Council will review high pedestrian areas throughout the Northern Beaches and install 40km/h high pedestrian activity zones, subject to approval from the Transport – Greater Sydney Division (formerly Roads and Maritime Services – RMS) and educate the community on the newly established zones."

I support reduced speeds in high pedestrian activity areas and in locations where there is a risk to pedestrians.

In particular, I am concerned about pedestrian safety in Oliver Street, Freshwater, at the intersection with Brighton Street. A week ago a pedestrian fatality occurred in this location.

The intersection of Oliver and Brighton Streets is a risky environment for pedestrians due to the speed of traffic travelling south and north along Oliver Street. Vehicles travelling south enter Brighton Street, often at speed, via a sharp bend in the road. Vehicles are not visible until rounding the corner and, if travelling fast, arrive at the intersection a mere few seconds later.

Pedestrians also have to be wary of traffic movement in different directions at the intersection.

Pedestrians regularly cross Oliver Street at or near the intersection with Brighton Street.

Pedestrian activity is associated with the following:

- Two bus stops are located on opposite sides of Oliver Street;
- A cafe is located in Brighton Street (east);
- Harbord Public School is located about 300m south.
- Brighton Street (east) is en route to Curl Curl Beach;
- Brighton Street (west) is en route to Freshwater High School.

It is timely that Council considers measures to improve pedestrian safety in this location.

This includes reducing the speed of traffic along Oliver Street and around the bend entering Brighton Street (south). Preventative action is required as a priority.

Thank you for the opportunity to comment on the Road Safety Plan

My Comments are not linked to any part of the plan – they are a series of concepts which I have discussed with various groups over the past 40 years. Some have never been mentioned but are, I think, worth considering. I am a car-driver (over 50 years) and motorcycle rider (for the past 25 years) – I drive and ride in urban and regional areas, often in congested traffic, at peak times. I have also driven small buses in my past work with children with disabilities.

- 1.High Visibility equipment/ vests or bands for cyclists, motor cyclists, and vulnerable pedestrians/wheelchair-bound, etc. (simple crossover bands are easy to use, cheap and light-weight to wear and carry).
- 2.Encourage drivers to use light, bright-coloured vehicles, with lights on in daytime (already compulsory on motorcycles/scooters).
- 3.For Safe right-hand turns across busy traffic lanes – left turn and u-turn at roundabout if nearby.
- 4.Drivers - Always make a physical “shoulder-check’/ “blind-spot” check before pulling away from stopping and when changing lanes
- 4.Safety gloves and footwear for motor-cyclists – “Who will wipe your bum for the next six months when you inevitably land on your hands when you get knocked off?”
- 5.When crossing a busy road, move away from a corner to ensure you only need to look two ways (left and right), not three or four directions if crossing at a corner.
- 6.Council should clear all vegetation which can hide a child or wheel-chair bound person at crossings
- 7.Encourage children to use a bag for carrying a ball to the playing fields – it’s too easy for a ball to be dropped and to roll on the road. Children instinctively run after a ball.
- 8.Ditto with dogs – always keep them on a lead near traffic.
- 9.Train motorists to “MERGE LIKE A ZIPPER” when merging lanes – New Zealand has this on road signs
- 10.Don’t advise motorists when their speed is being checked.
- 11.Teach pedestrians to walk against the traffic – I.e. facing the vehicle, not with his/her back to the flow of traffic.
- 12.Smoking while driving is very distracting, involves many different activities (open packet, extract cigarette, light same, smoke and ash it many times, and finally dispose of it – most modern cars don’t have ashtrays. This leads to ashes and butts ending up on roadside, leading to roadside fires. National figures in 2005 showed 4000 fires were started by cigarettes around Australia. Ban smoking while driving – it is already banned while driving with children and when using a work vehicle and when transporting patients’
- 13.When reversing, especially from driveways, drivers should open windows so they can hear activities around them, and turn off radio/sound systems, remove headphones, stop talking and concentrate. Never reverse across double lines.
- 14.Never double-park outside schools to pick up or drop off children. No child dies from getting wet or being late.
- 15.Encourage school infrastructure and other contractors to leave plenty of parking spaces for parents/ carers to transport their children (especially those with younger toddlers and babies). Contractors are usually not using their vehicles except for commuting, so they can park at some distance from schools.
16. Scooter –riders become very vulnerable when lane-splitting, especially near buses and trucks. They must understand that they are almost invisible.
- 17.The recent early-morning hit and run death of a pedestrian (Harbord) could possibly have been avoided if the victim was wearing a light or bright coloured jacket.
- 18.“Put your Headlights ON” signage at shopping centre exits, and large parking garages.
- 19.During PEAK HOURS, Pedestrian Pathways along commuter corridors could be dedicated to cyclists in lieu of bus-lanes – many footpaths are not in use at peak periods – this could free up driving lanes. Pedestrians would use the opposite side of road. Motorists crossing the dedicated cycle path would be obliged to stop before crossing that path from a driveway during peak times/cyclist times. (Not sure about bus –stops – most peak-hour bus stops are now dedicated bays.) Worth considering.
20. We’re all in this together – let’s encourage everyone to be polite, allow plenty of space, and stay safe.

Northern Beaches has a higher than Sydney and NSW proportion of cyclist, motor cyclist deaths, yet the Safe Roads plan does not address major issues with cycling and motor cycling safety. Drivers need to be better educated, and infrastructure for these road users needs to be improved. With the growing area of E-bikes and food delivery using bicycles, cycle infrastructure and safety should really be key.

The Safe Vehicles plan to promote safer vehicles is pointless - people buy new vehicles rarely. Most new cars have excellent ANCAP ratings, it is the driver behaviour that needs to change not the vehicle they drive!!

Safe Roads plan should include better on road markings for cycle lane/s. It should include funding requests to build better roadshoulders to help keep cyclists safe on narrow one-lane roads such as Wakehurst Parkway.

Safe People plan should specifically include promotion of the NSW road safe cyclist passing 1m rules.

I think in the appendix under 2. Drivers and Riders there should be education for drivers to pass cyclists safely, to show tolerance to all road users and reduce driver aggression towards cyclists. This should include heavy vehicle/truck drivers - garbage and trucks etc.

## 7.2. Social media – Facebook post 26 February 2020



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