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13/01/2020

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**RE: DA2019/1280 - 62 Beaconsfield Street NEWPORT NSW 2106**

Hello - I refer to the traffic report which forms part of this application. Whilst I am not objecting to the development per se, I wish to highlight significant traffic issues within the local road system of Gladstone, Kalinya and Beaconsfield Streets and the need for solutions should even more regular traffic be introduced to this area by way of residential development (including construction period/s). I do not believe these issues were adequately addressed within the traffic report.

- The closure of the intersection of Bardo and Barrenjoey Roads some years ago, caused many residents (particularly from the Pittwater side of Newport, eg PA Parade, Herbert and Elvina Avenues) to use the traffic controlled intersection of Beaconsfield Street and Barrenjoey Road as a more convenient and safer way turn right into Barrenjoey Road from Newport.

Turning right from either Gladstone Street or Queens Parade into Barrenjoey Road can prove dangerous despite Barrenjoey Road being a 60kmh zone. Statistics will show that there have been many accidents at the corner of Gladstone Street and Barrenjoey Road. However, these statistics will only show the reported incidents as unreported incidents cannot be included.

- Turning right from Beaconsfield Street into Barrenjoey Road is not without its problems. Access from the Pittwater side of Newport one needs to navigate through a right hand turn with poor visibility due to (legally) parked cars (King/Gladstone Streets), pedestrian crossings, bus stops, a primary school, narrow roads, weekly garbage and recycling collections with very limited ability to overtake, and business activities (eg The Newport) including customers and deliveries (blind corner Kalinya/Beaconsfield Streets).

However, this is often deemed a better alternative than turning right into Barrenjoey Road via the "new" intersection of Seaview Avenue and Barrenjoey Road!

- The sequence of the traffic signals at the intersection of Beaconsfield Street and Barrenjoey Road is inadequate for the volume of vehicles using the intersection:

- "normal" (average 2-3 cars OR 1 bus and 1 car)
- "afternoon school" sequence (average 4-5 cars or 1 bus and 3 cars)
- "pedestrian" sequence - when a pedestrian pushes the button to cross Barrenjoey Road (average 4-5 cars or 1 bus and 3 cars).

There is a left hand turn arrow at the intersection but the intersection only has one lane (turning either right or left).

Traffic is frequently backed up in Beaconsfield Street towards Crescent Road, especially in

peak mornings, school drop-off/pick up hours, Sunday afternoon at The Newport, and garbage collection days.

- The elimination of ALL express buses to the city from Gladstone/Kalinya/Beaconsfield Streets with the introduction of the BLine has increased the traffic numbers at the intersection of Beaconsfield Street and Barrenjoey Road by:

(a) introducing usage of Keoride as transport to the Mona Vale hub.

Or

(b) increased the private traffic driving directly to Mona Vale or Narrabeen to "park and ride" to the city (this has occurred in our household - not all households can afford incur the \$6.20/day Keoride fee on top of Opal card cost to city, nor the extra time to catch a "feeder" bus (199) to change at Mona Vale).

Thank you