


## Community Engagement Summary Report

<b>Project name</b>	<b>Improving Road Safety - Proposed Roundabout - Foley Street and Warriewood Road intersection Mona Vale</b>
<b>Consultation period</b>	1 February – 26 March 2024
<b>Background</b>	<p>This is a Council road safety improvement project.</p> <p>Council is proposing to construct a roundabout at the Foley Street / Warriewood Road / Vineyard Street / Jubilee Avenue intersection, as identified in the Warriewood Valley Roads Masterplan.</p> <p>In conjunction with the work, a Pedestrian Refuge is proposed on western leg of the roundabout on Jubilee Avenue. This proposal will improve safety for all road users and pedestrians and will improve traffic flow through this intersection.</p>
<b>Total number of submissions</b>	<p><b>223</b></p> <p>218 via Blink form 5 emails</p>
<b>Project support</b>	<p style="text-align: center;"><b>Level of support</b></p>  <p style="text-align: center;"> <span style="color: yellow;">■</span> 10%      <span style="color: orange;">■</span> 90%         </p> <p style="text-align: center;"> <span style="color: yellow;">■</span> I do not support this proposal      <span style="color: orange;">■</span> I support this proposal         </p> <p style="text-align: right;">Total responses = 222</p>
<b>Summary of findings</b>	<p>90% of respondents were in favour of the proposed roundabout stating that it was much needed to improve motorist and pedestrian safety. Most respondents cited how dangerous the intersection was, with some stating they avoided the intersection altogether. Other issues raised include low visibility, high speed of motorists and lack of footpath connections.</p> <p>10% of respondents did not support the proposal stating it would not improve the safety of the intersection. Some respondents said that traffic lights or a stop sign were a better alternative.</p>
<b>Engagement approach</b>	<p>The engagement was planned, implemented and reported in accordance with Council's <a href="#">Community Engagement Strategy</a> (2022).</p> <p>A Your Say project page was established with information provided in an accessible and easy to read format.</p>

	<p>Local residents and business owners received notification letters requesting feedback on the proposed changes.</p> <p>The project was primarily promoted through our regular email newsletter (EDM), media channels and signage in the affected location to reach those travelling frequently through the area.</p> <p>Feedback was captured through the Blink Form embedded onto the have Your Say project page. The form included a question that directly asked respondents for their level of support on the proposed changes. We also invited comment through email and in writing.</p>
--	---

How we notified	
Properties notified by letter	123 letters
Visitors to Your Say page	1,964 visits

Findings		
Theme	What we heard	Council response
Pedestrian safety	Pedestrian footpaths needed along Foley Street, Jubilee Avenue and Warriewood Road to provide safer walking connections in the area.	Council will note this request for footpath connections and consider this when prioritising our future footpath program.
Concerns of visibility on the corner of Vineyard and Foley Streets	White fence on the corner house reduces visibility of oncoming traffic.	<p>This fence was investigated by the Council's Building Compliance Team. Outcome of the investigation found that the fence was constructed in compliance with Subdivision 17 of the State Environmental Planning Policy.</p> <p>Council believes that the proposed roundabout will increase visibility as the roundabout will act as a traffic calming device. With lower speed, vehicles will have more time to detect the oncoming traffic.</p>

Dangerous intersection	Most respondents noted how dangerous this intersection is for both traffic and pedestrians.	<p>The main objective of the proposed roundabout is to improve safety for all road users including pedestrians.</p> <p>Council will look at providing pram ramps, connecting footpaths, and improving pedestrian facilities.</p>
Traffic movements along Foley Street	Suggestions of one way or stop sign alternatives on Foley Street.	<p>Foley Street cannot be made one-way as it is a key strategic route for all vehicles including buses.</p> <p>Moreover, if Foley Street is made one-way, the traffic will be increased on the surrounding road network, causing more congestion and potential accidents.</p>
Bus turning paths	Concerns were raised about buses navigating the roundabout and tight bends.	<p>We have conducted a swept path analysis for routes used by the 185 bus route both north and southbound and all school bus routes (635n &amp; 742n) using that intersection. Kerb alignments have been adjusted slightly to cater for bus turning paths when navigating the roundabout. The proposed roundabout has been designed to be mountable for buses and other heavy vehicles.</p>

During the consultation period, Council received questions either through direct contact or online.

Question raised in feedback	Council's answer
How many fatalities or serious injuries were recorded in the last 10 years at this round about?	<p>Reported crash data at the intersection for the period between 2010 and June 2023 (more recent crash data is not yet available to Council) includes 4 crashes that were tow away or resulted in injury. No fatalities have been occurred at the intersection.</p>

Can a cost-benefit analysis CBA been provided with a th3 cost-benefit ratio of th3 project (CBR) in accordance with CBA guidelines followed by Transport for NSW and NSW Treasury?	As the project is not funded by TfNSW Council is not required to adhere to CBA analysis guidelines followed by TfNSW. The basis for completing this work is that it is listed as a project required to be completed and funded under the Warriewood Valley Section 94 Contributions Plan. The Traffic and Transport improvements listed in the contributions plan work as a whole to assist with accessibility and circulation of traffic and the efficient functioning of the road network supporting the Warriewood Valley.
Could we please have pedestrian footpaths the entire way along Foley Street, Jubilee Ave and the other side of Warriewood Road?	Council will note the request for a footpath and consider this when prioritising our future footpath program.
The footpath outside Pittwater RSL can be widened and concreted creating a safer walkway for pedestrians who currently use the carpark.	Widening the footpath is not feasible because Council cannot narrow the road and the existing footpath is already extended to the property boundary.
Has KDNB been contacted?	KDNB have been sent a copy of the bus swept path plots overlaid on the design and requested to provide any feedback.

### Verbatim Responses received via Online Blink Survey form

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

No.	Comment
1	How many fatalities or serious injuries were recorded in the last 10 years at this round about? Can a cost-benefit analysis CBA been provided with a th3 cost-benefit ratio of th3 project (CBR) in accordance with CBA guidelines followed by Transport for NSW and NSW Treasury?
2	There are a number of roundabouts in this area and people drive through them without stopping or giving way as they should. This current intersection works well, it is the current building works that is contributing to many of the traffic problems. I believe that without slowing the speed limit, the introduction of a roundabout here will result in cars speeding through the roundabout. A dangerous situation for pedestrians including many children walking to school around this area in the morning. There are at least three bus stops quite close to the area and the suggested layout will cause problems with holding up traffic.
3	Safety of pedestrians & cyclists at this intersection is paramount. We are in constant danger at this intersection.

No.	Comment
	Plus the speed at which vehicles approach this intersection from all 4 entry points is a disaster waiting to happen.
4	<p>The white fence of the house on Foley Street and Vineyard Street does not give a clear enough line of sight for cars entering from Vineyard Street.</p> <p>The exit from the RSL Club on Foley Street will be unduly affected by continuous traffic on the roundabout.</p> <p>There is not really enough space for a roundabout which will create problems.</p> <p>I think the current system of Stop signs on Vineyard Street and Jubilee Street works well.</p>
5	<p>This intersection functions fine, I travel through this intersection regularly.</p> <p>There are already too many obstacles placed on the road network throughout Warriewood Valley.</p>
6	<p>Foley St should be made one way towards Mona Vale. The issue at this intersection seems to be the lack of vision to see vehicles travelling down Foley St onto Warriewood Rd from Vineyard St. Putting in a roundabout will not fix this lack of vision from Vineyard St to Foley St.</p> <p>Making Foley St will also have a number of positive flow on effects for the immediate area. Warriewood Rd which is now being used as a shortcut southbound will stop returning it to a local road which it is. The footpath outside Pittwater RSL can be widened and concreted creating a safer walkway for pedestrians who currently use the carpark.</p>
7	<p>I have had many near misses coming from vineyard street with people coming from Foley street. The house on the Corning and its new fence make it almost impossible to see clearly, making it more like running the gauntlet than crossing a cross street. The main issue with the intersection is that traffic coming down foley street cannot be seen and if they are not forced to stop before continuing the issue will continue. A round about will slow some traffic coming from Foley but as most people believe (incorrectly)the round about rules to be give way to your right, if there is no one on jubilee they will continue through the round about possibly at speed causing a potential collision with traffic coming from Vineyard street.</p> <p>I believe the only fix for the situation is to stop the traffic coming down Foley with a stop sign.</p>
8	<p>This proposal does not change the dangerous nature of this intersection. Driving from Vineyard St, to the right at the intersection is a blind corner. This will not change with a roundabout. The vision was made significantly worse when the corner house constructed their fence. Cars travel quickly down Foley St and many drivers mistakenly believe they only need to give way to their right when approaching a roundabout, so if they see no cars on Jubilee, they are likely to go straight through the roundabout. This means the intersection remains dangerous for those entering from Vineyard Street</p>
9	<p>The traffic lights are clearer to people to stop and wait, I have encountered numerous near misses and people refusing to stop when I have been on the old roundabout. I have felt a lot safer since the traffic lights were installed</p>
10	<p>Please, please please do not inflict yet another roundabout on Warriewood Road users. This will not improve the efficiency of the intersection, it will only slow traffic even further particularly the predominant traffic flow along Warriewood Road.</p> <p>This intersection only backs up in peak morning and afternoon hours and could be resolved simply by imposing a 'no right hand turn' rule from Foley St into Jubilee Ave. This is continually used as a cut through and is the primary cause of traffic backing up in Jubilee Ave waiting to turn right onto Warriewood Rd. These vehicles could easily use Mona Vale road and Ponderosa Parade instead.</p>

No.	Comment
	Also really not sure a new refuge Island in Jubilee Avenue will improve pedestrian safety when there is no pavement on corner of Jubilee or Warriewood Road for pedestrians to step from/onto.
11	this does not fix the issue. The issue is that you cannot see past the fence when you approach the intersection from vineyard street. implementing a round about does not make it easier to see the cars approaching from foley street. I am unsure why the fence on the corner of foley and vineyard street was approved because it is unsafe and a roundabout will not fix this issue.
12	This is a busy intersection and would be better served by traffic lights. A roundabout does not help the pedestrians cross the roads
13	<p>I do not support the current proposal at this stage, as it does not have any qualified information. It is simply a satellite photo with a overlayed drawing showing no detail in the South Western section. Is there going to be curb and guttering? Or is it going to be more of the same old unimproved dirt nature strip.</p> <p>Council promised the local community and neighbourhood that Jubilee would be closed to prevent industrial and additional traffic into the residential areas. Council has never honored any of the commitments or promises made for this area. The noise and traffic studies done to get approval of the industrial area have been outrageously exceeded and all of the justifications and assurances given to obtain the approval of the industrial area turned out to be a bad joke. No wonder its turned into a safety issue.</p> <p>We still have handicap people in mobility buggy's and mothers pushing prams in front of buses on Warriewood Road, and council says they are proposing this round about for SAFETY! What a joke. We installed curb and guttering as well as a sidewalk on the Western half of Jubilee in 2000 as part of our subdivision. Council delayed our subdivision for years trying to force us to buy Jubilee road so they could close it as per the planning commitments. At the same time council was trying to force us to pipe and cover the western creek boundary which we took the matter to the Land &amp; Environment court. The court found in our favour and as part of the settlement with council, they committed to doing the Eastern half of Jubilee and Warriewood road if they didn't close the road. Now 23 years later council has approved a development that does nothing with the western open creek that they drove us to court about. All properties upstream and downstream have piped and covered for stormwater drain. Council has also never finishing the curb and guttering and sidewalks at this intersection</p> <p>Unless council can make good on the promises made 23 years ago regarding finishing the curb and guttering and sidewalks at this intersection it's all more of the same old bad joke they call planning. It's not about SAFETY!</p> <p>Please see attached letter to council from me back in 2021</p>
14	Change the stop signs
15	<p>The design is very in considerate to active transport.</p> <p>Huge potential to install a raised crossing on one or two of the arms. Why not utilise the design styles in the cycleway design toolbox</p>
16	I would imagine this will still cause issues. People coming out of vineyard at cannot see cars coming down foley street. Why not lights instead?
17	No further comment provided



No.	Comment
18	Before putting in further roundabouts there needs to be further consideration for some traffic management. My suggestion is to stop Putting in the concrete triangles and let drivers be able to drive On a straight road.
19	This idea of a roundabout on this site won't work and will cause accidents with the possibility of a car or worse a bus ending up into a house and possibly killing somebody as there is already stop signs on this site which at least slows people down when they cross the street where as a roundabout would end in disaster as people would speed up to get on the roundabout first and secondly the space that's there at the moment you can only just get 2 buses through side by side and if you add a roundabout in to the mix the bus would be mounting it causing untold noise and the possibility of wrecking a bus which could be costly
20	It is a dangerous intersection due to poor vision as you drive from Vineyard street in a westerly direction. To the right of the intersection with Foley Street the white fence on the corner house partially blocks the drivers' view. Cars often speed from the left side while you're facing right. Not only a larger roundabout with two lanes but perhaps also a mirror on a corner pole would help if not a set of traffic lights.
21	This intersection seems so dangerous in its current state. When travelling along Warriewood road during peak times it seems no one knows who has right of way, and visibility along Foley St towards Mona Vale is difficult because cars come so quickly past the RSL. I think a round about would greatly assist traffic flow
22	<p>The fence on the corner of Vineyard St &amp; Foley St (80 Vineyard St) restricts the vision of vehicles coming along Foley St towards the intersection for vehicles in Vineyard St. I have been living here since 1995 (previously on that corner in [REDACTED] Warriewood Rd, and since 2019 at the above address) and have used this intersection constantly.</p> <p>Prior to the building of the fence vision was below par but through the scrubs cars could be seen. Since the fence has been built I feel that this intersection is unsafe. The cutback of Foley St means cars (especially shorter ones) can't be seen over the fence. Once you make a decision to go you have to go! If you then see a car in Foley St there is no use braking to stop because you'll be in their path, you just push harder on the accelerator.</p> <p>Also, because more time has to be taken to check left, in front, right, then left again, then right again some people exiting Jubilee Ave right into Warriewood Rd think you are waiting for them and go. On more than one occasion I have nearly had accidents with cars in this way. The people exiting Jubilee Ave don't realise the vision issues of people exiting Vineyard St and take the extra timing ensuring it's safe as time for them to go.</p> <p>The roundabout will be an enormous safety upgrade to this intersection, but without the fence moved back or removed it won't be as safe as it could be.</p> <p>I am more than happy to discuss this further and have an onsite discussion if required.</p> <p>Regards</p>
23	I go to the RSL Club and use this intersection, the proposal would improve the safety of motorists.
24	The roundabout is needed. The existing situation is dangerous.
25	Would like to see additional provision for pedestrians. Pedestrian refuges and crossing points on each arm would be better.
26	Great idea

No.	Comment
27	I think this will make driving in all directions at this intersection so much safer as well as assisting pedestrians to have a safe access point to cross the road.
28	This will improve the traffic flow at this intersection.
29	No further comment provided
30	Currently it is a very hard to turn left or right from Jubilee and Vineyard streets. Council should also seriously look at putting in a roundabout at the intersection at Heather St and Parkes Rd Collaroy Plateau. Currently it is difficult to turn right from Heather St into Heather St. (Who named these roads?)
31	Definitely needs to happen very dangerous , I have a factory in jubilee ave and it's quiet scary everytime your at that intersection coming from either way
32	Good for pedestrians This concept should be also constructed at the roundabout at Pittwater rd and Bunyan street Mona vale as it hard to cross the road there
33	Much needed and will provide a safer journey for all
34	This is a very tight turn for the 185 buses. The roundabouts on this route already present some challenges. Please be mindful that the buses will likely have to drive over the top of the roundabout so don't make it too high. I drive this route as an employee of KDNB Mona Vale.
35	Badly needed as traffic has got heavier
36	modify the foley street proposed painted hatching should be changed to a concrete median or some other measure to ensure vehicles entering into intersection from foley street/vineyard are slowed or stopped as the sight lines for vehicles esp from vineyard crossing to jubilee is very poor as obstructed by an existing white fence and level changes.
37	This has long been a very dangerous intersection for many years and a round about should make it safer for traffic travelling in all directions. However unless some extra land is acquired for the construction of the roundabout, it will be very difficult for the buses to manoeuvre around the tight bends. Have the bus company been consulted??
38	i use it all the time. change needed
39	sooner the better
40	I drive this intersection most days it needs a roundabout.
41	This is the worst intersection on warriewood road, and for some reason the last to have a roundabout. Please build it ASAP.
42	I strongly support this proposal. I also think consideration needs to be given to safe crossing zones (ie. pedestrian refuges/crossings) to Warriewood Road and Foley Street in this location.
43	There must be new proper footpaths around the newly proposed roundabout, along Warriewood Road to support it. Presently, there is no footpath, so the proposed extra continuous traffic ultimately could increase pedestrian injury and death. The roundabout is at the partial crest of a hill, offering no pedestrian safety at present.
44	Better than the current chaos
45	The current stop signs favour some traffic flows whereas a roundabout is more equitable
46	In addition could we please have pedestrian footpaths the entire way along Foley street, Jubilee Ave and the other side of warriewood road. I have 2 kids and pedestrian safety is dreadful in this area!!! Not to mention trying to use a pram....impossible!



No.	Comment
	Please also reduce the speed limit to 40km/hr, particularly along warriewood road. I would also like to see a pedestrian crossing on the western leg of the roundabout (Jubilee Ave) instead of a pedestrian refuge. Thank you!
47	<p>This roundabout is imperative for both pedestrian and motor vehicle passengers safety. I visit my daughter in Vineyard Street regularly. Heading West on Vineyard Street and then trying to turn right onto Foley Street is extremely dangerous. The house on the right hand corner has erected a fence which completely blocks your view. The fence should never have been approved.</p> <p>A roundabout in this location will improve this situation as it should slow traffic coming down Foley Street and traffic coming out of Vineyard Street will veer to the left in order to turn right heading West out of Vineyard Street. This is a must!</p>
48	We live at [REDACTED], 2 houses from this intersection. This intersection has always been a worry but even more so since the white fence has been installed on the corner house (cannot believe this was approved!). Heading West, I use this intersection every day but will never turn right towards Pittwater RSL as cars fly down Foley heading South and it's a blind corner. I've witnessed several near misses. It's VERY dangerous.
49	Dangerous intersection! Always stressful driving the kids to school. Also. There are no pedestrian crossings for the children who don't qualify for the school bus and are forced to walk from Warriewood to Mona Vale Public School and Pittwater High. Very dangerous and kids often darting across the road!
50	Too many accidents at this intersection. Now that the construction is nearly complete down the road, there will be even more traffic!
51	This is a dangerous intersection and a roundabout would help greatly. It's often confusing who has right of way and this would solve those issues. I'd also like to add the pedestrian walkways around that area and the whole of warriewood road need to be put in place. The RSL attracts many young families as the elderly who need safe walkways
52	Necessary to reduce accidents and time spent at the intersection.
53	No further comment provided
54	Great idea, that intersection is dangerous. It's a blind corner coming down a hill meaning people trying to cross or turn from Vineyard are rolling the dice on whether someone is about to come around that corner (down Foley) at pace. A roundabout will make it much safer for everyone.
55	No further comment provided
56	When travelling east along Vineyard, the blind spot looking right at this intersection is potentially dangerous. Slowing the entry to this intersection would improve safety for sure.
57	A roundabout is the logical solution to the chaos that exists now
58	Pls get it done
59	There is urgent action needed and so I support a roundabout that will slow traffic enough to ensure that it is safe to use. Currently there is such little visibility to foley st. when approaching the intersection from vineyard st that this is an accident waiting to happen and one that will cause personal injury. The roundabout requires that traffic approaching from Mona vale road will be required to slow right down and ensure they give way to those already on the roundabout. If this cannot be achieved then I would suggest traffic lights. No action is not an option.
60	No further comment provided
61	I take this road everyday both using a car and cargo bike. It is one of the most dangerous intersections at the moment and frankly the proposal is well overdue.

No.	Comment
62	No further comment provided
63	We definitely need to slow traffic down on Foley Street. If any of the committee members have visited the site they will note a very narrow street, no room for kerbside parking, barely room for footpaths. Since the new turning lane has gone in from Mona Vale Road into Foley the traffic flies down the street. We have way too much traffic on the street now and trucks need to be policed and directed to the major intersection at Ponderosa. There needs to be another pedestrian island on Warriewood Rd as the bus stop is heavily used by people working in the nearby small industrial area. There is no way to cross this street safely. I support this proposal with some adjustments being given to traffic speed and pedestrian safety.
64	No further comment provided
65	No further comment provided
66	I have avoided this intersection as a driver and a pedestrian as much as possible for well over a decade as it is difficult to see, everyone hesitates about the road rules, and since construction of a fence it is even more difficult. A roundabout makes sense for improving safety.
67	This needs to be built ASAP before a serious accident occurs. It would have to be the worst intersection on the northern beaches. A safe accompanying footpath should also be constructed.
68	I think it's a great idea, but suggest a speed hump or other traffic calming on the Foley St approach to the roundabout so vehicles from that way are reduced in speed.
69	No further comment provided
70	I avoid this intersection on my way home as it is so confusing no one knows how to navigate it and it is dangerous as a result !
71	Much needed and long overdue. Current visibility restricted & intersection is dangerous due to new fence at corner residence. Traffic banks up at peak times. Roundabout would greatly improve safety & traffic flow. I no longer drive west up Vineyard St to go straight ahead at this intersection due to poor visibility. Ever since fence installed on north east corner.
72	This inspection would benefit from a roundabout
73	Excellent idea.
74	No further comment provided
75	I support the roundabout proposal provided it is maintained better than the speed reduction mechanism just 150mtrs away on vineyard st that narrows the road but is missing centre obstacles to force a slow down ... this just makes the road narrower and more dangerous
76	No further comment provided
77	No further comment provided
78	No further comment provided
79	Given the completion of the Mona Vale Road East works to Foley St it makes sense to upgrade this intersection, considering both the safety of motorists and pedestrians. We suggest that Council also considers the traffic movement from Mona Vale Rd south along Foley St onto Jubilee Avenue into central Warriewood Valley. Motorist accessing Macpherson St should be encouraged to exit Mona Vale Rd via the Ponderosa Parade traffic lights (not Foley St/Jubilee Av). Local traffic from Vineyard and connecting residential streets are impacted by motorist taking this perceived shortcut (in reality access from Mona Vale Rd/Ponderosa lights is just as quick and now safer). Please allow for safe pedestrian crossing at the new intersection. Perhaps the road

No.	Comment
	and kerb condition along Jubilee Av/Warriewood Rd can also be improved at the same time.
80	No further comment provided
81	This intersection is extremely dangerous and difficult to navigate. I use this intersection multiple times a day. Vision is limited and there is much confusion with the road rules. With the addition of the Jubilee Avenue Industrial units opening up soon, there will be even more traffic congestion. It would have to be one of the most difficult intersections to teach a Learner Driver which I am currently doing. It would be really great to see a roundabout here as soon as possible.
82	It is a very dangerous intersection - being in a car equally to being a pedestrian. Coming down from foley street onto Warriewood (going below speed limit as always cautious at this intersection) there have been many near accident situations with drivers cutting corners turning from vineyard onto foley street. It is very hard to view traffic coming from foley street. A speed bump on foley street before the intersection would certainly also prevent various accidents.
83	I certainly support this proposal as a resident of Warriewood Road this intersection causes so much gridlock with traffic and many people get confused about simple road rules. It is also extremely unsafe for pedestrians to be able to cross Jubilee Avenue.  Understand that a Pedestrian Refuge is being proposed as well, it would be great to see if this good includes a pedestrian crossing as a lot of people cross here, especially children and we need to make it safer. It might need to be put a bit further down the refuge island away from Warriewood Road to avoid cars turning and the crossing being right there
84	Also, Different intersection but near by, and probably more important - suggest looking at adding a left only lane from Jubilee Ave into Ponderossa Ave - heading east wold help alleviate the 25+ min delays around peak hour getting out of the Arcadia Hospital area.
85	About a decade ago someone painted a roundabout illegally at this junction and it worked beautifully! We have been meaning to write to the council ever since to recommend one be constructed properly.
86	While I support the proposed Roundabout on the intersection of Warriewood Road and Vineyard Street etc. The Plan does not appear to include the extension of the Warriewood Road Pedestrian Footpath outside the House on 185 Warriewood Road the intersection with Jubilee Avenue nor does it provide for a full Footpath along Foley Street past the RSL.
87	I do support it BUT it needs each road to have speed hump or designed in such a way that the entry to the roundabout slows the traffic down. There are many accidents that do occur here because the majority of people do not stop at the stop signs, plus there is poor vision exiting Vineyard Street. Please consider this.
88	This proposal also needs to address that at this intersection there are no footpaths on any of the corners and on two of the corners no curb or gutters. I also choose to cross , for safety, where the proposed pedestrian refuge is to be installed. Be aware that placing it too far west restricts the view of traffic coming down Foley street to the intersection. Incidently there is no constructed footpath from the entrance to the RSL carpark down to this intersection.
89	I frequently use this intersection driving to my daughter's house in Brinawa Street and Pittwater RSL Club. We have often remarked that there should be a roundabout as it's extremely busy at times and when travelling West the fence on the northern corner impedes the view of oncoming traffic.
90	A little worried because it is at the top of a hill, traffic lights would be better. But this is becoming a busy intersection, and a roundabout should make it safer.

No.	Comment
91	I live in this area and this intersection is quite dangerous. Whenever there are two cars wanting to turn right eg from Foley/Jubilee Street it is unclear who goes first as there is not enough room to both just turn keeping a lane. The cars coming off Mona Vale Road are often difficult to see due to the bend in the road. A round -a-bout would make navigating this corner much safer for all as cars would have to slow down and the order for flow of traffic through there would be clearer.
92	I appreciate having my chance to support the NBC suggestion. I frequently cross this intersection, for one reason or another. It has been an awkward intersection for many many years, with always more than normal care is needed. I believe, if a roundabout is installed, it'll make the intersection a little safer. Regards [REDACTED] Frenchs Forest
93	Great idea - always a difficult intersection
94	A roundabout will make getting through this intersection much safer. Currently, accessing Foley Street or Jubilee Avenue from Vineyard Street is incredibly dangerous due to the huge blind spot created by the fence on the corner of Vineyard and Foley Streets. Also, it seems many drivers struggle to ascertain where to position themselves to turn right into Vineyard from Warriewood Road. Thanks
95	Yes please, should have been done long ago.
96	Yes! Anything to make that traffic slow down in Mona Vale is essential. It is currently extremely dangerous.
97	Busy intersection wit lots of traffic especially after completion of Mona Vale Rd upgrade
98	Excellent initiative. For the significant flow of traffic from MV Rd, down Foley, turning right into Jubilee, this has always been a potentially dangerous right turn. As long as the roundabout causes sufficient deviation* to effectively slow through-traffic from Warriewood Rd, this should both enhance safety and smooth traffic flow. Pedestrian refuge looks well-placed to serve the optimum number of users. [*ie, NOT like Seaview/Foamcrest intersection in Newport, where roundabout is at a crest for all 3 entry points and Seaview southbound traffic just speeds through the roundabout.]
99	Regular user of this intersection. Driving out of Vineyard Street is dangerous due to the white fence that was erected on the Foley Street corner. A roundabout would make vehicles more visible exiting Foley Street. Our son and family reside in Vineyard Street.
100	Looks like a good idea to slow the traffic here and stop people cutting the corner when travelling down hill from Foley Street into Jubilee Ave.
101	Excellent idea. This intersection is extremely dangerous
102	Thank you -- this has been a long time coming. I turn down this road frequently and I swear my car is going to flip over trying to make that sharp turn off from Foley St. to Jubilee Ave. What is the reason for not making a 4th Concrete Median on Foley St? If the concern is over the large trucks needing to come in and out, they should make painted medians on the three sides of Warriewood Rd, Vineyard St. and Foley St., since there are no plans to allow for pedestrians to cross. To save costs, the only concrete medians that should be built is on Jubilee Ave. and they could add a metal railing to it for added safety.
103	This is a long time coming, roundabout should of been constructed years ago. Proposal looks great.
104	This is an excellent idea. Well overdue. Traffic approaching from Foley st are not visible to anyone on Vineyard street so this will be a good safety improvement.
105	Yes, absolutely in favour of this proposal.

No.	Comment
106	Yes. It's needed. It's difficult to see traffic approaching from the right.
107	I feel that a mirror would work very well for those coming down "Jubilee Sr" trying to cross Filey St. due to a new fence having been installed the cross road is an accident waiting to happen. If council could instal a roundabout as well as a mirror it would make the crossing a lot safer.
108	It is about time. I reported my concerns to the council twice, once in 2012 and again in 2012. For years this roundabout was considered by the council but no action took place. Vehicles coming down the hill in Foley Street towards Vineyard Street drive at high speed and because of the very limited view, it makes it very dangerous to cross the intersection or turn right to Folley Street. I am amazed that there has not been a serious road accident so far.
109	Please make certain the concrete medians and roundabout centre are bus friendly. That is, a standard bus can negotiate them in all directions without having to mount kerbs. Although Jubilee Ave and Foley St are weight limited, there are bus routes (eg: 185) which traverse that intersection, and charter jobs which need to drop at Pittwater RSL in Foley St.  Thanks
110	This must happen. Crossing this intersection from Vineyard to Jubilee Ave is often a suicidal mission. The line sight from the right is totally blinded. Get this in before a fatality occurs. le: Driver's side .....side impact ...all over.
111	This proposal addresses the safety concerns that I have with the lack of sightline when in the car & trying to drive from Vineyard Street into Jubilee Avenue. It is difficult to assess with clarity if cars are driving down Foley Street & also to know how quickly or slowly they are moving. There has been stress associated with negotiating this dilemma. Crossing this area as a pedestrian/pedestrian with a dog is also problematical because of increased traffic at certain times of the day & having to pay attention to traffic coming from more than two directions. This has not only been stressful, but at times, life threatening. THANK-YOU for this proposal which would firstly improve safety for all road users & the efficiency of the intersection for all transport modes.
112	No further comment provided
113	A roundabout hear would make this intersection MUCH safer.
114	I really think the white fence on this core et is an issue for visibility and safety. It's really so so dangerous
115	No further comment provided
116	We live in Vineyard St and this intersection is particularly dangerous for both vehicles and pedestrians, especially since the house on the north east corner erected a fence. Visibility is poor coming out of Vineyard St.
117	This blind spot is so dangerous entering from Vineyard St onto the intersection.
118	Since the fence was built on the N.E. corner of this intersection it has become extremely dangerous for traffic coming from the east down Vineyard Street. A lot of vehicles approaching this intersection from Foley Street do so at a more than safe speed and it is very difficult to see them coming because of the fence. I believe a roundabout would be a good solution.
119	This would be a good solution, however considering needs to be given to the ability to check traffic coming from Foley street when a car is leaving vineyard street. The traffic will (should) slow for the roundabout but the current fence makes it hard to see traffic approaching.



No.	Comment
120	There should be a pedestrian crossing as this is a high pedestrian area with a lot of school children
121	This is a very dangerous intersection, especially at school pick-up times and in the early morning and late afternoon.
122	No further comment provided
123	The sightlines to Foley Street from Vineyard Street, when driving westward, are poor. This proposal does not improve them though it is an improvement to the present dangerous situation.
124	<p>Thank you for assessing the merits of installing a roundabout at the dangerous intersection of Vineyard Street, Foley Street, Warriewood Road and Jubilee Avenue.</p> <p>As per our earlier emailed pleadings to Council for more than a year and subsequent discussion with Mr. Michael Gencher, we wish to advise the following.</p> <p>Firstly, Mr. Gencher verbally confirmed that even he finds this intersection "TERRIFYING". We all do.</p> <p>Additionally, improvements to the suggested roundabout could be; by all 4 entries/exits and the actual roundabout being "only slightly or non-mountable" (as similarly installed in Parkes Road, Collaroy Plateau) and certainly NOT TO HAVE ONLY a "painted hatching" leading from/to Foley Street, as this is the most dangerous area of this intersection.</p> <p>Very importantly, we also recommend that several "road humps" should be installed to "slow" vehicles heading south along Foley Street; like those in Macpherson Street, Warriewood, (between Boondah and Warriewood Roads). The addition of "road humps" would limit those driving "at speed" and potentially also provide a safer crossing for pedestrians (especially children, the elderly and/or disabled) crossing Foley Street. The "road humps" in Macpherson Street DO slow the speed of vehicles and do not appear to cause any difficulties for larger vehicles or buses.</p> <p>The proposed roundabout would also improve the current problem of impatient drivers turning right into Warriewood Road from Jubilee Avenue at this often busy intersection. Often, when exiting Vineyard Street to drive straight ahead into Jubilee Avenue, whilst checking there are no vehicles approaching from the left (from Warriewood Road) and/or from the "blind" right (from Foley Street), impatient drivers attempt to turn across the path/in front of cars driving west from Vineyard Street into Jubilee Avenue. This problem can only become worse following occupancy of the commercial property currently being constructed in Jubilee Avenue.</p> <p>Since moving to Mona Vale in 2022, we have witnessed 3 accidents and numerous cars driving very quickly south/down Foley Street, towards the "blind" intersection with Vineyard Street (on the left).</p> <p>Although a 50 kmph speed sign was recently erected in Foley Street, it is partially obscured behind a tree branch. Additionally, there is still NO warning to drivers heading south "down" Foley Street, to indicate AT ALL, that there is a street to the left (i.e. Vineyard Street).</p> <p>Even the newly installed 50 kmph speed sign does not ensure that all drivers would responsibly adhere to the 50 kmph speed limit.</p> <p>When exiting Vineyard Street, it is extremely difficult to see vehicles quickly</p>



No.	Comment
	<p>approaching from the right (from Foley Street); which is predominantly due to the fencing surrounding the sharp corner frontage of 80A Vineyard Street. We are not criticising the fencing height of 80A Vineyard Street, which we presume is “permissible”. However, due to the sharp “blind” corner surrounding the two-street corner frontage of this property, the white vertical “slat-style” fencing, appears to combine to make a “(high) solid fence”.</p> <p>To make exiting from Vineyard Street even more dangerous, is that further along from the “blind” corner of Vineyard Street and Foley Street, and shortly after the white front fencing of 80A Vineyard Street, there then adjoins a solid paling fence fronting Foley Street, which compounds the lack of sight difficulties at this intersection.</p> <p>We do thank Council and Councillor, Mr. Michael Gencher, for seriously assessing the “terrifying nature” of this intersection, as the last thing any of us would want is to be involved in an accident at this location.</p> <p>Thank you so much for your consideration in reading our submission and we hope it somehow assists in a safer outcome, as opposed to how this intersection operates at present.</p>
125	I think it's a great idea, always has been a little 'dicky' getting around there.
126	It will really improve the traffic flow of a very busy intersection.
127	<p>I drive through here 1-2 times a day 5 days a week.</p> <p>In addition to the proposed roundabout, which I believe will much improve safety, I do have concerns the traffic heading down foley street towards warriewood road wouldn't slow down enough to allow an adequate gap for traffic heading west from vineyard st. As the fast traffic would be on their right they'd still have right of way and there is a visibility issue due to the angle of the corner. To improve safety further Foley Street needs a lower enforced speed limit, ideally with a speed camera for that direction of traffic. Given it's location with the RSL club and pedestrians I think that is very much needed to address safety of drivers and pedestrians. A 40km limit would be great, but I wouldn't object to 30km either if that's deemed most suited to that road. The traffic unfortunately picks up speed as it heads downhill so while a roundabout will certainly help some, it doesn't improve safety for drivers approaching that roundabout from Vineyard street. A speed camera to catch traffic heading downhill on Foley street towards the proposed roundabout would ensure drivers adhere to a safer speed. When they don't, it's revenue raising and it speaks volumes that anyone in the community would REQUEST a speed camera. This is a win-win all around.</p>
128	No further comment provided
129	Something needs to be done about the new white picket fence on the property to your right as you drive down Vinyard St. It makes it impossible to see cars coming around the corner on the right. See all the comments in the Facebook post in relation to this upgrade.
130	<p>You also need to address why drivers are using Warriewood rd as a short cut instead of using Pittwater rd/Mona Vale rd.</p> <p>You also need to fix the new traffic lights at the Junction at Mona Vale rd/ Ponderosa parade/Samuel :</p> <p>A put back the roundabout, with traffic lights for busy periods if necessary,</p> <p>B reassess the lanes and put better signage so that drivers have the chance to get in the correct lane earlier. When approaching this Junction from Ponderosa parade the signage is inadequate. Also why are there 2 lanes for turning right, but turning left</p>

No.	Comment
	and straight on share a lane? I can't imagine there's so much traffic turning right onto Mona Vale Rd that 2 lanes are needed. Most local traffic uses either Jubilee ave/Foley St or Jubilee ave/Vineyard st, which is part of the issue with the Jubilee ave/Vineyard St Junction.
131	No further comment provided
132	Visibility from Vineyard up Foley is tricky and people head down Foley st at speed. This roundabout is definitely needed to keep traffic flowing safely
133	My husband and I have said for years this needs to be a roundabout. We have both witnessed several near misses at that intersection Also a better pedestrian safety option.
134	It is a very unsafe intersection. I think the roundabout should go in as soon as possible. There a lot of uneven road surfaces there which make it dangerous as well
135	I am fully supportive of this proposal. Currently, travelling west down Vineyard at the intersection of Foley is extremely unsafe. There is limited visibility of cars coming down Foley, in part due to the fence that has been constructed.
136	This would be a great improvement to this very dangerous and increasingly busy junction.
137	This is an awkward intersection - I use it frequently. The development currently being built in Jubilee Avenue just downhill from the intersection will undoubtedly increase traffic. The Pittwater RSL entry and exit points in both Jubilee Avenue and especially in Foley Street close to the intersection may need extra attention and management. A roundabout would facilitate the flow of traffic but my concern is whether there is enough room to build one large enough to be effective. If it is too small it won't help
138	You also need to - add a pedestrian island on Warriewood rd too as its not safe to cross and a lot of people cross on Sundays to access the markets at the RSL. - do something to improve the visibility between Foley St and vineyard St. - add more traffic calming measures along Warriewood rd, between Vineyard St and Alameda way and between Brands Lane and Bubalo St as far too many cars exceed the speed limit on Warriewood rd.
139	A very dangerous intersection with cars that fly down the hill and around the corner.
140	The roundabout is the safest tool for the community, because it's easier for drivers to navigate by giving way to others.
141	Long time waiting. Very blind corner.
142	Quite a dangerous intersection. A roundabout & a pedestrian crossing would allow great benefits towards the safety & well being for all concerned.
143	great idea, this intersection is dangerous and busy as is and many people don't understand the road rules enough to use this safely
144	Looks like the footpath will FINALLY be extended down Foley Street thankyou.
145	I think this is a fantastic idea as the junction is a nightmare and very dangerous.
146	Definitely needed here for safety as vision is obscured.
147	But, I would like to see that the cars coming down Foley street from the main road have a stop sign or red light system where they cannot shoot thru the round about without stopping. I have lived in the area for nearly 30 years and this intersection definitely needs help.
148	This intersection is currently dangerous. Please install this roundabout before there is a serious accident.
149	I use this intersection daily and find it dangerous due to lack of vision of traffic on Foley Street when crossing from Vineyard Street. It's an accident waiting to happen. Plus there's always cars backed up on Vineyard and Jubilee. A roundabout is a perfect solution.

No.	Comment
150	<p>This intersection is very dangerous, very happy it's going to be looked at, round a bout would be perfect.</p> <p>There are a lot of pedestrians around here esp with thr markets. Is it possible to create a bay on each road for people to be able to stop and cross halfway?</p> <p>Also can any roads be widened to allow for left or right only lanes, specifically on vineyard at, this would greatly reduce congestion</p>
151	A pedestrian refuge on Warriewood Road on the southern side of the roundabout for the safety of people from Business Parks in Jubilee Ave and surrounding streets crossing Warriewood Road to catch buses in the afternoon should be considered.
152	No further comment provided
153	Great idea and very much needed for safety.
154	No further comment provided
155	It's about time this was done. Prone to accidents and poor traffic management.
156	Please also consider including a pedestrian crossing close by on Warriewood road. There is a lot of foot traffic from factory workers who cross the road to use the bus service.
157	We are waiting on a reply to our request that the 50 speed in Park St from Dygal Lane to Pittwater Road be reduced preferably to 30kph
158	This is long overdue. Please include pedestrian crossings not just a pedestrian refuge. Visibility turning out of Foley Street needs to be restored (the new fence blocks vision) as it is very unsafe. I no longer go that way as it is too dangerous.
159	There needs some sort of pedestrian crossing- can someone please try and cross the road, lots of kids can not cross this road
160	No further comment provided
161	That intersection is dangerous so any improvements will be ideal. Considering another 180 dwellings are going up on the other side of jubilee St something is needed. Hopefully a round about helps. Not sure how that help pedestrians though.
162	Excellent proposal, ever since the house in the corner put the fence up visibility had been dangerously poor. Especially with so many elderly residents on Vineyard st and surrounds.
163	Yes, supported and well overdue. It's a circus on most afternoons.
164	There is still a risk posed when exiting Vineyard st as you cannot see oncoming traffic from the right in Foley st due to the fence surrounding the property on the corner if Vineyard / Foley st
165	It is dangerous coming out of Vineyard Street as you can't see traffic coming from Foley Street, a roundabout would slow the Foley Street traffic down, making it easier to see them and easier to exit Vineyard Street.
166	Emailed the council 3 years ago asking for a roundabout here. Response back was that they had plans but were waiting on funding from a developer. Super excited to see it happening. Will definitely help with traffic flow, and reduce confusion at this intersection. Will also be great if footpath on Warriewood rd western side is built all the way to the intersection.
167	This is long overdue; I've avoided this intersection as much as possible due to the poor sight lines, speed of motorists and awkward orientation of junction. I would like to see speed humps approaching from all sides, especially the downhill section on Foley street.
168	Much needed.
169	I will be so relieved if this proposal goes ahead. This is such a dangerous intersection as the visibility when crossing from Vineyard St was very difficult but now is almost

No.	Comment
	non-existent now that a fence has been constructed on the corner of Foley and Vineyard St. In busy periods I drive down to Pittwater Rd then up Mona Vale Rd to avoid this intersection which is ridiculous as entering Pittwater Rd from Vineyard St can be tricky too
170	This has been needed for years - it will improve safety at this busy intersection.
171	Just get it done
172	Yes please asap
173	Much needed for safety and flow of traffic.
174	I support this proposal however have concerns over the visibility on Folley Street and Vineyard Street, with many drivers queuing up and not having full visibility. There is also a lack of pedestrian safety in this area, with inconsistent footpaths available, particularly as you approach the RSL from Warriewood Road.
175	Would be a great safety improvement to a busy intersection that has some limitations to driver vision due to the acute intersection angle of Foley St to Vineyard St.
176	I had emailed previously about the need for a round-a-bout at this intersection due to increased traffic, limited viewing to the right when entering from Vineyard St and confusion about right of way. Looking forward to seeing it completed given the number of near misses I've witnessed! Thank you!
177	It is dangerous and difficult intersection which would definitely benefit from a round about
178	This is a dangerous intersection on a busy road with limited visibility due to the fence at the house on the corner. I have seen numerous accidents. I drive this regularly as I live off Vineyard St and, in my opinion, it's the most dangerous intersection in Mona Vale.
179	This intersection is always difficult to safely cross from stop signs because of poor visibility to Foley St, both for cars and pedestrians so a roundabout will make it safer for everyone
180	No further comment provided
181	Definitely needed. Hard to see approaching vehicles coming down Foley when you're travelling on Vineyard. Suggest a mirror be added to proposed plan
182	Yes please put a roundabout here it's such a great idea!!!
183	No further comment provided
184	This is long overdue and I hope the roundabout goes in soon.
185	At present, driving across the Foley St intersection is a huge risk to life for drivers driving west along Vineyard St as there is absolutely no visibility. A roundabout is an excellent idea!
186	Addressing the issues at this intersection is well overdue. My father was cleaned up in a car accident at this intersection, where the driver failed to Stop at Vineyard Street. Many people use this intersection as a thorough fare and do not follow the road rules. A foot pathway is essential and a reflective mirror to overcome the blindspot cause by the house on the corner of Folley and Vineyard Street.
187	Highly recommend a roundabout in this proximity. I've grow up on this street and now reside in my family home. It is evident that the intersection is in need of some love as it has become highly dangerous for vehicles and pedestrians. Vehicles driving playing guess work of who goes first, drivers speeding though stops signs, the high level of traffic and the expanding development. A much needed upgrade.
188	About time. This project is well overdue. This is such a dangerous intersection. My husband and son were involved in a very bad accident here in 2016 when a car failed to stop coming through from Vineyard as they were travelling along Warriewood

No.	Comment
	Road. Also coming from Foley to Warriewood Road is hard to see because of the fence that was allowed on the corner property cutting visibility to both those exiting Foley and Vineyard streets.  This project has our full support.
189	No further comment provided
190	No further comment provided
191	Yes, a roundabout please, as soon as possible. Before a terrible accident happens. It is scary to cross from Vineyard Street onto Jubilee Avenue, as you cannot see the traffic coming from Foley street.
192	Highly support this. The visibility from Vineyard Street direction is very poor and cars travel through the intersection quite fast which adds to the danger.
193	No further comment provided
194	No further comment provided
195	Excellent for safety reasons
196	This roundabout is absolutely vital and must go ahead. When turning right into Vineyard you cannot: 1) see cars coming down from Foley street until the last second and 2) turn safely because what normally happens is there a car who wishes to turn right from foley and the gap is squeezed by a car wanting to go straight (or left and has stopped at the stop sign) on vineyard street but is sitting toward the middle of vineyard st / is a truck.
197	I personally was involved in 2 accidents at this intersection. One by car which I caused. One by bicycle that was caused by another person driving a car. Traffic in Foley Street from Mona Vale Road to the intersection is the biggest hazard at this intersection for 3 reasons: 1) Foley Street comes downhill into the intersection and vehicles tend to be faster than the driver intends by the sheer fact that a car accelerates down hill 2) Foley Street the intersection in an angle < 90 ° compared to Vinyard Street and for traffic from coming Vinyard Street it is impossible to see approaching traffic in Foley Street due to the angle as well as the fence on the corner property. 3) currently Foley Street and Warriewood road have priority over traffic from Vinyard Street and Jubilee Avenue... Hence, especially the traffic coming down Foley Street is too fast.  A round about would equalize the right of way for all 4 roads.  Furthermore I suggest A) to install one speed hump on Foley Street say 10 m before the future roundabout to further force the traffic coming down hill to slow down. B) to reduce the speed limit for traffic in Foley Street to 30 km / hour.
198	Very small narrow area. Maybe speed hump in Foley St. To bring the speed down. Another problem is getting out of vineyard into pittwater Rd.
199	That would be the best solution for the area it is very long overdue. THANKYOU
200	Strongly in support. In addition the 40 km/h local traffic area signage on either end of Vineyard St should be upgraded to be more prominent, together with 40 km/h signs painted on the road itself. There is an increasing amount of traffic traversing Vineyard St especially since works had commenced on Mona Vale Rd. With many of the drivers speeding up and down the street, past the retirement villages and day care centre, making in very dangerous to reverse out of driveways.
201	Great idea, long overdue. Will make the intersection much safer, thank you.




No.	Comment
202	Very much needed Thank you
203	Why dont you just close Foley St intersection with Mona Vale Road and force all traffic through new intersection of Mona Vale rd and Ponderosa.  80% of all traffic heading south on Foley St turn down Jubilee Ave
204	No further comment provided
205	I support the proposal however there absolutely must be a footpath put on the corner of 185 and down warriewood road to the bus stop. What is the point of a pedestrian refuge on Jubilee when once you cross there is no footpath on the southern side? There is a horribly unsafe worn out narrow dirt track which slants down at a dangerous angle and I've almost flipped my pram walking along here.
206	It would make it safe.
207	No further comment provided
208	I am currently extremely scared every morning going to work at this intersection. It is impossible to see what is coming down the hill and so very dangerous. A roundabout should solve this issue and make the road safer.
209	The council contributed to this problem by allowing a fence to be erected on the eastern corner of Foley and Vineyard Street. That block did not have a fence previously drivers had visibility of traffic coming down Foley Street. Very bad planning by Council
210	Although I Support the proposal. I would like to know how are you gonna stop cars racing down Foley Street and over the top of the roundabout? Also, why is there only one pedestrian island provided ? There has to be an absolute minimum of 3. You would not want pedestrians walking across the Foley Street side, as they would get cleaned up by the cars that come racing down the hill. (This issue was raised with the council at least two years ago by Me). Could you also provide details as to how the vision of cars heading west out of vineyard Street will be able to see those racing cars coming down the hill as I believe this is NOW the most dangerous intersection in the Pittwater area. Looking forward to hearing your feedback.
211	The entry into this intersection from Vineyard Street doesn't have good sight lines to traffic coming from the right on Foley Street, the roundabout construction should ensure that good sight lines are present, either by shifting the centre of the roundabout further into Jubilee Ave and perhaps a speed bump to slow traffic about to enter the roundabout from Foley Street
212	I think this is a great idea and long overdue. A roundabout at this location would be very beneficial. Thank you.
213	No further comment provided
214	This proposal requires construction of a footpath around Warriewood Road and Jubilee Avenue corner as currently disabled people and parents with prams need to walk in the middle of the road
215	I believe a pedestrian crossing is needed because the location of the pedestrian refuge is obscured by property fence when approaching from warriewood rd. Also footpaths need to be upgraded on warriewood rd ! Our disabled son has trouble with the slope and uneven surfaces we have commented about this issue in the past with no action or response from council
216	This is long overdue and fully support its construction ASAP. THANKING YOU.
217	No further comment provided
218	This intersection is soooooo dangerous. Coming off Vineyard St towards the RSL, you can not see a thing coming from the Pittwater Rd direction. Especially with the white picket fence blocking your view.



## Verbatim Responses received via Email

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

No.	Response
1	<ul style="list-style-type: none"> <li>* Vineyard Street from Pittwater Road is a 40kmh local traffic zone.</li> <li>* Drivers continually exceed that limit in our street.</li> <li>* It has been a rat run for many years by the large number of employees in the big companies in Vineyard Street and Jubilee Avenue.</li> <li>* Currently there is an industrial building being erected on the opposite side of the street to one of the Pittwater RSL driveways.</li> <li>* Council is proposing to construct a roundabout as per picture below and says it will improve safety for all road users and pedestrians.</li> <li>* Surely an alternative would be traffic lights. Reasons for suggesting this are:               <ol style="list-style-type: none"> <li>1. Many road users do not follow the road rules regarding roundabouts. Instead of slowing down and giving way to traffic on the roundabout, they barrell through at speed.</li> <li>2. It is difficult for pedestrians to cross at roundabouts as nobody in any direction gives them a chance.</li> <li>3. Road users who don't understand roundabout rules, instead of slowing and giving way to traffic in it, stop and give way to their right which very nearly causes accidents.</li> <li>4. The road users they are giving way to on their right take advantage of that and push their way through. If you happen to be on the roundabout when they want to come through, they blast their horns. Prime example is Rodborough Road at Frenchs Forest. The road users see the vehicles coming too fast on their right, get scared or apprehensive and stop for them and if you ever happen to arrive at that intersection as the employees in all the industrial companies are leaving in the afternoon to go home, well good luck.</li> <li>5. Despite signs advising not to queue across the intersection (roundabout), they all do, in all directions. This is especially the case at Rodborough Road, Frenchs Forest as well as Waratah and Bungan Streets, Mona Vale. I am sure you know of many situations where this occurs.</li> </ol> </li> </ul>
2	<p>I work and live in warriewood since 2008.</p> <p>I asked this roundabout idea many years ago (and more than once), I'm so glad that you finally listened to me!</p> <p>As I previously mentioned, warriewood is getting very busy. Plus there are many elderly people who go to the RSL club and at least 4 daycares/preschools locate within 2km from the round about. I see lots of drivers fast (and They won't slowdown) and it's very tricky to turn right from jubilee and vineyard.</p> <p>I really hope you get this round about happening soon.</p>
3	<p>I do not support the current proposal at this stage, as it does not have any qualified information. It is simply a satellite photo with a overlayed drawing showing no detail in the South Western section. Is there going to be curb and guttering? Or is it going to be more of the same old unimproved dirt nature strip.</p> <p>Council promised the local community and neighbourhood that Jubilee would be closed to prevent industrial and additional traffic into the residential areas. Council has never horned any of the commitments or promises made for this area. The noise and traffic studies done to get approval of the industrial area have been outrageously exceeded and all of the justifications and assurances given to obtain the approval of the industrial area turned out to be a bad joke. No wonder its turned into a safety</p>

No.	Response
	<p>issue.</p> <p>We still have handicap people in mobility buggy's and mothers pushing prams in front of buses on Warriewood Road, and council says they are proposing this round about for SAFETY! What a joke. We installed curb and guttering as well as a sidewalk on the Western half of Jubilee in 2000 as part of our subdivision. Council delayed our subdivision for years trying to force us to buy Jubilee road so they could close it as per the planning commitments. At the same time council was trying to force us to pipe and cover the western creek boundary which we took the matter to the Land &amp; Environment court. The court found in our favour and as part of the settlement with council, they committed to doing the Eastern half of Jubilee and Warriewood road if they didn't close the road. Now 23 years later council has approved a development that does nothing with the western open creek that they drove us to court about. All properties upstream and downstream have piped and covered for stormwater drain. Council has also never finishing the curb and guttering and sidewalks at this intersection</p> <p>Unless council can make good on the promises made 23 years ago regarding finishing the curb and guttering and sidewalks at this intersection it's all more of the same old bad joke they call planning. It's not about SAFETY!</p>  <p>Please see attached letter to council from me back in 2021</p> <p>Attachment on next page</p>



No. Response



July 28th 2021



On September 8th 2020 I wrote to [REDACTED] about the poor condition and need for curb and gutter along the southern edge of Jubilee Ave. in Warriewood adjoining our property. I received a reply from you which looked like a form letter to continue the 23 years of neglect and broken promises.

Therefore I am going into more detail as why I feel you and the Council are ignoring your fiduciary duty to the residents and road users in this area.

I mean honestly, if Council can't curb and gutter what has become a main road that is essential for the flow of traffic in Warriewood valley, then what are you there for. Council messed us around for years, wanting us to buy the eastern half of Jubilee and then decided it was essential to keep it open. So how can a road that is deemed essential not even have curb and gutter.

Our new next door neighbour that recently bought our old lot just west of us, has just been assessed on his DA over a million dollars in section 94 contributions which are supposed to be spent in the area. So please don't tell me Council has no money.

Below I have inserted my comments into your letter- in ***Bold Italics***. Your original text is underlined

11 November 2020. Our Ref: [REDACTED]

Dear [REDACTED]

Illegal parking and request for new kerb and gutter.

Thank you for your email received on 9th of September, 2020 in which you outline the illegal parking of vehicles in Jubilee Avenue, Warriewood.

Illegal parking of vehicles

The issue of illegally parked vehicles in Jubilee Avenue has been referred to Council's Rangers to ensure they continue with compliance action. The reference number for this particular matter is [REDACTED]

***The illegal parking of vehicles is a side effect of unimproved roads.***





## No. Response

### Request for kerb and gutter

Your request for kerb and gutter in your street is acknowledged and the construction of 160m of kerb and guttering in Jubilee Avenue and Warriewood Road has been listed in Council's Future Works ledger.

*This was supposed to have been done 23 years ago!*

Council prioritises requests for capital works using a risk based approach. This means that capital works with a higher risk ranking are given priority and typically only high and very high risk works receive funding.

*What was the "high and very high risk works that receive funding." For the following works constructed in our area during 2020/2021.*

*Curb, driveway and sidewalks outside Flower Power in Macpherson street Warriewood.*

*Curb, driveways and sidewalks (200 meters) Malcolm St. North Narrabeen.*

*Sidewalks (500 meters) some driveways, Amott Crescent. North Narrabeen.*

*The last 2 roads are lightly used residential streets.*

*How do these compare to the road works Council committed to back in 1998, 23 years ago!*

Although the priority of kerb and gutter generally has historically been low and unfunded, the Council has approved \$305,646 for new kerb and gutter projects in 2020/2021.

This funding is being directed toward resolving higher risk issues with drainage and property flooding caused by the absence of street drainage and kerb and gutter.

*May 2012 Pittwater Council showed up unannounced and began modifying the nature strip at our place to install a primitive dirt curb & gutter. In doing so, what was a once easily walked on nature strip became a steep and when wet a slippery surface. As a result bus passengers often slip when the grass is wet. Handicapped Bus Passengers have ended up in the hedge!*

*As a result of the Councils poorly thought out "Poor Mans Gutter" most handicapped persons, Mothers with prams, and older persons with electric buggies are forced to use the edge of the road which is quite dangerous. Please see my more extensive reply to this issue at the end of this letter.*

The work listed for Jubilee Avenue has been determined as low priority and as such is unlikely to be funded by Council in the near future.



*Who has determined? Council at a meeting in November 1997 said if they don't close the road they will do the works from the end of our road works to Warriewood Rd. This was supposed to have been done 23 years ago!*

Council's Maintenance Section will continue to maintain Jubilee Avenue as required. Any specific requests for road maintenance or reporting illegal parking should be directed to Council's Customer Service centre on 1 300 434 434.

*Council has not done any road or nature strip maintenance for years. There is a giant pot hole full of water in the nature strip on Jubilee Ave. which is now extending into the road edge. The nature strip around the corner in Warriewood Road is unusable for prams or elderly. They dangerously end up using the road on these busy streets.*

Should you require any further information I may be contacted on [REDACTED]

Yours faithfully

[REDACTED]  
Engineer Road Assets Team  
Transport and Civil Infrastructure Assets





No.	Response
	<div data-bbox="371 358 981 828" data-label="Image"></div> <p data-bbox="1021 436 1228 481"><i>One of the year old pot holes.</i></p> <p data-bbox="1021 504 1244 638"><i>Amazingly the large eucalyptus tree in the front of our granny flat was planted 23 years ago. Council said that same year they would do the curb and guttering.</i></p> <p data-bbox="1021 660 1236 784"><i>The tree has obviously been getting a lot more done than the Council And we are now cutting it down due to termite infestations.</i></p> <p data-bbox="375 851 598 873"><i>Continuation from page 2:</i></p> <p data-bbox="375 884 1300 974"><i><u>"Although the priority of kerb and gutter generally has historically been low and unfunded, the Council has approved \$305,646 for new kerb and gutter projects in 2020/2021. This funding is being directed toward resolving higher risk issues with drainage and property flooding caused by the absence of street drainage and kerb and gutter."</u></i></p> <p data-bbox="375 1008 1300 1153"><i>On August 13th 2012 we received a "Notice of proposed order" from Council. The proposed order which was completely absurd, required us to install rain gutters and stormwater drains on all sheds, and an old dunny, to control storm water runoff into our neighbours (to the South) commercial building. We had not received any complaints or correspondence from the owner or Council. We wrote back to council pointing out that 80 percent of the water flowing over our lands was from Council roads due to no curb or guttering. We also pointed out the building had gaps at ground level that you could put your hand through.</i></p> <p data-bbox="375 1176 933 1198"><i>Council embarrassingly wrote back acknowledging our points.</i></p> <p data-bbox="375 1220 1300 1310"><i>Later Pittwater Council showed up unannounced asking our permission to modify our front yard and the nature strip at our place [redacted] to install a primitive dirt curb &amp; gutter. In doing so, what was a once easily walked on nature strip became a steep and when wet a slippery surface. As a result bus passengers often slip when the grass is wet. Handicapped Passengers have ended up in the hedge!</i></p> <p data-bbox="375 1332 1300 1377"><i>We agreed, providing the Council maintained the works which they have not. It is now a heavily eroded and completely neglected nature strip.</i></p> <p data-bbox="375 1400 1300 1444"><i>Now again 23 years later I find myself still writing to get Council to upgrade the road to a basic public safety level.</i></p> <p data-bbox="375 1456 1300 1512"><i><b>We are still having storm water from Councils roads inundating our land, primary along Jubilee Ave because the poor-mans gutter has flattened and eroded.</b></i></p> <div data-bbox="371 1545 582 1635" data-label="Image"></div>
4	<p data-bbox="335 1736 1340 1792">As a cyclist, I find this intersection very dangerous when travelling up Jubilee Avenue and turning left into Foley Street.</p> <p data-bbox="335 1792 1340 1848">This is the easiest cyclist route to Mona Vale from Warriewood so changes need to be dealt with carefully.</p> <p data-bbox="335 1848 1340 1904">There should be a cycleway marked clearly along all these 4 streets, particularly Jubilee Avenue and Foley St</p>

No.	Response
	<p>All the roads should be made wide enough to provide marked cycleways. Marked cycleways can be seen in Ocean St Narrabeen</p> <p>This is why I object to the narrowing of Jubilee Avenue</p> <p>Many car drivers speed up Jubilee Avenue towards this intersection. By narrowing the road, the slower-moving cyclists impinge upon car drivers.</p> <p>This will cause unnecessary conflict.</p>
5	<p>Unfortunately, offloading a request for answers to my six questions which were actually provided on Friday 16 February (refer 16 Feb, 6 and 18Mar attached emails) yielded an incompetent and thoughtless response.</p> <p>Firstly, for anyone to misrepresent a single-road 'Traffic Volume' report as a 'Turning Movement' survey when it is clearly not, raises serious concerns about their competence, lack of traffic knowledge and experience.</p> <p>As detailed in the Table in Appendix A, p106 of Austroads' Guide to Traffic Management Part 3, Transport Study and Analysis Methods (Edition 4.0, Apr2020) – Item 7. 'Interchange and intersection design', Turning movements, and so forth are listed as the type of data required not AADT (refer to what LR wrongly provided in her 20Mar email/s).</p> <p>In contrast, I have attached Figure A.16: 'Typical intersection count report' from p132 of Austroad's Apr 2020 Guide plus attached an 11 March 2015 'Turning Movement' survey, coincidentally for the Foley St/Jubilee/Vineyard Ave/Warriewood Rd intersection, that was part of a submission to Council on 18July 2016.</p> <p>Furthermore, for Council to rely upon Oct-2020 pandemic-tainted data, that ignores the existence of Foley St, which since 2023 has been experiencing increased traffic from a dedicated left-turn lane off Mona Vale Rd (into Foley St) shows gross negligence.</p> <p>Secondly, to use verbatim an Austroads' paragraph on safety performance focused on relatively 'fewer motor vehicle crashes and so forth' but omit this cautionary final sentence – "Unfortunately, this same safety record does not apply to cyclists or pedestrians" reflects Council's total disregard for the welfare of these key road users (refer 1.6 – Safety Performance of Roundabouts attached).</p> <p>In net, my wife and I WILL NOT SUPPORT the proposed Roundabout while these misguided deficiencies remain. We will now share them with other owners in our Apartment block and some nearby residents.</p>

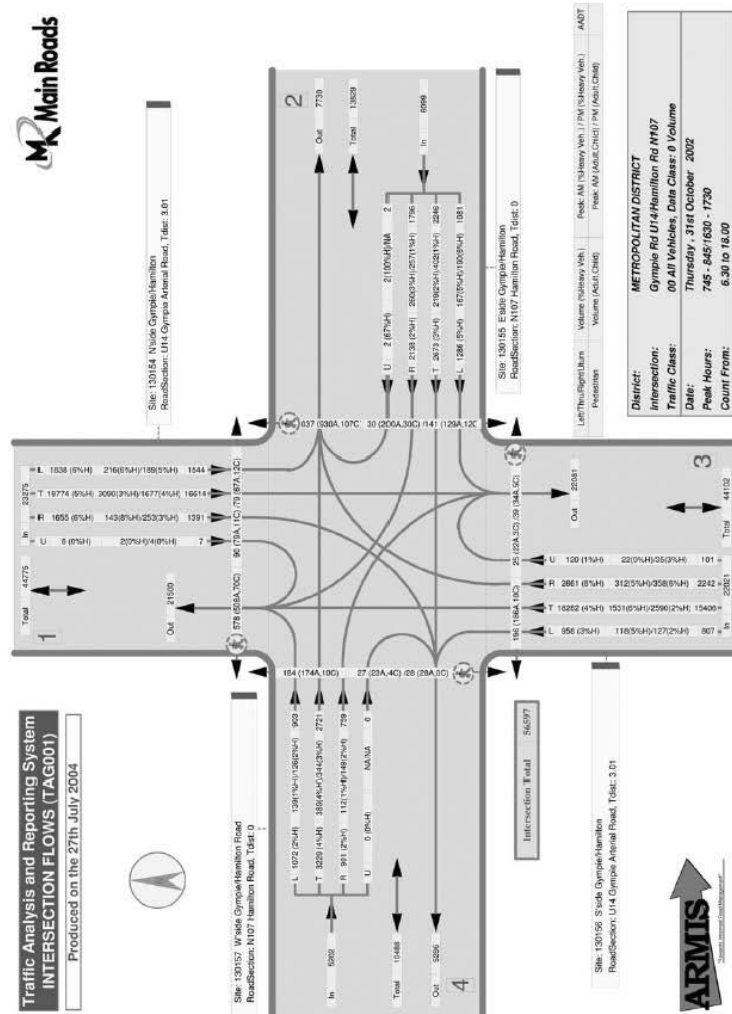




Attachment 1:

Guide to Traffic Management Part 3: Transport Study and Analysis Methods

Figure A.16: Typical intersection count report

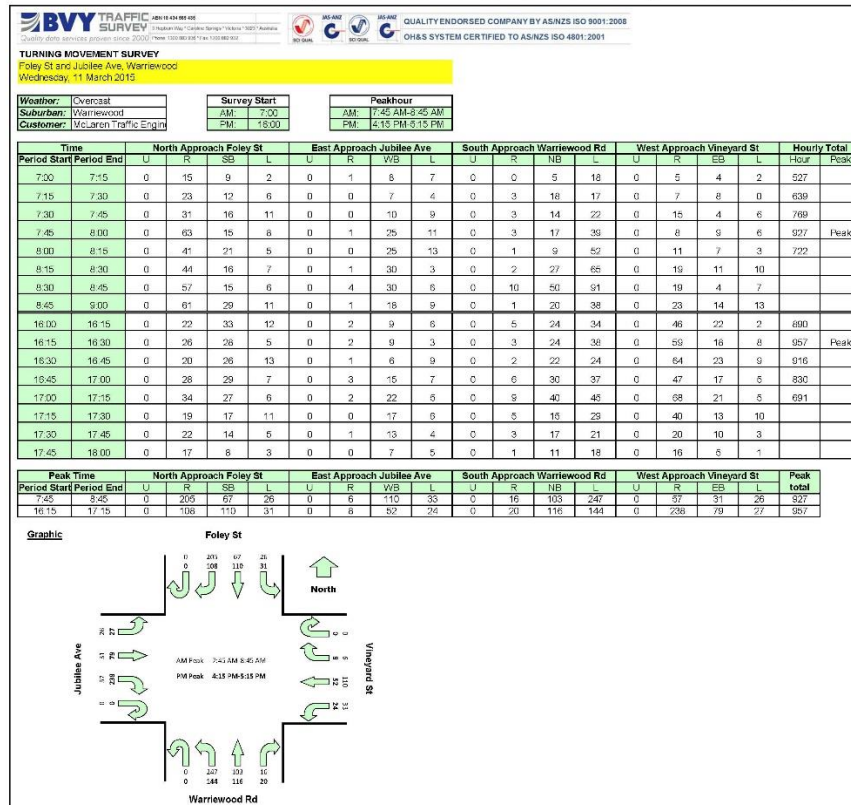




Attachment 2:



ANNEXURE B: TRAFFIC, PARKING AND SPEED SURVEYS (SHEET 3 OF 3)



Warriewood Residential Subdivision, Sector 120  
120-122 Mona Vale Road, Warriewood  
14345.02FC - 18 July 2016

Page 34 of 47



### Attachment 3:

#### Guide to Road Design Part 4B: Roundabouts

In New Zealand, practical steps have been taken to give effect to similar guiding principles through a Safety Management Systems (SMS) approach.

Road designers should be aware of and, through the design process, actively support the philosophy and road safety objectives covered in the *Guide to Road Safety*. Further information on the Safe System principles can be found in the *Guide to Road Design Part 2: Design Considerations* (Austroads 2015b).

#### 1.4 Road Design Objectives

Road design objectives are discussed in Section 1.1 of the *Guide to Road Design Part 2: Design Considerations* (Austroads 2015b), and the objectives also apply to the design of intersections and crossings, including roundabouts.

Section 3 of the *Guide to Road Design Part 4: Intersections and Crossings – General* (Austroads 2009a) discusses general design considerations for intersections, which also apply to the design of roundabouts.

#### 1.5 Traffic Management at Roundabouts

As intersection design is influenced by traffic management considerations, road designers should be familiar with the traffic management considerations associated with roundabouts that are covered in Section 4 of the *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings* (Austroads 2013a). The use of roundabouts as a treatment, road space allocation, lane management and the traffic management aspects of functional design are covered.

An intersection (including roundabouts) should not be designed without consideration being given to existing and proposed traffic management requirements on the approaches. Designers should also refer to the *Guide to Traffic Management Part 5: Road Management* (Austroads 2014a) that covers mid-block traffic management and provides guidance on access management, road space allocation, lane management and speed limits.

Table 3.3 of the *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings* (Austroads 2013a) summarises general issues relating to cyclists at intersections, and some of which relate to roundabouts.

#### 1.6 Safety Performance of Roundabouts

A well-designed roundabout is the safest form of intersection control. Numerous 'before and after' type studies have shown that, in general, fewer motor vehicle crashes resulting in casualty crashes occur at roundabouts than at intersections containing traffic signals, stop, or give-way signs. Unfortunately, this same safety record does not apply to cyclists or pedestrians.

The primary reason for the improved safety record for motor vehicles is that the relative speeds of vehicles are considerably lower at a well-designed roundabout than for other types of at-grade intersections. Controlling speeds through roundabouts by their design is paramount in maximising the safety performance for all road users. The most important geometric considerations in controlling vehicle speeds through roundabouts are:

- Adequate sight distance should be provided to enable drivers to:
  - easily identify the intersection as a roundabout and comprehend their required path through the layout
  - observe the movements of other vehicles, cyclists and pedestrians travelling within and on the approaches to the roundabout
  - observe an acceptable gap in the circulating traffic and enter in a safe manner.
- The entry geometry should be designed to restrict drivers to a safe speed on entry to the roundabout.

Austroads 2021 | page 3



Guide to Road Design Part 4B: Roundabouts

Furthermore, motorcyclists are over-represented in crashes at roundabouts, therefore additional issues to be considered include:

- recognition of the roundabout – the design should provide for early recognition of the approaching form of the intersection
- visibility of the central island, particularly at night
- visibility of splitter islands
- frangible signs and posts that are more forgiving to motorcyclists
- skid resistant linemarking
- sight lines to motorcycles and sight lines of motorcyclists should not be blocked by landscaping, signage or island treatments
- the location of utility poles, particularly at exits from the roundabout.
- using semi-mountable kerbs
- minimising the use of aprons and apron lips, and providing a larger central island

Speed has been identified as a major contributing factor to the occurrence and severity of many crashes at intersections, including roundabouts. At rural intersections this factor is exacerbated due to the high speed differential between conflicting movements. Austroads (2014b) describes methods for reducing speeds on rural roads and includes a range of treatments for application at rural roundabouts.

Special consideration must be given to pedestrian movement(s) at roundabouts. While roundabouts are not necessarily less safe than other intersection types, children and elderly pedestrians feel less safe at roundabouts, particularly at exits. This is because, unlike traffic signals, roundabouts do not give priority to pedestrians over through or right-turning traffic, and some pedestrians may experience a reduction in accessibility. The consideration of pedestrians in relation to the provision and design of roundabouts is discussed in Section 5.2.

It is also important to note that several studies have shown that roundabouts increase the risk of cyclists being involved in a crash, compared to other types of intersection. Roundabouts designed with good entry curvature require entering drivers to slow down, provide more time for motorists to scan for cyclists, and consequently minimise cyclist crashes. Treatments for cyclists are presented in Section 5.3.

It should be noted that, although treatments can be provided for pedestrians and cyclists at roundabouts, they may not be the most appropriate intersection treatment at locations where there are high levels of cycle and pedestrian traffic and alternative treatments should be considered.

Commentary 1 provides more information on the safety performance of roundabouts for general traffic, pedestrians and cyclists.

[\[see Commentary 1\]](#)

While pedestrians and cyclists have a higher crash risk than motor vehicles at roundabouts (particularly larger roundabouts in urban areas), the versatility of roundabouts has been proven and they can be a satisfactory treatment at a wide range of intersection sites in low and high-speed environments such as:

- local roads that have a collector or access function
- rural highways and roads
- freeway/motorway ramp terminals
- terminals of roads performing a motorway function
- arterial roads in urban areas.

Austroads 2021 | page 4

Document administration	
Version	2.0
Date	Updated 11 July 2024 Original published 16 May 2024
Approval	Content provided and approved by Transport Network Team
Status	Final
Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.