



Intersection improvements on Pittwater Road, Collaroy

Community Consultation Report



Transport
for NSW



Executive summary

The NSW Government is taking action to deliver transport improvements for the Northern Beaches, including an integrated program of service and infrastructure improvements to deliver a new B-Line bus service. As part of the B-Line program we proposed to improve intersections along Pittwater Road, Collaroy.

This report provides a summary of Transport for NSW's community and stakeholder consultation in November and December on the proposal to improve safety, traffic flow and the reliability of bus travel times on Pittwater Road, Collaroy.

The proposal includes:

- building six right turn bays for southbound traffic on Pittwater Road turning right into local roads, including at Stuart Street, Ramsay Street, Frazer Street, Jenkins Street, Homestead Avenue and Ocean Grove
- building a right turn bay for northbound traffic turning right from Pittwater Road into Brissenden Avenue
- building a right turn bay for northbound traffic turning right from Pittwater Road into Collaroy Surf Lifesaving Club, including a new driveway into the club car park. This will result in the loss of one parking space in the Collaroy Surf Lifesaving Club
- installing a part time 'No right turn' sign on Pittwater Road at Eastbank Avenue, restricting southbound motorists on Pittwater Road from turning right into Eastbank Avenue during peak periods (6am to 10am and 3pm to 7pm Monday to Friday)
- installing 'No U-turn' signs for northbound traffic on Pittwater Road at Eastbank Avenue and Collaroy Surf Lifesaving Club
- closing the existing median gap on Pittwater Road at Birdwood Avenue
- closing the existing median gap on Pittwater Road at Hay Street and providing a U-turn facility just north of Hay Street for northbound motorists to change direction
- installing a pedestrian crossing across Pittwater Road at Ocean Grove, on the northern side of the intersection
- banning northbound motorists from turning right into Ocean Grove from Pittwater Road
- night work during construction.

We distributed 3,500 letters to the community and stakeholders inviting feedback on the proposal. An additional 1,350 inserts outlining changes to the intersections at Hay Street and Birdwood Avenue were distributed to areas where people might be more closely impacted. B-Line also doorknocked residents in these areas to discuss the proposal. We spoke to 120 community members and feedback about both proposed changes was mostly positive.

We received feedback from 91 people who raised 74 different matters. Key points raised included questions about the proposal, concerns about alternative routes, queries about the wider B-Line program, environmental and construction questions plus additional suggestions and concerns that are not part of this proposal. Overall, 17 people were supportive and one

person was opposed to the entire proposal. Ninety-three comments indicated support or opposition to elements of the proposal, and we have considered the feedback in this report.

No opposition to the proposed construction schedule of working five nights a week was expressed.

We thank everyone who provided comments and the community and stakeholders for considering the proposal.

Following a review of the comments, we have decided to proceed with the proposal with the following changes:

- installing chevron marker signs in the median on Pittwater Road at Hay Street
- modifying the median on Pittwater Road at Frazer Street to assist with right hand turns into Frazer Street
- extending the U-turn facility at Hay Street to accommodate an additional five cars
- permitting U-turns on Pittwater Road at the median gap at Collaroy Surf Lifesaving Club and Eastbank Avenue
- retaining the car parking space at Brissenden Avenue by modifying the design of the right turn bay.

B-Line will also investigate community suggestions received during the Have Your Say process that fall outside the scope of this project for future consideration.

We will update the community and stakeholders before construction starts in early 2017.

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1 Introduction

1.1 Background

The NSW Government is taking action to deliver transport improvements for the Northern Beaches, including an integrated program of service and infrastructure improvements to deliver a new B-Line bus service. The B-Line service is scheduled to start operating in late 2017. It will provide more frequent and reliable services for customers travelling between the Northern Beaches and Sydney CBD.

This proposal aims to improve safety and ease congestion on Pittwater Road caused by the absence of dedicated right turn options between Stuart Street and Hay Street. The proposal also aims to improve the reliability of bus travel times.

1.2 The proposal

The NSW Government is proposing to upgrade a number of intersections along Pittwater Road at Collaroy.

The proposal includes:

- building six right turn bays for southbound traffic on Pittwater Road into local roads, at Stuart Street, Ramsay Street, Frazer Street, Jenkins Street, Homestead Avenue and Ocean Grove
- building a right turn bay for northbound traffic from Pittwater Road into Brissenden Avenue
- building a right turn bay for northbound traffic turning right from Pittwater Road into Collaroy Surf Lifesaving Club, plus a new driveway into the club car park. This will result in the loss of one parking space in the Collaroy Surf Lifesaving Club
- installing a part-time 'No right turn' sign on Pittwater Road at Eastbank Avenue, restricting southbound motorists on Pittwater Road from turning right into Eastbank Avenue during peak periods (6am to 10am and 3pm to 7pm Monday to Friday)
- installing 'No U-turn' signs for northbound traffic on Pittwater Road at Eastbank Avenue and Collaroy Surf Lifesaving Club
- closing the existing median gap on Pittwater Road at Birdwood Avenue
- closing the existing median gap on Pittwater Road at Hay Street and providing a U-turn facility just north of Hay Street for northbound motorists to change direction
- installing a pedestrian crossing on Pittwater Road at Ocean Grove, on the northern side of the intersection
- banning northbound motorists from turning right into Ocean Grove from Pittwater Road.

We also consulted on our proposed construction schedule which included five nights of work a week over an 18 week period.

2 Consultation approach

2.1 Consultation objectives

We consulted with the community in December 2016 to:

- Seek comments, feedback, ideas and suggestions for us to consider when developing the proposal, including consultation outcomes to be incorporated into the Review of Environmental Factors
- Build a database of interested community members with whom we can continue to engage during the proposal's development.

2.2 Consultation methods

We sought feedback on the proposal between Thursday 1 December and Friday 16 December.

Community members and stakeholders were encouraged to provide their feedback and make comments via email, mail, on the B-Line website, via phone contact with the project team, through a targeted door knock and through attendance at a community information session.

Our consultation tools were:

Table 1 – Consultation methods

Have your say – December 2016 (Appendix A)	<p>Letters were delivered to 3,500 residents and businesses within the area (see Appendix B).</p> <p>The Have Your Say letter was emailed to council and government agencies, emergency services, utility providers, schools, businesses and religious centres in the local area.</p> <p>Additional inserts containing more detailed information about specific changes proposed at Hay Street and Birdwood Avenue were also delivered to 1,350 properties (see appendices C and D).</p>
Website – Online via the B-Line website	<p>Details of the proposal were uploaded on the B-Line website b-line.transport.nsw.gov.au</p>

Door knock	<p>A door knock was carried out across several days between Monday 5 December and Friday 9 December to discuss the proposed median closures at Hay Street and Birdwood Avenue with residents in the surrounding areas (see appendices C and D).</p> <p>We spoke to 120 community members and feedback about both proposed changes was mostly positive.</p>
Community Information session	<p>A community information session was held at the Collaroy Surf Life Saving Club, 23 people attended to ask questions, raise concerns and find out more about the proposal.</p>
Targeted stakeholder meetings	<p>Targeted stakeholder meetings were held with key stakeholders including Council and the Sargood spinal rehabilitation facility.</p>

3 Consultation summary

3.1 Overview

We received comments from 91 people who raised 74 different matters.

Key points raised included questions about the proposal, concerns about alternative routes, queries about the wider B-Line program, environmental and construction questions and additional suggestions and concerns that are not part of this proposal. Overall, 17 people were supportive and one person was opposed to the entire proposal. Ninety-three comments indicated support or opposition to elements of the proposal, which is summarised in **Table 2**.

Table 2 – Comments on the proposal

Proposed change	Feedback
Southbound right turn bay into Stuart Street	Two supportive
Southbound right turn bay into Ramsay Street	Two supportive
Southbound right turn bay into Frazer Street	Three supportive
Southbound right turn bay into Jenkins Street	Two supportive
Southbound right turn bay into Homestead Avenue	Two supportive, two opposed
Southbound right turn bay into Ocean Grove	Two supportive, three opposed
Northbound right turn bay into Brissenden Avenue	Two supportive, one opposed
Northbound right turn bay into the Collaroy Surf Lifesaving Club, plus a new driveway into the club carpark and loss of one parking space.	One supportive, one opposed
Southbound right turn ban into Eastbank Avenue during peak periods (6am to 10am and 3pm to 7pm Monday to Friday)	16 opposed
No U-turn restriction for northbound traffic on Pittwater Road at Eastbank Avenue	One opposed
No U-turn restriction for northbound traffic on Pittwater Road at and Collaroy Surf Lifesaving Club	Two opposed
Median closure at Birdwood Avenue	One supportive, six opposed
Median closure at Hay Street	Nine supportive, 26 opposed
Northbound U-turn facility just north of Hay Street	Six supportive, two opposed
Pedestrian crossing across Pittwater Road at Ocean Grove, on the northern side of the intersection	One supportive

There was no opposition to the proposed construction schedule of working five nights a week.

We thank everyone who provided comments and the community and stakeholders for considering the proposal.

3.2 Feedback summary and Transport for NSW responses

We have provided responses to all feedback received. The responses are included in this report, which will be made publicly available on the B-Line website <http://b-line.transport.nsw.gov.au>

All comments have been considered to help make decisions on this proposal. Matters raised during consultation that are not within Transport for NSW's and Roads and Maritime Services' areas of responsibility have been forwarded to the appropriate authority.

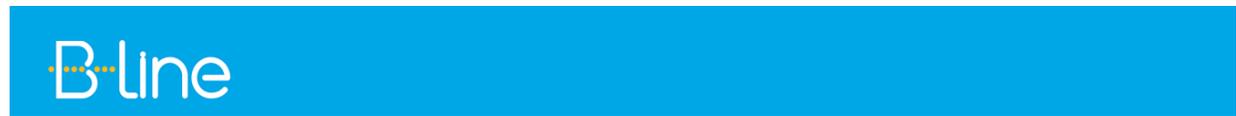
Table 3 – Feedback summary and responses

No.	Submission no.	Issue/s raised	B-Line response
1		Proposal	
1.1	C1, C8, C9, C24, C25, C35, C37, C72, C75, C74, C84	A right turn ban during peak periods should not be implemented at Eastbank Avenue.	This proposal aims to improve traffic flow, safety and efficiency on Pittwater Road. Traffic counts completed in planning for this proposal indicated that seven vehicles make this movement each day. As a result, the impact of limiting this movement during peak periods is not considered significant.
1.2	C1, C24, C25, C28, C75, C76, C81, C84	A southbound right turn bay should be built at Eastbank Avenue.	This proposal aims to improve traffic flow, safety and efficiency on Pittwater Road. There is not enough space to build a turning bay that allows vehicles to safely decelerate in this area. As a result, a turning bay would present a safety risk, increasing the likelihood of rear end accidents.
1.3	C7, C49, C68, C75	Motorists leaving Hay Street will need to cut across several lanes of traffic to use the U-turn facility. This is not safe The northbound U-turn facility at Hay Street should be extended to hold more cars.	In response to community feedback, B-Line is extending the U-turn facility to accommodate an additional five cars. This will provide northbound motorists on Pittwater Road approaching Hay Street with more visibility of U-turning traffic. The additional space will also improve safety for traffic leaving Hay Street wanting to access the U-turn facility, by removing the need to merge with northbound traffic.

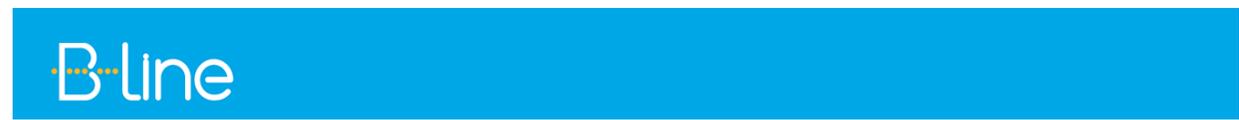
1.4	C8, C28, C29, C39, C81	There are a lot of proposed right turn provisions for southbound traffic but not northbound traffic.	This proposal aims to improve traffic flow, safety and efficiency on Pittwater Road, particularly for southbound traffic travelling toward the city. B-Line is building two northbound right turn bays on Pittwater Road, into Brissenden Avenue and the Collaroy Surf Lifesaving Club car park as part of this proposal.
1.5	C13, C15, C20, C21, C58, C62, C65, C78, C80, C83, C89, C91	The median gap at Hay Street should not be closed.	Banning right turn movements into Hay Street will improve safety for road users. An analysis of five year crash data (between July 2011 and June 2016) recorded seven crashes at the intersection of Pittwater Road and Hay Street. Of these crashes, two were caused by traffic queuing in the median lane to complete a U-turn at the median gap and four were on approach to Hay Street southbound.
1.6	C16, C49	The proposed U-turn at Hay Street should be moved further north, out of the blind spot of northbound traffic.	In response to feedback, B-Line is extending the U-turn facility waiting bay further south to accommodate an additional five cars. This will also provide northbound motorists on Pittwater Road approaching Hay Street with more visibility of U-turning traffic.
1.7	C24, C84	Northbound U-turns at the median gaps on Pittwater Road at Collaroy Surf Lifesaving Club and Eastbank Avenue should not be banned.	In response to feedback, U-turns will be permitted at the median gaps at the Collaroy Surf Lifesaving Club and Eastbank Avenue.
1.8	C24, C35	The median gap at Birdwood Avenue should not be closed, the Sargood Centre will need to use the	B-Line has consulted with the Sargood Centre. The Centre is supportive of the proposal to close the median.

		street.	
1.9	C25	The right turn bay into Collaroy Surf Lifesaving Club is unnecessary.	This proposal aims to improve traffic flow, safety and efficiency on Pittwater Road. Currently, right turning vehicles wait in the through lane to make the turn movement into the Surf Club car park, which increases journey times for northbound motorists.
1.10	C25, C36, C74	The southbound right turn bay into Homestead Avenue is unnecessary.	Traffic counts completed in planning for this proposal indicate that 17 vehicles turn right into Homestead Avenue during peak periods each day. Currently vehicles wait in the median lane to make the right turn movement, which increases journey times for southbound motorists. The proposed arrangement will improve traffic flow for northbound and southbound traffic on Pittwater Road during peak periods.
1.11	C29	A southbound U-turn facility at Hay Street should be included in addition to the northbound U-turn facility.	Due to the median width at the intersection of Pittwater Road and Hay Street it is not possible to build both a northbound and southbound U-turn facility. Additionally a southbound U-turn facility at this location would not be safe due to limited sight distance of oncoming, northbound traffic.
1.12	C57	Would the traffic lights at the intersection of Pittwater road and Homestead Avenue be retained?	The traffic lights at the intersection of Pittwater Road and Homestead Avenue would be retained.

1.13	C61, C66	A southbound right turn bay from Pittwater Road into Ocean Grove is not needed.	Traffic counts completed in planning for this proposal indicate that 36 vehicles make this movement during peak periods each day. These vehicles currently wait in the through lane to make the turn movement which increases journey times for southbound motorists.
1.14	C78	The U-turn facility at Hay street is not needed.	<p>Community consultation has indicated significant support for the U-turn bay and its extension.</p> <p>Currently, northbound motorists queue in a blind spot in the median lane waiting to U-turn and travel south. Community consultation has indicated that queuing is lengthy on weekends, particularly during the Long Reef Surf Life Saving season. A dedicated U-turn facility will make this movement safer.</p> <p>The U-turn facility also aims to make it safer for Hay Street motorists to access Pittwater Road to travel south.</p>
1.15	C24, C25, C72, C74, C84	Traffic light phasing needs to be synchronised on Pittwater Road.	<p>The traffic lights on Pittwater Road are part of the Sydney Coordinated Adaptive System (SCATS). The green time for each phase or movement is allocated by SCATS. This allocation is automatically determined by measured traffic demand and density and continually varies for all approaches to ensure maximum efficiency for all road users.</p> <p>The NSW Government is currently assessing the phasing of traffic lights on Pittwater Road, Collaroy to identify efficiencies.</p>



1.16	C29, C38, C88	The right turn out of Ocean Grove onto Pittwater Road northbound should not be banned.	B-Line is not banning motorists from turning right out of Ocean Grove onto Pittwater Road to travel north.
1.17	C49	Will the U-turn facility at Hay Street impact the bus stop?	The U-turn facility will not impact the existing bus stop.
2		Alternative access	
2.1	C1, C24, C25, C84	Can residents of Eastbank Avenue use the private access road from Homestead Avenue?	The access road is owned by the Salvation Army and would require the acquisition of private property which has not been included as part of this proposal. There is not considered to be sufficient benefit compared with the expected cost.
2.2	C1, C36, C71, C73, C81, C84	Traffic should not be using the Collaroy Surf Life Saving Club carpark as an alternative route.	The alternative routes suggested in the Have Your Say document are recommended options. The travel routes that motorists choose to take to access Birdwood Avenue are at their discretion.
2.3	C9, C24, C74, C76	There are 20 units being built in Eastbank Avenue. More people will need to use the street and it will make it worse. Is the project team aware of this development?	The project team is aware of the development. Roads and Maritime Services has the opportunity to provide comment on all development applications that are submitted to council.
2.4	C14, C19, C20, C21,	The proposed alternative route for Hay Street will move the current	The alternative routes suggested in the Have Your Say document are recommended options. The travel routes that



	C22, C23, C40, C51, C53, C55, C58, C64, C65, C78, C82, C91	congestion to different locations and is unsafe.	motorists choose to access Hay Street are at their discretion.
2.5	C24, C36, C85	The proposed alternative routes for Birdwood Avenue will move the current congestion to different locations and is unsafe.	The alternative routes suggested in the Have Your Say document are recommended options. The travel routes that motorists choose to take to and from Birdwood Avenue are at their discretion.
2.6	C24, C28, C72, C73, C76, C79	The right turn ban at Eastbank Avenue will increase traffic in the Collaroy Basin, is dangerous and will increase travel times for Eastbank residents.	This proposal aims to improve traffic flow, safety and efficiency on Pittwater Road. The alternative routes suggested in the Have Your Say document are recommended options. The travel routes that motorists choose to access Eastbank Avenue are at their discretion.
2.7	C57	Signage should be put in place advising people of the alternative routes.	The alternative routes in the Have Your Say are recommended options, the travel routes motorists choose to take are at their discretion. As a result, signage will not be put in place advising alternative routes. Variable Message Signs will be in place to inform motorists that traffic conditions have changed closer to the work.

3		Wider B-Line Program	
3.1	C2, C11, C60, C84	More parking options are needed in Collaroy.	<p>An overall parking strategy was prepared for the corridor that determined the demand for park and ride activity using travel to work data from the most recent census, and forecasts for growth in the workforce adjacent to the corridor.</p> <p>The strategy considered potential increases in bus patronage encouraged by improved access to the B-Line service, and availability of land to provide parking facilities. The strategy identified that demand for park and ride from the area around Collaroy could be met by existing car parking facilities in the area.</p>
3.2	C3, C12, C21, C31, C45, C46, C75, C90	Will changes be made to Clearways as part of this proposal?	<p>Additional clearways are not part of this proposal.</p> <p>The B-Line team is exploring initiatives that would further improve bus journey times. We will consult with the community about any proposed, additional changes to clearways in Collaroy.</p>
3.3	C33, C45	Where will the B-Line bus stops be?	<p>There will be one B-Line stop in each direction in Collaroy. The proposed location of the city-bound stop is in front of The Beach Club Collaroy. The proposed location of the Mona Vale-bound stop is just north of Collaroy Street.</p>
3.4	Cc26, C57, C84	The proposal will not work, more buses will add to local congestion.	The proposal was developed in line with the recommendations of the Northern Beaches B-Line network traffic modelling



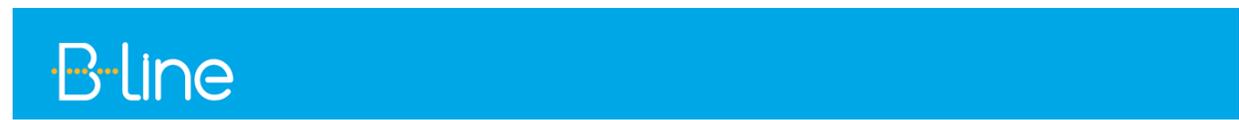
			<p>assessment which looked at proposed bus network adjustments, traffic management and infrastructure improvement opportunities in Collaroy.</p> <p>The assessment includes recommendations for network management and bus priority measures. These recommendations are expected to result in improved travel times.</p>
3.5	C75	Traffic in Collaroy is not a concern on weekdays it is a concern on weekends, this proposal will not work.	<p>The proposal was developed in line with the recommendations of the Northern Beaches B-Line network traffic modelling assessment.</p> <p>The proposal focuses on providing additional capacity to the existing road network with measures including right-turn bays along Pittwater Road. These measures, combined with additional road changes to improve efficiency and traffic flow along Pittwater Road, are expected to result in improved travel times for both weekday and weekend traffic.</p>
3.6	C86	B-Line should consider options for improved access for the elderly and people with disabilities.	<p>The B-Line team is designing its improvements in accordance with The Commonwealth Disability Standards for Accessible Public Transport 2002. They are a set of legally enforceable standards, authorised under the Commonwealth Disability Discrimination Act 1992 (DDA), and apply to public transport operators. The new B-Line service will be disability accessible and have priority seating.</p>
4		Environment	
4.1	C27	Will the B-Line service result in	The new B-Line buses are not expected to increase noise for



		increased noise?	residents. As part of this work we will be improving the quality of the bus lanes, which will reduce the noise generated by bus traffic.
5		Construction	
5.1	C34	When will the work start?	Construction is expected to start in March 2017.
5.2	C68	Can work on the U-turn facility at Hay Street be completed before the median is closed?	In order to maximise the efficiency of the construction program and safety for workers and motorists, the median at Hay Street will need to be closed before work on the U-turn facility can start.
5.3	C27, C57	During construction jackhammering should be made to stop before midnight.	Noisier construction activities, including jackhammering, will be completed by midnight. This is in line with our environmental approval.
5.4	C27	Residents should be given advanced notice of the work so that they can arrange to avoid noise impacts.	Residents will be informed of the outcome of consultation in early 2017. The community will then be provided with seven days notice before the start of work.
6		Support	
6.1	C17, C26, C29, C30, C34, C47, C48, C50, C52, C56, C59, C60, C67	I support the project and the proposed construction schedule.	The B-Line team thank you for your support and will continue to keep you informed as the proposal progresses.

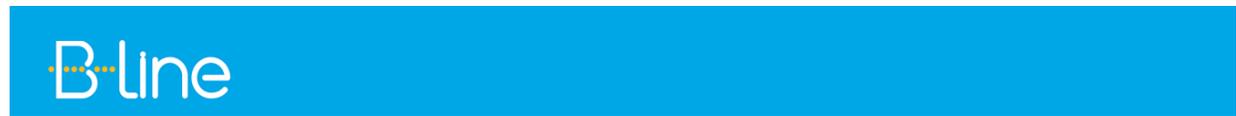
7		Additional suggestions and concerns that are not part of the proposal.	
7.1	C1, C29	North and southbound right turn bays are needed at Ocean Grove with green arrows that change at the same time.	Traffic counts indicate that there are two northbound right turn movements during the AM peak and one during the PM peak which suggests that a northbound right turn bay is not needed from Pittwater Road into Ocean Grove. Additionally, having two turning bays on the narrow median would present a safety hazard for through traffic.
7.2	C2	Traffic lights are needed at Alexander Street.	This proposal aims to improve traffic flow, safety and efficiency on Pittwater Road. Traffic modelling indicated that the current and future Level of Service for this intersection is A (good operation) and that additional traffic lights at this intersection are not needed.
7.3	C3	Buses block vehicles exiting the local carparks.	This proposal aims to improve traffic flow, safety and efficiency on Pittwater Road. It is the responsibility of motorists to abide by road rules.
7.4	C3	Traffic signals should be considered at the intersection of Fielding Street and Pittwater Road.	This proposal aims to improve traffic flow, safety, efficiency, and the reliability of bus services on Pittwater Road. Additional traffic lights at this intersection are not being considered currently as part of this proposal.

7.5	C4	Park Street between Wetherill Street and Clarke Street is very narrow, increased traffic on this street would further risk motorist and pedestrian safety.	Park Street is managed by Northern Beaches Council. B-Line has referred your feedback to Council for its consideration.
7.6	C5	Homestead Avenue is very narrow, increased traffic on this street would further risk motorist and pedestrian safety.	Homestead Avenue is managed by Northern Beaches Council. B-Line has referred your feedback to Council for its consideration.
7.7	C5, C55	The intersection of Hay Street and Bedford Crescent has cars parked too close to the intersection, 'No standing' or 'No parking' signs should be installed.	Hay Street and Bedford Crescent are managed by Northern Beaches Council. B-Line has referred your feedback to Council for its consideration.
7.8	C5	Visibility for motorists turning left onto Pittwater Road from Hay Street should be improved.	An analysis of five year crash data (between July 2011 and June 2016) indicated one accident occurred at this intersection involving a southbound motorist. As a result improvements are not considered necessary at this time.
7.9	C9	It is difficult to turn right from Eastbank Avenue onto Pittwater Road to travel south, can something be done about this?	The cost of providing a dedicated turning option for motorists turning right onto Pittwater Road from Eastbank Avenue does not justify the benefits. Traffic counts for this intersection indicate that one vehicle performs this movement during the AM peak and six vehicles



			in the PM peak.
7.10	C10, C18, C63, C86	Pedestrian crossings are needed at additional locations along Pittwater Road, particularly Collaroy Surf Lifesaving Club.	This proposal aims to improve traffic flow, safety and efficiency on Pittwater Road and also improve the reliability of bus services. Improving pedestrian access is not part of the B-Line program.
7.11	C12, C25, C67	Cyclists should be banned from riding in the bus lanes during peak hours.	Cyclists are permitted to use bus lanes at all times. They are not permitted to use 'Bus only' lanes. In December 2016 The NSW Government announced the Northern Beaches Council Connecting Northern Beaches program. A central focus of the announcement included an aim to integrate existing cycle and active transport paths with B-Line stops. The \$22.3 million program is part of a wider Northern Beaches Council initiative to improve active transport, which will also include a connection from Manly to Palm Beach.
7.12	C14, C23, C29, C68	Changes should be considered on Pittwater Road at Hadleigh Avenue, including:	Improvements to the intersection with Hadleigh Street were not originally included in the proposal. In response to community feedback, the B-Line team is investigating options to improve this intersection.

		<ul style="list-style-type: none"> • Building a southbound right turn bay from Pittwater Road into Hadleigh Avenue • Banning southbound motorists from turning right into Hadleigh Avenue • Banning southbound motorists from performing a U-turn at the median gap to travel north • Building a U-turn facility at Hadleigh Avenue for southbound motorists on Pittwater Road to change direction and travel north • Closing the existing median gap at Hadleigh Avenue. 	
7.13	C16, C49	Hay Street should be closed off from Pittwater Road entirely.	Banning right turn movements into Hay Street will improve safety for road users. An analysis of five year crash data (between July 2011 and June 2016) recorded seven crashes at the intersection of Pittwater Road and Hay Street. Of these crashes, two were caused by traffic queuing in the median lane to complete a U-turn at the median gap and four were on approach to Hay Street southbound. Access to Hay Street will remain open for northbound motorists on Pittwater Road.
7.14	C24, C25, C28, C76	Do not queue across the intersection signs should be	B-Line is investigating ways to advise motorists to keep non-signalised intersections clear along Pittwater Road, Collaroy as



		installed on Pittwater Road.	part of the detailed design process. We will inform the community of the outcome before start of construction.
7.15	C29	A pedestrian bridge is needed over Pittwater Road at Hay Street.	This proposal aims to improve traffic flow, safety and efficiency on Pittwater Road. Improving pedestrian access is not part of the B-Line program.
7.16	C29	The changes at Mactier Street, Narrabeen will not work for northbound traffic.	This proposal aims to improve traffic flow, safety and efficiency on Pittwater Road, Collaroy. Changes at Mactier Street were addressed in the Narrabeen Community Consultation Report which is available on the B-Line website by visiting yoursay.b-line.transport.nsw.gov.au/narrabeen .
7.17	C31	Closing the median gap at Brissenden Avenue would further improve traffic flow on Pittwater Road.	This proposal aims to improve traffic flow, safety and efficiency on Pittwater Road. Currently traffic queues in the median lane waiting to make a right turn movement into Brissenden Avenue. Providing a dedicated northbound right turn bay will separate through and turning traffic. Community feedback has also indicated support for a right turn bay at Brissenden Avenue.
7.18	C41	Will there be any changes at Alexander Street?	B-Line is not proposing any changes at Alexander Street.
7.19	C43	The needs to be a red right arrow	The traffic lights on Pittwater Road are part of the Sydney

		phase at the traffic lights on Pittwater Road at Anzac Avenue.	Coordinated Adaptive System (SCATS). The green time for each phase or movement is allocated by SCATS. This allocation is automatically determined by measured traffic demand and density and continually varies for all approaches to ensure maximum efficiency for all road users. The NSW Government is currently assessing the phasing of traffic lights on Pittwater Road, Collaroy.
7.20	C43	The southbound right turn bay at Anzac Avenue should be extended.	This proposal aims to improve traffic flow, safety and efficiency on Pittwater Road. Additional improvements including extending the right turn bay at Anzac Avenue are not part of this B-Line project.
7.21	C43	The median gap on Pittwater Road at Ocean Grove should be closed.	This proposal aims to improve traffic flow, safety and efficiency on Pittwater Road. Additional improvements at Ocean Grove are not part of this B-Line project.
7.22	C43	The section of road in Anzac Avenue between Pittwater Road and Hay Street is quite narrow. This section of Anzac Avenue should be 'no stopping'.	Anzac Avenue is managed by Northern Beaches Council. B-Line has referred your feedback to council for its consideration.
7.23	C44	Roundabouts should be built at Hay Street, Jenkins Street and Stuart Street	The intersection improvements were identified by Transport for NSW to allow for continuous northbound and southbound kerbside bus lanes, while maintaining two general traffic lanes in each direction. Building roundabouts normally require significant property acquisition and are not included in this proposal.

7.24	C49, C51	Pittwater Road is used to park cars for sale on weekends, can anything be done about it?	Parking in Collaroy is managed by Northern Beaches Council. B-Line has referred your feedback to council for its consideration.
7.25	C49	Chevron signs are needed on approach to Hay Street northbound.	In response to community feedback, chevron markers will be installed on Pittwater Road on approach to Hay Street northbound.
7.26	C50	Can a northbound right turn lane be built at Ramsay Street or Stuart Street?	Traffic counts for the intersection of Pittwater Road and Ramsay Street indicate that one vehicle performs this movement during the AM peak and two vehicles in the PM peak, and that a right turn lane is not needed.
7.27	C87	The median at Frazer Street should be shorter.	In response to community feedback, the B-Line team will shorten the median at Frazer street to better align with the entrance to the street.
7.28	C76	There should be no U-turn at Eastbank Avenue.	The initial proposal included a ban on U-turns at Eastbank Avenue. Community feedback did not support this ban and as a result the proposal has been modified to include permitted U-turns at the median gap at Eastbank Avenue.
7.29	C85	The speed limit on Cliff Road should be reduced to 40 kilometres per hour.	Cliff Road is managed by Northern Beaches Council. B-Line has referred your feedback to Council for its consideration.

7.30	C84	A red light safety camera is needed at the intersection of Pittwater road and Homestead Avenue.	<p>Red Light Speed Cameras are designed to improve road safety at intersections with traffic lights across NSW by reducing the number and severity of crashes. Sites for Red Light Speed Cameras are selected using strict criteria developed by the NSW Centre for Road Safety, which includes the cost of crashes to the community, road conditions and crash history. The crash history at this intersection does not meet the criteria for a Red Light Speed Camera at this time.</p> <p>The enforcement of traffic laws including motorists disobeying traffic signals remains a primary responsibility of the NSW Police Force. Concerned community members are invited to contact the Richmond Local Area Command on 02 6626 0799. Additionally, we have raised this matter with NSW Police and have asked them to consider targeted enforcement.</p> <p>In addition to this, the NSW Centre for Road Safety has set up the Safer Roads website saferroadsnsw.com.au, which gives motorists the opportunity to nominate intersections or lengths of road where they feel enforcement is needed.</p> <p>Roads and Maritime will assess the need for a red light speed camera at this intersection and notify you of the outcome.</p>
7.31	C86	Some of the money being spent on B-Line should be used to improve the road following storm damage in 2016.	The NSW Government has allocated funds to TfNSW and Roads and Maritime in order to improve traffic flow, safety and efficiency on Pittwater Road.

4 Decision

We thank everyone who provided comments and the community and stakeholders for considering the proposal.

Following a review of the comments, we have decided to proceed with the proposal with the following changes:

- installing chevron marker signs in the median on Pittwater Road at Hay Street
- modifying the median on Pittwater Road at Frazer Street to assist with right hand turns into Frazer Street
- extending the U-turn facility at Hay Street to accommodate an additional five cars
- permitting U-turns on Pittwater Road at the median gap at Collaroy Surf Lifesaving Club and Eastbank Avenue
- retaining the car parking space at Brissenden Avenue by modifying the design of the right turn bay.

B-Line will also investigate community suggestions received during the Have Your Say process that fall outside the scope of this project for future consideration.

4.1 Next steps

We will continue to keep the community informed about B-Line at Collaroy and notify them before construction starts.

We expect construction to start in early 2017.

Appendix A – Have Your Say, December 2016

B-Line Update

The NSW Government will provide more frequent and reliable bus services for customers travelling between the Northern Beaches and the Sydney CBD when the new B-Line express bus service starts operating in late 2017. Double decker buses will run at least every 10 minutes during the day from new bus stops between Mona Vale and the CBD. Work is underway on planning the infrastructure for the service and construction is expected to start later this year.

A number of changes are planned for roads along the B-Line route to improve traffic flow, bus journey times and bus service reliability. We are inviting feedback on a number of proposed road improvements on Pittwater Road in Collaroy. Comments close on **Friday 16 December**.

Background

The Northern Beaches B-Line program is proposing to build eight right turn bays, close existing median gaps and provide a U-turn facility along Pittwater Road at Collaroy, between Stuart Street and Hay Street.

The proposal aims to improve safety and ease congestion on Pittwater Road caused by the absence of dedicated right turn options between Stuart Street and Hay Street, particularly outside of peak morning and afternoon periods and on weekends.

Proposal benefits

Key benefits of the proposal include:

- Improved southbound and northbound traffic flow and travel times
- Reduced congestion by separating through and turning traffic
- Improved safety by reducing the need for motorists to avoid traffic waiting to turn right from the median lane
- Improved frequency and reliability of bus services.



Transport
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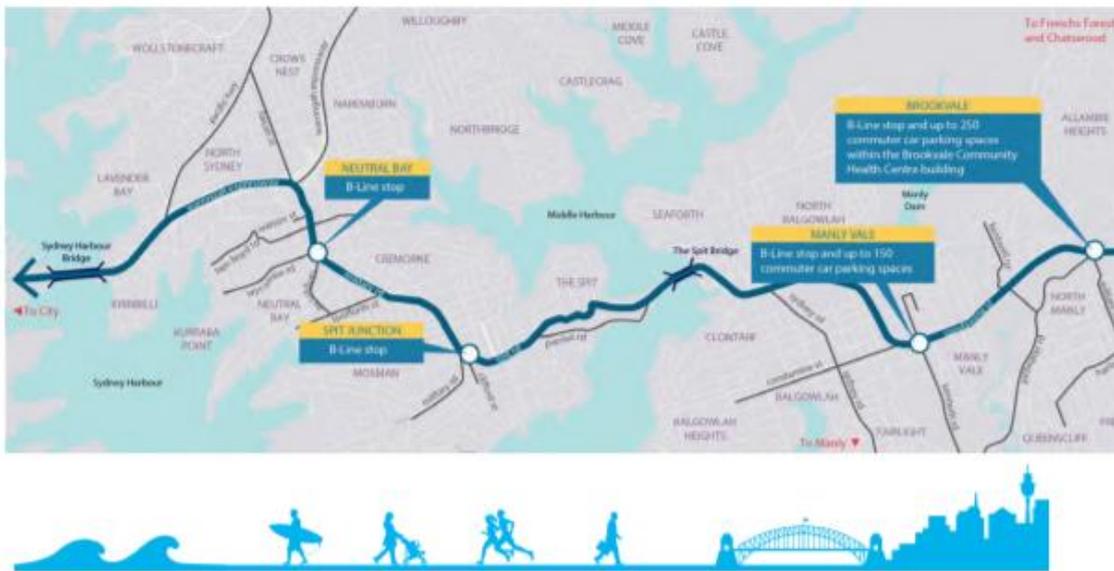
What is planned in Collaroy?

The proposed improvements include:

- Building a dedicated right turn bay for southbound motorists on Pittwater Road at the intersections of:
 - Stuart Street
 - Ramsay Street
 - Frazer Street
 - Jenkins Street
 - Homestead Avenue
 - Ocean Grove.
- Building a right turn bay for northbound traffic turning right from Pittwater Road into Brissenden Avenue. This will result in the loss of one all day parking space in Brissenden Avenue.
- Building a right turn bay for northbound traffic turning right from Pittwater Road into Collaroy Surf Lifesaving Club, including a new driveway into the club carpark. This will result in the loss of one car parking space in the Collaroy Surf Lifesaving Club.

- Installing 'No U-turn' signs for northbound traffic on Pittwater Road at Eastbank Street and Collaroy Surf Lifesaving Club
- Closing the existing median gap on Pittwater Road at Birdwood Avenue
- Installing a 'No right turn' sign on Pittwater Road at Eastbank Street, restricting motorists on Pittwater Road from turning right into Eastbank Street southbound during peak periods, between **6am and 10am** and **3pm and 7pm Monday to Friday**
- Closing the existing median gap on Pittwater Road at Hay Street
- Providing a U-turn facility just north of Hay Street to facilitate changes in direction for northbound motorists travelling on Pittwater Road.

Two new B-Line bus stops are also proposed in Collaroy but the environmental assessment and consultation on these have already been carried out.



What's happening in other areas?

Environmental impact assessments are being prepared for proposed roadwork in Brookvale, Seaforth, Mosman, Cremorne and Neutral Bay.

Planning approval was recently granted for commuter car parks, B-Line bus stops and roadwork in Narrabeen, Warriewood and Manly Vale.

Work is continuing on detailed design and site establishment work are expected to start in these areas in late 2016.

Construction has started on intersection improvements on Pittwater Road, Narrabeen at the intersections of Mactier Street, Clarke Street and Wetherill Street. The work started in October 2016 and we expect it to be completed in February 2017. If you have any questions on matters relating to this construction work, please contact our delivery partner DownerMouchel on 1800 332 660 or nsw_projects@downermouchel.com.

B-Line bus service at a glance

- A new express bus service between Monavale and Sydney CBD, with nine B-Line stops
- Services every five minutes during the weekday AM and PM peak periods
- Services every 10 minutes at other times of the day up to 11 pm, then every 15 minutes until 12.30am, seven days a week
- A new double-decker bus fleet for improvement capacity and comfort
- Modern B-Line stops with real-time information, seating and weather protection
- Around 900 new commuter car parking spaces as well as bicycle parking
- B-Line services will start operating in late 2017.

B-Line/259



Proposed night work schedule

B-Line is also seeking your feedback by **Friday 16 December** on a proposed night construction work schedule. Due to high traffic volumes in this area, most of the construction work will need to be carried out at night. The proposed construction schedule would take about **18 weeks**, weather permitting.

We are proposing to work up to **five nights a week** for an **18 week period**, including **public holidays**. We also propose carrying out noisier work until **midnight**. Alternatively, we could work **two nights a week** for a **45 week period**.

For both schedules our working hours will be between **8pm** and **5am**. We have included a table to explain the noisier activities that will be carried out.

Noisier construction activities and equipment

- Excavating (jackhammering and digging) pavement, kerb and median
- Saw cutting concrete

We expect to carry out work at more than one intersection at a time. The work would include:

- Surveying
- Establishing a site compound
- Potholing for utilities
- Relocating utilities
- Excavating existing pavement, kerbs and medians
- Installing new pavement and kerbs
- Installing line marking and signage.



Community information sessions

Community members are invited to attend an information session which will give the community the opportunity to discuss the proposal with the project team. The information session will be on at the following time and location:

Saturday 10 December Collaroy Swim Club Community Centre at the Collaroy Beach SLSC 1056 Pittwater Road, Collaroy 10am to 2pm.

Please register your attendance by contacting the B-Line project team.



Proposed intersection improvements on Pittwater Road, Collaroy



What happens next?

Comments received will be considered in decision making to finalise the design.

The next step for the project will be to prepare a consultation report summarising the matters raised during consultation and B-Line's response to comments. The report will be made available on the B-Line website in early 2017.

We will continue to keep the community updated as the proposal progresses.



Have your say

We encourage you to send us your comments by **Friday 16 December** to:

Phone: 1800 048 751

Email: projects@transport.nsw.gov.au

Mail: Northern Beaches B-Line Program, Transport for NSW, Locked Bag 6501, St Leonards NSW 2065

Website: Visit B-Line.transport.nsw.gov.au and click on the 'get involved' tab.

More information is also available at B-Line.transport.nsw.gov.au

Get involved

For more information, please contact B-Line by:

Call: 1800 048 751

Email: projects@transport.nsw.gov.au

Write: Northern Beaches B-Line Program, Transport for NSW, Locked Bag 6501, St Leonards NSW 2065

Web: Visit B-Line.transport.nsw.gov.au and click on the 'get involved' tab

This document contains important information about public transport projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call Transport for NSW on (02) 9200 0200. The interpreters will then add you with assistance.

Chinese Simplified

这份文件包含您所在地区公共交通项目的重要信息。如果您需要翻译服务，请联系翻译与传译服务机构，电话 131 450，要求他们为您的公共交通工程(Transport Projects) 电话是 (02) 9200 0200。传译员会为您提供翻译。

Chinese Traditional

這份文件包含您所在地区公共交通項目的重要信息。如果您需要傳譯服務，請聯絡翻譯與傳譯服務機構，電話 131 450，要求他們為您提供交通工程(Transport Projects) 電話是 (02) 9200 0200。傳譯員會為您提供翻譯。

Croatian

Ovaj dokument sadrži važne informacije o projektima javnog prijevoza u vašem području. Ukoliko se vam potrebne usluge tumača i molimo kontaktirati Usluge Prevoditelja i Tumača na 131450 i pitajte ih nazovu Planiranje Prometa – Transport Projects na (02) 9200 0200. Tumač će vam tada pomoći u prevodnja.

German

Dieses Dokument enthält wichtige Informationen über die Planung der öffentlichen Verkehrsmittel in Ihrer Umgebung. Falls Sie einen Dolmetscher benötigen, wenden Sie sich bitte an die Dienststelle für Übersetzer und Dolmetscher unter der Nummer 131 450 und bitten diese die Transport Projects unter der Nummer (02) 9200 0200 anzurufen. Ein Dolmetscher wird Ihnen dann mit dem Übersetzen des Texts helfen.

Italian

Il presente documento contiene importanti informazioni sulle iniziative nel campo del trasporto pubblico nella vostra zona. Se desiderate i servizi di un interprete, contattate il Servizio traduzioni e interpreti al numero 131 450 indicando di voler parlare con Transport Projects al numero (02) 9200 0200. L'interprete vi aiuterà a condurre la conversazione telefonica.

Serbian

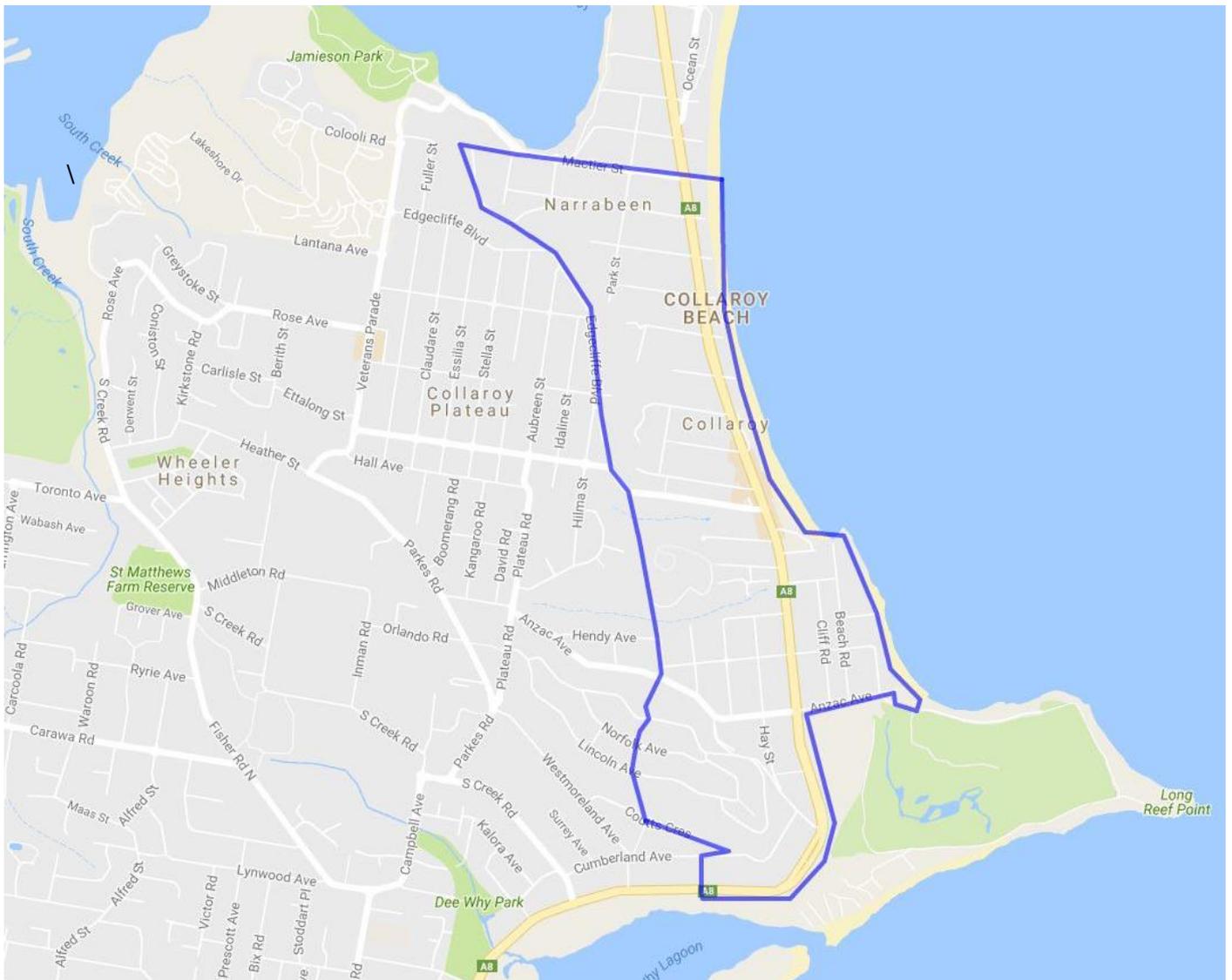
Ovaj dokument sadrži važne informacije o projektu javnog prevoza na vašem području. Ako vam je potrebna usluga prevodilaca obratite se na Translating and Interpreting Service na 131 450 i zamožite ih da pozovu Saobraćajne projekte na (02) 9200 0200. Prevodilac će vam tada pomoći s prevodom.

Spanish

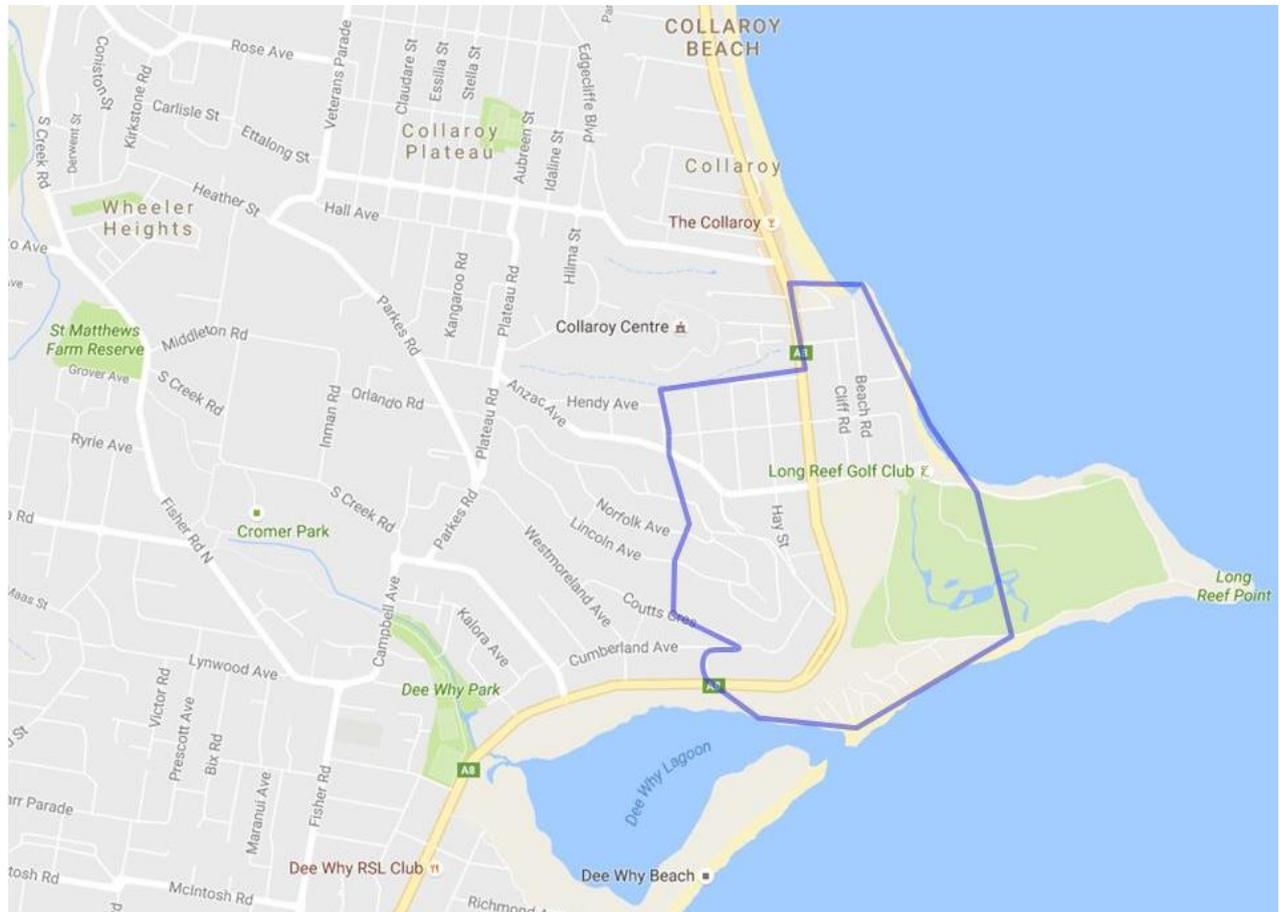
El presente documento contiene información importante sobre proyectos de transporte público en su área. Si requiere los servicios de un intérprete, llame al Translating and Interpreting Service al 131 450 y díjales que llamen a Transport Projects, teléfono: (02) 9200 0200. Luego el intérprete le ayudará con la traducción.



Appendix B - Have Your Say distribution area



Appendix C – Targeted distribution area for proposed changes at Hay Street



Appendix D – Targeted distribution area for proposed changes at Birdwood Avenue

