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## Community and Stakeholder Engagement Report

### Road safety improvements – Fisher Road & Lismore Avenue, Dee Why

Consultation period: Thursday 18 May to Thursday 15 June 2023

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## 1. Summary

This report outlines the outcomes of community and stakeholder engagement as part of a proposal to improve vehicle road safety along Fisher Road and Lismore Avenue, Dee Why. The proposal is to install a series of traffic calming measures and pedestrian safety upgrades. These include two roundabouts on Fisher Road, lowering the speed limit, restricting right turns, and other measures.

Council was successful in obtaining funding under the Federal Black Spot program administered by NSW Government's Safer Roads Program for the proposed road safety treatments. The funding is applicable to projects that target locations where at least three casualty crashes have occurred over a five-year period. A casualty crash is defined as a fatal or injury-related crash. Non-casualty crashes cannot be considered as part of the assessment, as the Black Spot Program specifically funds locations with a history of casualty crashes to ensure that those sites are prioritised for treatment.

Funding applications are encouraged to meet the program requirements and provide control treatments that reduce both the risk of crashes and the severity.



Feedback collected during consultation indicated a high level of support for the proposal, with comments citing the anticipated benefits for pedestrians and improved traffic safety.

One respondent also suggested Council should consider installing a dedicated cycle path due to the limited width of the existing shared path.


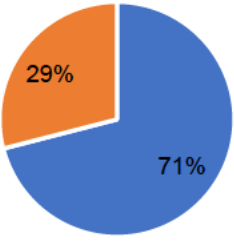

Respondents who were not supportive of the proposal felt that pedestrian crossing facilities should be included. Some respondents considered the proposal would lead to a detrimental effect on the road network due to intersection queuing along Fisher Road. As part of this proposal, Council has conducted an audit of the area and traffic modelling of the proposed roundabouts, which show that the proposal would have a positive impact on vehicle safety in the area and reduce some of the issues related to the queue length affecting the road network at this location.

The requirements for Black Spot Project approval are to address the incident types evident at each location, in this case vehicle crashes leading to injury, the traffic calming devices (roundabouts) have been proposed accordingly. Further works to provide a safe pedestrian crossing on Fisher Road between Campbell Avenue and Lismore Avenue in response to concerns previously raised have been considered and are the subject of a future funding allocation under the Safer Schools Program.





### 1.1. Key outcomes

 Total unique responses	80 <sup>1</sup>	
 How responses were received	Submission form	Completions: 80

<sup>1</sup> 74 of the 80 responses included comments in addition to answering the sentiment question.

 <p>Online sentiment question: I support / do not support this proposal</p>	 <p>■ I support this proposal ■ I do not support this proposal</p> <p>Total responses = 80</p>
 <p>Feedback themes</p>	<p>More consideration for cyclists. More pedestrian crossing facilities, particularly along Fisher Road. Consecutive roundabouts may cause further delays.</p>

## 1.2. How we engaged

 <p>Have Your Say: visitation stats</p>	Visitors: 1,244	Visits: 1,500	Average time onsite: 1 min 38 secs
 <p>Print media and collateral</p>	Letterbox drop: 2099		Distribution: 1,658
 <p>Electronic direct mail (EDM)</p>	<p>Community Engagement (fortnightly) newsletter: 2 editions</p> <p>Council (weekly) e-News: 1 edition</p>		<p>Distribution: 23,000 subscribers</p> <p>Distribution: 61,500 subscribers</p>
 <p>Face-to-face sessions</p>	On-site pop-up session		Attendance: 7

## 2. Background

Council has received many representations from the community regarding traffic safety concerns along Fisher Road and Lismore Avenue, Dee Why.

Council was successful in obtaining grant funding under the Federal Black Spot program administered by NSW Government's Safer Roads Program to address these concerns.

The aim of the Black Spot Program is to address past recorded vehicle crashes in areas where at least three casualty crashes have occurred over a five-year period through a series

of traffic calming measures to deliver vehicle road safety improvements in the local area. A casualty crash is defined as a fatal or injury-related crash. Non-casualty crashes cannot be considered as part of the assessment, as the Black Spot Program specifically funds locations with a history of casualty crashes to ensure that those sites are prioritised for treatment.

Stakeholder engagement with Transport for NSW, Keolis Downer as the service provider, and emergency services was undertaken prior to the public engagement being undertaken to ensure support prior to progressing the design.

A series of traffic calming measures, including two roundabouts on Fisher Road, lowering the speed limit, restricting right turns, and other traffic calming measures, were presented to the community for comment. A consultation summary and revised plans were then reported to Northern Beaches Council Local Traffic Committee at its meeting on 4 July 2023, where the Committee endorsed the revised plans. The initial meeting for approval was flagged as the August meeting of the Northern Beaches Council Local Traffic Committee for consideration, however due to the risk profile of the location it was deemed appropriate for the project to be fast tracked to construction.

### 3. Engagement objectives

Community and stakeholder engagement aimed to:

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

### 4. Engagement approach

Community and stakeholder engagement for the proposed Road safety improvements – Fisher Road and Lismore Avenue, Dee Why was conducted between Thursday 18 May and Thursday 15 June 2023, and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Strategy](#) (2022).

A project page<sup>2</sup> was established on our have your say platform with information provided in an accessible and easy to read format.

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

Feedback was captured through an online submission form linked to the have your say project page. The form included a question that directly asked respondents if they supported or did not support the proposal.

An open-field comments box provided community members a space to explain or elaborate on their support or non-support, as well as any other feedback they wished to contribute.

Email and written comments were also invited.

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<sup>2</sup> <https://yoursay.northernbeaches.nsw.gov.au/road-safety-improvements-fisher-road-lismore-avenue-dee-why>

Council also conducted a two-hour face-to-face pop-up session on Saturday 10 June to provide community members and stakeholders an opportunity to speak with staff, ask questions and share their ideas.

Most attendees did not oppose the project but sought to better understand Council's reasoning behind the options proposed, as opposed to other traffic calming options such as traffic signals and speed humps. Additional ideas for expanding the usability of the area for cyclists and pedestrians were also raised. As the funding relates primarily to address vehicle safety, staff will investigate these suggestions separately from the current road safety project delivery.

## 5. Findings

Overall, the community was in favour of the proposed traffic calming measures, in particular that the project would lead to reduced traffic queuing, lower traffic speeds, and a safer environment for residents to drive and walk.

The main responses for support of the proposal were due to the works creating a safer environment for pedestrians and motorists within the area, creating more opportunities for drivers to exit side roads onto Fisher Road and a reduction in queuing and traffic congestion throughout the area.

Those who did not support the proposal were concerned that the roundabouts at the Tor Road-Fisher Road and the Lismore Avenue-Fisher Road intersections may cause further traffic delays. It was suggested that the proposed improvements could potentially lead to more rat-running within the area, they indicated that the proposed new speed limit was too low, and pedestrian crossings were excluded.

Community members requested changes to improve pedestrian safety primarily on Fisher Road and in the neighbouring back streets. Suggestions included further traffic calming, restrictions for heavy vehicles, and the installation of pedestrian crossings. Council plans to investigate pedestrian crossing options subsequent to the current project's delivery. It should be noted that Fisher Road is a regional road and is therefore designed for the occasional use of heavy vehicles and a potential conservative approach to pedestrian crossing amenities. Traffic flow needs to be maintained, particularly as heavy vehicles are concentrated within the regional roads of the road network in order to reduce the likelihood of rat-running from both passenger and heavy vehicles.

**Table 1: Issues, change requests and other considerations.**

Theme	Issues, change requests and other considerations raised	Council's response
Pedestrians	Provisions for pedestrian crossings	Pedestrian crossing to support the safety along Fisher Road have been considered, and are likely to be installed in the future, however this would be part of the Safer Schools program.
Cycling	Provisions for shared paths/ cycleways	Council has adopted the Northern Beaches Bike Plan, and this sets the direction for delivery of the cycling infrastructure. Staff are currently undertaking a safety audit of



Theme	Issues, change requests and other considerations raised	Council's response
		the shared path and cycling networks as part of a report to a future Council meeting to determine the safest type of infrastructure to be installed.
Roadway	Possibly lead to further traffic delays	Council has utilised traffic modelling software in order to review the effectiveness of the consecutive roundabouts and the results demonstrate no further delays.
	Implementation of traffic signals	Transport for NSW (TfNSW) are aware of the requests for traffic signals however, jurisdiction for traffic signals is still under TfNSW. Therefore, Council is unable to implement such traffic calming devices.
	The median at the Fisher Road-Ilikai Place intersection will cause great inconvenience to local residents and cause traffic queuing.	As the vehicle crashes recorded at Ilikai Place and Fisher Road are primarily because of vehicles turning from Fisher Road into Ilikai Place, a No Right Turn sign will be installed instead of the median on the road.
	Extending 40 km speed limit past Fisher Road School	The function of Fisher Road as a sub arterial corridor precludes the full-time reduction of the speed limit to 40km/h. However, the school zone speed limit does assist in improving safety along this section of Fisher Road.
Roundabouts	Location of roundabouts, particularly near driveways	The roundabout at Lismore Avenue and Fisher Road is in proximity of the driveways to 100-102 and 104-106 Fisher Road, however the line-of-sight assessment indicated that the location of the roundabout to the driveways had no impact on the existing safety and resulted in a slower approach speed of northbound traffic along Fisher Road.
Parking	Cars parking too close to corners and across driveways	These issues have been noted and will be addressed as part of the works where applicable.
Noise	Noise from cars and motorcycles speeding along Fisher Road	The project does not increase vehicle noise and is likely to result in a substantial reduction in speed along Fisher Road.
Street lighting	Street lighting in Lismore Avenue needs to be improved to increase pedestrian safety	As part of the project additional lighting will be provided between Grafton Crescent and Fisher Road.

Theme	Issues, change requests and other considerations raised	Council's response
Buses	Concerns the roundabouts will impede bus access	All bus movements have been checked and the roundabouts are designed to permit bus movements along with larger vehicles for example garbage trucks.

**Table 2:** Questions raised and Council's answers.

Question raised in feedback	Council's answer
Will the proposal lead to longer traffic queuing and promote more vehicles to use local roads of Dee Why as "rat-run"?	<p>Council's traffic modelling results have indicated an improved traffic flow with reduced traffic queuing and wait times whilst improving intersection safety. The modelling indicated that the cause of the AM peak queuing is a congestion issue related to the Fisher Road and Pittwater Road intersection.</p> <p>As Fisher Road is a regional road, designed to support larger amounts of vehicles (along with support for heavy vehicles), Council's improvements of the traffic conditions will reduce the likelihood of more vehicles and heavy vehicles utilising small local roads for rat-running.</p>
Why weren't traffic signals part of the proposal?	Traffic signals at these locations would result in additional queuing along Fisher Road impacting on the operation of the road network to the north.
Why is the local speed limit being reduced to 40km/hr throughout the area?	Under Council's Transport Strategy where roads are primarily a residential precinct a lower speed limit is installed to improve safety of vulnerable road users (pedestrians and bike riders) and improve the residential amenity by reducing traffic volumes. Generally, the roads within the subject area are narrow, support parking on both sides of the road and both directions of travel. The presence of local schools and the PCYC, increases the number of younger road users and visitors not familiar with the area. Lowering the speed limit allows visitors and commuters passing the area to be more aware of the local environment and drive accordingly, without negatively impacting overall traffic flow.
How soon do you expect project delivery?	Works are planned to commence in late July with the works in Lismore Avenue being completed first followed by the Fisher Road works.
"I would like somebody to properly fix the lights at the Regent St Fisher Rd junction as a 'turn right' light has been put in the wrong place...and it never ever works"	Council has referred this issue to Transport for NSW to review the operation of the signals at this location. However, the current installation appears to be in line with the approved plans and the signal phasing that operates near a school.

## Appendix 1 Verbatim community and stakeholder responses\*

No.	Submission
1	Excellent work and profound thanks to all involved in this well considered and long overdue plan. Myself and many others have grown tired of risking life and limb when attempting to cross Fisher Rd, and others, not mention the near constant din from speeding traffic and hooners tearing up and down most evenings. Thanks again to all at council. 100% supported!
2	Wholeheartedly yes!!! Now, if only in the future we can also have some speed humps on Fisher Rd between Lismore Ave and Regent St to deter the hoon mobiles and Harley-riding posers 'planting it' and thundering up the hill at ungodly hours hours waking everyone up. Thank you for this project.
3	Fisher Rd desperately needs a pedestrian crossing somewhere between Ilikai Place and Tor Rd on Fisher Rd. This would create a much safer crossing option for many families to get to both Dee Why Public School as well as Fisher Rd School (Disabled School and swimming centre. The current plan fails to adequately address this extremely important issue. A pedestrian crossing should also be much cheaper, quicker and easier to provide than building roundabouts, raised medians and 40km zones - and also only slow the traffic in Fisher Rd when someone needs to cross.
4	<i>No comment provided</i>
5	I list don't support but only the right hand turn issue to Ilikai place. All other changes proposed I do support
6	Investigate a pedestrian crossing across Fisher Road opposite the Fisher Road school
7	I support this proposal however, it is still not a crossing and people are still obliged to cross this road at great risk to personal safety- especially with kids. A crossing near the Fisher Road School would be ideal.
8	I think traffic lights here would also be appropriate. This is a major thoroughfare from Pittwater Rd. There is also a lot of foot traffic wanting to cross Lismore Ave at this corner which is made difficult by cars turning into it from both directions.
9	I support this proposal. The roundabout on fisher road will help immensely reduce the speed of traffic and gain better visibility for turning cars. I would suggest also adding a pedestrian crossing closer to the fisher road school, for improved safety of kids. Thank you
10	I have worked at Fisher Road school for over [REDACTED]. Our school supports students with moderate to severe intellectual disabilities. We have made submissions in the past to have some kind of safe crossing for our students, parents and staff. Navigating roads is a challenge for many of our community either as they are using a walker, wheelchair have poor mobility or extremely challenging behaviour with no understanding of road safety. If there could be some kind of road crossing or pause point in the middle of Fisher Road it would reduce some risk for our students and their families. Even the 40 speed limit does not extend beyond our school in the proposal. Kind Regards, [REDACTED].
11	awesome idea!
12	I work at Fisher Road School, 115 Fisher Road Dee Why. the school caters for children with disabilities and i would like to see some kind of crossing or at least a refuge island outside the school - it is very hard for parents to park anywhere near the school so they often walk their children across Fisher Road, which is very busy and dangerous. It is difficult for our students to walk up to the lights at regent street too.
13	<i>No comment provided</i>
14	Will grid lock it in busy times
15	More pedestrian crossings would be better.

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



No.	Submission
16	Need a pedestrian crossing in Fisher Road between Lismore Avenue and the roundabout with Lynwood Avenue. There is none from Regent St to the roundabout with Lynwood Avenue. The traffic is very heavy d you can wait forever when you need to cross the road.
17	Whilst I think this is a good idea we need add a zebra crossing or traffic lights. On the north side of Lynwood Avenue and along Campbell Ave there are bike paths which children use (along with locals who live on the western side of Fisher Road) to make their way to the beach and shops at Dee Why. It is a very busy intersection which isn't safe for pedestrians and the Holborn road crossing is too far away.
18	<p>This has taken a long time for someone from NBC to realise how dangerous that corner can be, any time , day, night.</p> <p>Non impatient people drive to Regent St lights to enter Fisher Rd., others force their way into the traffic flow from Lismore Ave.</p> <p>How soon do you expect this to happen. Very, would be good/better.</p>
19	<p>This proposal has absolutely no provision for cyclists whatsoever.</p> <p>I'm amazed that it purely takes into account only cars and pedestrians.</p> <p>Whilst the proposal does effectively make roads for cyclists it is incredible to think that it provides nothing else than lower speeds to give cyclists of all ages and ability better and safer access.</p> <p>Overall the proposal makes sense but needs to be reconsidered for other road users.</p>
20	This is a great idea. Turing right from Lismore into Fisher is quite dangerous at the best of times. But steps need to be taken to slow or stop those folks who drive onto roundabouts too quickly in the mistaken belief that traffic has to give way to the right and they have priority.
21	<p>An excellent concept that should calm traffic through reduced speed &amp; improve safety through the raised thresholds.</p> <p>My only suggestion is that the proposed raised median restricting right turns in &amp; out of Illikai Place may be counterproductive. Cars leaving Illikai Place that want to turn right, that want to travel north, are forced to go left &amp; use the roundabout at Lismore to do a U turn. This will add to the congestion along Fisher Road causing traffic to bank back south on Fisher Road &amp; potentially block the Tor Road roundabout.</p> <p>If the objective is to restrict right turns of peak school traffic in &amp; out of Illikai Place, perhaps a better result be achieved by signs in both Fisher &amp; Illikai stating that right turns were prohibited at specified times of day. This would also not disadvantage residents of Illikai outside of those hours.</p>
22	<p>I support this proposal, but with suggestions and comments;</p> <p>Could the Westminster Ave pedestrian crossing also be raised?</p> <p>Holbourn and Regent Streets are very narrow and would be suited to one way traffic.</p> <p>A round about at Tor Road encourages traffic to flow to Prescott and Parr Pde instead of up McIntosh Road, another solution for Tor could be a No Right Turn, this would help to reduce the number of lost parking spaces for this project.</p> <p>A round about for Lismore Ave will be a good idea but it will also take away parking, but improve traffic flow.</p> <p>I support the 40km/h LTA.</p>
23	<p>As a resident of Kingsway in this area I am very concerned that this will increase traffic flow along Kingsway and make it even more of a rat run than it already is.</p> <p>I would like to see the traffic calming (raised humps) extended to include Kingsway to slow down cars using the straight to Fisher road as a race track, which is increasingly the situation.</p>
24	<p>Whilst I support this proposal, it would great to see some type of traffic control (round about) at the intersection of Hawkesbury and Westminster and I experience near misses nearly daily.</p> <p>In addition to this tighter restrictions on school zone parking would be welcomed.</p>
25	<p>I work at Fisher Road public school, which is a special need specialised school for children with intellectual disability. We desperately need a safe crossing for students, their families or carers and staff next to Fisher Road School. The road is very busy, especially around drop off and pick up time.</p> <p>Thank you</p>

No.	Submission
26	I support the upgrades BUT see that Fisher Rd SSP school has no safety crossing outside the school. I have worked there for over [REDACTED] and have seen many near accidents with families, busses and children with disabilities try and negotiate the traffic congestion whilst crossing the road. Please consider the needs of the community here at this school. Engage with the Principal for more information. Thanks
27	The Fisher Rd School should have pedestrian crossing as children with parents are continually running across Fisher Rd from either swimming classes or from the Special needs School. Also the speed limit should be marked on road as 50 Kph or less as trucks particularly, and cars speed up after leaving traffic lights further up the street which is dangerous for people running to cross the road and particularly cars coming out of the driveways Driveway edges should be marked so the cars can't particularly park across them Otherwise this is a great well thought out plan but needs to be given priority more than more bike bridges and parks because this improvement should prevent accidents and certainly young deaths
28	<i>No comment provided</i>
29	<i>No comment provided</i>
30	<p>I would like to propose that for the entirety of the location of the proposed works:</p> <ul style="list-style-type: none"> <li>- given the location of schools in the area, and the sporting field off Pittwater Road, which is often used during the week and at weekends, the SPEED LIMIT be reduced to 30km/h rather than 40km/h (this is consistent with the pedestrian-friendly speed limits for Manly Town Center)</li> <li>- the highest priority must be the safety of pedestrians including schoolchildren and pedestrians who have difficulty making it across a road safely (people who are mobility-impaired, for example) and a speed limit of 40 km/h in the immediate vicinity of marked and raised pedestrian points is too high</li> <li>- the excessive noise level from passing traffic on Lismore Avenue currently is considerable, with cars and motorcycles using the stretch as a raceway in the late afternoon and early evening, gunning their engines and traveling way over the speed limit (noise levels which clearly and regularly - i.e. daily - rise way above the permitted decibel level for residential areas in NSW), giving no thought to pedestrian safety or residents' entitlement to reasonable levels of noise only (with exceptions, such as emergency services)</li> <li>- the speed limit for residential areas in Northern Beaches should be no greater than the 30 km/h speed limit for the Manly Town Center (why would a commercial/retail precinct attract a lower speed limit than residential areas which are equally entitled to not have the safety and quietness of the area significantly eroded by speeding traffic?)</li> <li>- during the weekends and at busy times of the week, car parking spots are at a premium, requiring garbage collection trucks, people being dropped off or delivery vans (who can't park in driveways) to double-park which causes obvious bottlenecks and car horns blaring, so why not clearly mark the spaces for car parking on the side of the road, clearly delineate the road lanes, and have one large space (at least) on either side of Lismore Avenue and other roads marked as "DELIVERIES/COLLECTION ONLY", for the garbage collection in particular, so cars are not blindly overtaking the collection trucks, and the garbage contractors or pedestrians are not at risk of being 'skittled'</li> <li>- as my last point, the proposed 'painted islands' and 'stop hold line' at the intersection of Lismore Avenue and Westminister Avenue may be too narrow for the regular bus services to turn Left (coming off Pittwater Road), and taking into consideration that buses are keeping to a timetable and are heavily patronized, that a Roundabout also be installed at this (Eastern end of Lismore Avenue) intersection with adequate guardrail protection for footpath traffic, so that (a) this gives the buses as much space as they do have now to turn safely, and (b) vehicles coming off Pittwater Road are almost immediately slowed by the presence of the Roundabout (having to give-way to the Right or to whichever vehicle is already on the Roundabout) otherwise I don't see any incentive for drivers coming from the West and turning into Lismore Avenue or turning off Pittwater Road into Lismore Avenue to sufficiently slow down (proposed raised threshold/s notwithstanding)</li> </ul> <p>If you wish to clarify any of the above suggestions, please email me.</p>
31	Very happy with the proposal, however can we look at also repainting some of the street markings. This would include boundaries for car space along all of these streets where driveways are. Often cars park too close to driveways, obstructing views of oncoming traffic. We are frequently coming out



No.	Submission
	of our home and more or less "hope" that someone will stop for us or that nobody will be coming along. With some extra markings, we can have a wider view.
32	<p>Whilst we agree with the general direction of these proposed safety improvements we consider that there are some inconsistencies and that the improvement of pedestrian safety does not go far enough.</p> <p>We are particularly concerned that there is not sufficient focus on the safety of primary aged school children walking or riding to and from Dee Why Public School.</p> <p><b>1. Safety for Pedestrians Who Cross Lismore Avenue.</b></p> <p>Under this proposal there are safe crossing points at the Pittwater Road end (existing traffic lights) and a raised pedestrian crossing near Grafton Crescent.</p> <p>At the Fisher Road end which, we contend, has a similar number of pedestrians crossing as per the two above, there is only provision for refuge islands. It is also noted that there is a shared path at this location which means bicyclists also need to cross at this point.</p> <p>As refuge islands are NOT pedestrian crossings motorists are not required to give way to pedestrians in the same way as if they were on a pedestrian crossing, as they try to transit from footpath to refuge island to footpath.</p> <p>It is inconsistent to have two crossing points on this street clearly marked as pedestrian crossings and thus with clear give way requirements for motorists yet only limited protection is proposed for those crossing at the Fisher Road end.</p> <p><b>For the best protection of all persons attempting to cross Lismore Avenue at the Fisher Road end, and particularly school children, there should be as a minimum a marked pedestrian crossing near the roundabout in addition to or instead of the refuge islands.</b></p> <p><b>2. Safety for Pedestrians Who Cross Fisher Road north of the Regent Street Lights</b></p> <p>Currently there is no marked crossing or refuge island between Regent Street and the Lynwood Avenue roundabout.</p> <p>There is a proposal to install a refuge island on the north side of the proposed Tor Road roundabout. This still leaves the area between Tor Road and Lynwood Avenue without a regulated crossing point.</p> <p>This proposed refuge island will provide minimal protection to pedestrians.</p> <p><b>Any crossing of Fisher Road should be a marked pedestrian crossing, either adjacent to the Tor Road roundabout on the north side OR, preferably</b></p> <p><b>by way of a marked pedestrian crossing in the vicinity of Fisher Road School instead.</b></p>

No.	Submission
	<p><b>3. Unnecessary Raised Threshold near Pittwater Road</b></p> <p>The proposed raised threshold east of 781 Pittwater Road is not needed.</p> <p>Motorists heading along Lismore Avenue eastbound to Pittwater Road will only travel a relatively short distance from when they have to slow for the raised pedestrian crossing near Grafton Crescent before they will need to slow to queue for the Pittwater Road traffic lights.</p> <p>Motorist heading west from Pittwater Road will have barely commenced their transit before they encounter this proposed threshold. This could cause delays to motorists turning right into Lismore Avenue and thus impact Pittwater Road traffic flow.</p> <p><b>This proposed raised threshold is overkill and should be removed from this proposal.</b></p>
33	<p>I am in full support of the proposed developments in and around Lismore Avenue, Dee Why. I believe there to be a safety concern for the residents in the area as there are often drivers who go over the speed limit on Lismore Avenue and use it as a shortcut to avoid heavy traffic. People need to be able to cross the roads safely, as there are a lot of public spaces around the area that are used by families with young children (eg. parks, ovals and schools).</p>
34	<p>I believe this will provide better traffic flow and will be safer for pedestrians.</p>
35	<p>Hi there</p> <p>I strongly support the proposed changes overall and feel they are long overdue and urgently required. The intersection at Fisher Road and Lismore Avenue is particularly dangerous for both pedestrians and cars alike.</p> <p>Given the proximity to Fisher Road special school, and the demographic of the area being made up of elderly and young families and children, I still would like to see consideration be given to a pedestrian crossing between Tor Road and Lismore to aid the safe crossing for pedestrians. There is no doubt the proposed changes will make the area safer to pedestrians, however on the current proposal (Sheet 5) it is only proposing a traffic island between the two new roundabouts on Fisher road.</p> <p>Could I please request that the engineers and decision makers reconsider whether the traffic island could remain however a pedestrian crossing also be painted onto the road at this location?</p> <p>I feel this will provide a safer option for our young and older residents to cross this very busy thoroughfare.</p> <p>Thank you for your consideration.</p>
36	<p>Outside Fisher Rd SSP I believe there should be a pedestrian crossing so that teachers, parents and students who are in wheelchairs and need assistance crossing the road, can do so safely , particularly in the early school and after school hours. It is a very busy road and I do worry that an accident could happen if a student runs from a parent, carer, whilst crossing the road in between traffic.</p>
37	<p>The roundabouts on Fisher Rd are a good idea. 40KM on the side streets is sensible.</p> <p>The problem in this area is that it's over developed and the road infrastructure and parking has not kept up. When there is sport at Dee why Oval, cars park illegally or in unsafe locations. It seems like some of the changes on Lismore avenue will further restrict street parking. This needs to be accounted for.</p>
38	<p>As with all attempts to improve road safety, the options should be designed by road safety experts who have looked closely at the data and are familiar with the research supporting possible intervention. There should be input from at least one traffic engineer and one behavioural scientist. Where there are options of equal potential merit, there should be public opinion/input sort.</p>
39	<p>I travel on Lismore most mornings and improved street lighting will also improve the safety of pedestrians in the early mornings</p>
40	<p>While I support the proposal, to allow safer turns, I'm concerned it does not address the major issue of traffic flows, and the driver frustration that leads to accidents. The flow gets blocked in peak hours along the whole of Fisher Rd (1km) and beyond, by poor traffic light timing at Pittwater Rd, and</p>



No.	Submission
	<p>drivers blocking the current roundabouts at the top and bottom of Fisher Rd. This blockage continues another 200-300m back along Campbell and Lynwood Aves. There needs to be:</p> <ul style="list-style-type: none"> <li>- better traffic light timing at Pittwater Rd to empty Fisher Rd more quickly</li> <li>- enforcement of drivers blocking roundabouts</li> </ul>
41	<p>As a long term resident of Ilikai Place (over [REDACTED]) I am pleased to see the plans the Council have for traffic &amp; pedestrian safety on Fisher Road. For many years it has become increasingly difficult to turn right into Ilikai Place due to the increased traffic, particularly during peak hours. Many times I have been waiting many minutes for a break in the oncoming traffic to turn right into Ilikai Place. This would completely stop the traffic behind me who would also have to wait for me to turn to proceed further on Fisher Road. This in turn would cause all the traffic to back up and come to a standstill. The same could be said for turning right from Ilikai Place where, more often than not, I would have to pull out into oncoming traffic and force my way onto Fisher Road, once again forcing cars to stop and back up until a car would let me in.</p> <p>The roundabouts will improve traffic flow and the the removal of the ability to turn into Ilikai Place will improve traffic flow considerably and reduce the risk of cars having to push across oncoming traffic. The median strip on Fisher Road limiting access to Ilikai Place is an excellent idea and I applaud the Council for taking steps to address the traffic flow and safety concerns in Fisher Road.</p>
42	<p>Smart idea during school hours, it will help for traffic within these locations.</p>
43	<p>This is a wonderful intervention thank you</p>
44	<p>Fisher Road is desperately in need of more pedestrian crossings and safe access across the roads. I have worked at Fisher Road School for over [REDACTED] and we have long wanted &amp; requested a pedestrian crossing at our school for the safe passage of our parents, students and staff. Fisher Road School caters for students from age 4-18 all with intellectual disabilities and some mobility issues for walking, in a wheelchair, walking frame and some extreme behaviour challenges. Our students have little or no understanding of road safety.</p> <p>If there could be a road crossing or pause point in the middle of the road outside our school it would reduce some risk for our students and their families.</p> <p>The speed proposal of 40 km should be from the roundabout on the corner of Campbell and Lynwood Ave as the current proposal has the 40 km starting after our school.</p> <p>By making Ilikai Place a left turn out only, it will contribute to the queue of traffic that comes to nearly a standstill in the morning &amp; evening peak hour plus school drop off and pick up times.</p> <p>Your proposal reduces the speed but not the congestion in this area, especially as it is the main traffic way for people travelling to Dee Why for work, schools and sporting events on the weekends.</p> <p>Kind regards [REDACTED] FRS and Wheeler Heights resident</p>
45	<p>Great idea and I wish council would reduce speed limit in all Beaches high residential streets to 40km/h. Not main thoroughfares, but totally residential streets. But above plans are a great idea for the local area.</p>
46	<p>I have lived on Lismore Avenue for years, which is known for being a quiet residential street in Dee Why. Whilst it bridges Fisher Road and Pittwater Road, as many roads do, it was not and is not designed as a high traffic thoroughfare. This proposal will change that and greatly decrease pedestrian safety in the area whilst simultaneously increasing traffic congestion by halting the flow of traffic on Fisher Road with right hand turns on Lismore Avenue. This proposal has been drafted as a safety measure, however, it will do the polar opposite. Traffic should remain to be encouraged to stay on Fisher Road or Pittwater Road - not adjoining roads - as the primary thoroughfare.</p> <p>Reasons for increased pedestrian danger from the proposal are listed below.</p> <p>Disruptions to traffic flow along Fisher Road by enabling right hand turns onto Lismore Avenue</p> <p>Proximity to existing road abouts - extremely close to the existing roundabout on Fisher Road causing again increased congestion and danger - both to drivers and pedestrians</p> <p>Insufficient line of sight for traffic entering Fisher Road from Lismore Avenue</p> <p>Lismore avenue is a frequent crossing for school students and increasing traffic flow by enabling and encouraging right hand turns into Lismore Avenue from Fisher road will greatly decrease safety for road crossings. It will increase traffic on Lismore Avenue, increasing the chance of accidents</p>

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	The Lismore Avenue x Pittwater road lights already receive high usage and would not be able to cope without further delaying journey times along Pittwater road with the addition of the roundabout I implore the council to reconsider this proposal. Lismore Avenue is a quiet residential street neighboured on both sides by primary and secondary schools. High traffic flow on adjacent, small streets should not be encouraged in the area.
47	<i>No comment provided</i>
48	Two roundabouts near the school means a reduction of car parking for dee why public which does not have parking spaces like fisher rd school. It will mean collection and pick ups will become more chaotic, more ppl dangerously parking and running across the road. I am in favour of all changes except these two roundabouts. I suggest implementing the one at Lismore Road as its very difficult to enter this street but leaving Tor Rd as it is.
49	<p>As a very regular user of these roads, I applaud the proposal for roundabouts at these locations. It will improve safety and traffic flow.</p> <p>I want to make sure that whatever changes are made take into account the frequent bus movements that use these roads. Too often roundabout construction doesn't consider turning circles of buses (for example the intersection of Oxford Falls Rd and Iris St which is impossible to negotiate without mounting the kerb).</p>
50	The raised crossings to get the DeeWhy kids to the oval will be helpful for school and sports excursions.
51	roundabouts on Fisher Road would be much more efficient (and safer)
52	Implementing no parking restrictions between 781 Pittwater Rd driveway and 33 Westminster Rd driveway in Lismore Ave. This is a dangerous driveway to come out of when a car is parked west of 781 driveway and a bus is parked east of the driveway. Busses don't just pick up and drop off they park for a considerable time making it not practical to wait for it to move. Thank you
53	This makes a lot of sense
54	<p>1. A roundabout at Lismore Ave will not assist in the afternoon peak when turning left into Fisher Road because majority of the traffic is running straight down Fisher Road and therefore on the right of anyone trying to enter the roundabout meaning they must give way. A much better solution would be traffic lights with a filter for access to Lismore Avenue.</p> <p>2. With so many streets limited to 40km, it will simply create a 'rat run' through other streets in order to get to Pittwater Road. Fisher Road and St David Ave are already congested enough so if people use this route, it will be even worse.</p>
55	I support this proposal 100% not just from a safety point of view, but to stop pollution, as cars sit waiting for many minutes to turn from Lismore to Fisher and from Fisher to Lismore. WELL DONE.
56	<p>Thank you for the opportunity to comment on the proposed changes to Fisher Rd.</p> <p>I support the reduced speed to 40km / hr in the green streets, because there is a lot of pedestrian foot traffic in this area along with narrow roads from many parked cars.</p> <p>I DO NOT support the two roundabouts proposed for Fisher Rd. Fisher Rd is a thoroughfare which has considerable traffic backed up before and after school. Adding two roundabouts will encourage people to short-cut this traffic when heading north by cutting around the back via Westminster and Lismore and then coming back onto Fisher Rd turning right via the new roundabout - these cars would have the right to turn ahead of cars driving down Fisher Rd, thereby creating more of a backlog coming down the hill on Fisher Rd. Currently turning right from Lismore into Fisher Rd is very difficult at peak times, so people are discouraged from trying to make this a shortcut.</p> <p>I also don't support the barrier to prevent residents turning right out of Ilikai Place. Vehicles turn right out of Fisher Rd School all the time and hold up all the traffic on Fisher Rd. It seems unfair they would continue to be allowed to do so and the people living in Ilikai Place wouldn't be able to. I'm not sure how people in Ilikai Place are supposed to get to Cromer if they can't turn right? They would need to go to Pittwater Rd and then all the way down and around to South Creek Rd, which seems a very long way and rather unfair.</p> <p>Thank you for considering my comments.</p>
57	Love this idea, Fisher road is currently terrible from a pedestrian stand point and drivers view.



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	<p>Some other points to consider.</p> <ol style="list-style-type: none"> <li>1. A Red light camera at the traffic lights, Often when I walk my son to school I see cars and large trucks going through the intersection while the green walk symbol is on.</li> <li>2. Consider a no right hand turn into Kingsway during particular times of the day, this causes congestion up fisher Road.</li> <li>3. Consider pedestrian barrier at the traffic lights for safety (Recent car hitting telegraph pole)</li> <li>4. Reduction of large trucks to cromer, Taking South Creek road? (They've got to get there somehow however seems to be on the increase)</li> </ol>
58	<p>The 40 km/h speed limit is way too low. We live in Narraweena and regularly take our eldest son to school in Warriewood. Getting onto Pittwater Road to head north involves: heading down McIntosh Road, turning left at the roundabout with Fisher Road, then right into Lismore Avenue. The 40 km/hour speed limit proposed for Lismore Avenue will make this trip very slow and is unnecessary; 50 km/hour is already an appropriate speed for a built-up area.</p>
59	<p>Putting another roundabout in Fisher Rd between two schools is a bad idea. One school is a primary school, the other a special needs school. It is a high density pedestrian environment at key times of the day.</p> <p>It will add to existing high levels of congestion on Fisher Rd in peak times by creating further delays to traffic on Fisher Rd as Lismore Ave traffic (in and out) will disrupt the flow on Fisher Rd.</p> <p>It will be more dangerous for pedestrians and cyclists travelling along Fisher Rd, as traffic in both Fisher Rd and Lismore Ave will be looking at roundabout traffic to determine whether they can enter the roundabout, rather than being alert for pedestrians and cyclists using the footpaths and shared paths at the intersection.</p> <p>Lismore Ave residents have traffic light access to Pittwater Rd either directly or via Hawkesbury Ave. Users of Lismore Ave also access to Fisher Rd via traffic lights at Regent St.</p> <p>Some "no parking " space on the opposite side of Fisher Rd to the Lismore Ave intersection is required to avoid congestion resulting from northbound traffic on Fisher Rd being held up by cars wanting to turn right onto Lismore.</p> <p>A proper zebra pedestrian crossing should be installed at the top of Lismore Ave, along with a stop sign to ensure vehicles come to a proper halt prior to the intersection and the pedestrian crossing.</p>
60	<p>The pedestrian crossing on Fisher Rd is too far away from city bound bus stops near Lismore Ave which means many people cross busy Fisher Rd in peak hour this is quite precarious. A better positioned pedestrian crossing near Lismore Ave is needed also for children and adults. I support the proposal with that amendment.</p>
61	<p>I support any improvements to road safety, particularly pedestrians. I think these plans have some missed opportunities that have been overlooked by the designers.</p> <p>Intersection of Westminster Ave, you can build kerb extensions that will achieve what the linemarkings do. But at the same time improve pedestrian crossing. Example, look at intersection of Birrell st and Ocean st Waverley.</p> <p>With the raised pedestrian crossing on Lismore. Why not have it raised without kerb ramps. This is the standard now and are so much better for pedestrian visibility and comfort. There isn't an excuse not to.</p> <p>With the roundabouts, a pedestrian/shared raised crossing on one of the arms would be a much better outcome than pedestrian refuge islands.</p>
62	<p>This idea by council, that reducing speed is the answer to all our traffic issues is wrong. We have 40kmh on eastern side of Dee Why from Pittwater Rd. We have 30kmh on Manly beach (people actually laugh when I tell them I go from a school zone and have to lower my speed- they don't believe it). All this does is give those who walk around, using their mobile phones and not looking- the OK to continue to behave in a dangerous manner. Instead of this continuous attack on drivers, why isn't council putting signs up for pedestrians to STOP - LOOK BOTH WAYS - BEFORE CROSSING. Motorists have an unbelievable amount of wasted tie trying to navigate their way through D.Y. traffic. Council has shoved every ounce of land space into blocks of units - huge blocks. Crammed into every corner &amp; every unit seems to have 4 cars. Cars are parked on corners, making it almost impossible to navigate safely. Painting the road, having speed reduced &amp; speed bumps is</p>

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	<p>designed to push MORE traffic onto Pittwater Rd, which is a disaster at any hour. Council needs to have more public transport available. They need car parks FREE for those who travel on buses. There needs to be more ACTIVE action taken to have buses take the hoards of commuters from A to B. and get more cars off the road.</p> <p>AGAIN - This is not the solution but this will cause massive problems. It encourages pedestrians to not bother to pay any attention to their surroundings. Drivers could do 5 kmh and people would still step out in front of a car. We're not talking about 80kmh zone- every street should not be a school zone speed limit. This is not the answer.</p> <p>alternative transport is the answer</p> <p>encouraging pedestrians to take responsibility for their actions is the answer</p> <p>Have posters with STOP, LOOK, LISTEN, then cross</p> <p>Have more education in local schools</p> <p>but giving pedestrians a "free pass" on this is the same as condoning the behaviour of stepping out in front of a car, while n their mobile, without even looking.</p> <p>It's common practice in DY by all ages.</p> <p>40kmh down the beach side, is a ridiculous, everyone walks everywhere without looking.</p> <p>Manly beach at 30kmh, is beyond a joke. People burst out laughing when I tell them I have to put my foot on the brake, after leaving the school zone</p>
63	Great idea. Much needed in this area.
64	<p>I think an addition of a crossing at either Tor Rd or Holborn Rd is needed. So many school children come from this direction and the other crossing is a long way away from the entrance gates for younger students. I see many students running across the road between cars so a safer alternative is needed.</p>
65	<p>I support the roundabouts on Fisher Road.</p> <p>I do not support the raised thresholds along Lismore Ave. This will create noise whenever this is driven over. Although there is a high volume of traffic the general speeds are low due to the configuration of the road and the number of people coming in and out of their driveways.</p> <p>This road is also used by emergency services for quick access between their stations and Pittwater Road.</p>
66	<p>I'd like a proper crossing at the top of Lismore and Fisher Rd because so many high school kids walk that way to school and it's very dangerous, and I would like somebody to properly fix the lights at the Regent St Fisher Rd junction as a 'turn right' light has been put in the wrong place, it's supposed to be from Regent into Fisher and it's from Fisher into Regent and I have friends who live in Regent and it never ever works, it just doesn't turn to green to allow them to go around that corner. It's been put in the wrong place and it needs to be moved and for the red light to actually function to ensure that no more children get hit by cars at the crossing because it services pre-school and school age children</p>
67	Long overdue, This is a simple solution to resolve what is becoming a dangerous roadway in mornings and afternoons.
68	<p>Subject: Urgent Need for a Pedestrian Crossing from 104 Fisher Road to Lismore Avenue</p> <p>To whom it may concern,</p> <p>I hope this letter finds you well. I am writing to bring your attention to the pressing issue of pedestrian safety in our community, specifically regarding the lack of a pedestrian crossing from 104 Fisher Road to Lismore Avenue. I kindly request your immediate action to address this concern for the safety and convenience of our residents.</p> <p>The current situation is alarming and poses significant risks to pedestrians, particularly school children, parents with prams, and others trying to navigate this busy stretch of road. The absence of a designated pedestrian crossing has resulted in numerous accidents, creating a hazardous environment that demands urgent intervention.</p> <p>I would like to emphasize that three schools are close to this area, and it is essential to provide a safe crossing for the students, parents, and caregivers who commute daily. The absence of a pedestrian crossing endangers their lives and hinders their ability to travel safely and efficiently.</p>



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	<p>Additionally, the absence of a pedestrian crossing has severely impacted the flow of traffic in the area. As pedestrians try to navigate across the road, it often causes delays and congestion. This situation is frustrating for motorists and poses a significant risk of accidents due to impatience and hasty maneuvers by drivers.</p> <p>While a roundabout may be considered as a potential solution, it falls short in addressing the specific needs of pedestrians, particularly parents with prams. Crossing a roundabout can be time-consuming and poses additional risks for pedestrians, especially during peak hours. Therefore, a dedicated pedestrian crossing is crucial to mitigate these issues effectively.</p> <p>I urge you to take immediate action by conducting a thorough assessment of the area and initiating the installation of a pedestrian crossing from 104 Fisher Road to Lismore Avenue. Such a crossing will significantly enhance pedestrian safety, promote efficient traffic flow, and alleviate community concerns.</p> <p>I would be more than willing to collaborate with you and provide any additional information or support necessary to expedite this process. We can create a safer and more accessible community for all residents.</p> <p>Thank you for your attention to this matter. I eagerly await your prompt response and positive action regarding the installation of a pedestrian crossing.</p>
69	<p>I support the proposal generally but have concerns about the raised median opposite Ilikai Place. I ride a motorcycle and had previously used the roundabout to enter Ilikai when heading north at peak times, however many drivers entering the roundabout from Campbell Ave are unprepared for a vehicle going fully around the roundabout and there were too many near misses for me to continue using this approach. This part of the proposal seems unsafe.</p> <p>Also, is it possible to put no parking or no stopping signs on the corners of Ilikai Pl and Fisher Road? A lot of cars park too close to the corner making it difficult to see pedestrians, particularly children. I'm worried that a car could hit someone when exiting the street.</p>
70	<p>The proposed roundabout at lismore and Fisher Rd should be traffic lights instead. With new developments there is just going to be more traffic and a roundabout won't be sufficient. This will also help with pedestrians crossing Fisher Rd, especially during school times. The two proposed roundabouts also seem very close together.</p>
71	<p>I'm in support of traffic calming measures in this area. I use the road frequently as both a driver of a private vehicle and commuter on an e-bike. Broadly, I would support a permanent 40kph speed limit throughout the area, particularly Fisher Rd. I would also strongly suggest a separated bike lane or other cycling infrastructure for Fisher rd. The current shared path puts pedestrians (esp school kids and disabled students from Fisher Rd School) at risk and spits cyclists out into busy intersections a number of times on the journey along Fisher Rd. It disadvantages both groups of user.</p> <p>More specifically my comments relate to the sheet numbers in the downloadable plans (attached) but include: more wombat pedestrian crossings, tighter roundabout radii, ripple strips on sweeping corners, bigger refuge islands (for groups of school kids from both of the public schools on Fisher), pram ramps instead of dips.</p> <p>Would also like to thank the 2 reps who were available onsite for consultation on 10/5/23 - both were knowledgeable, approachable and very willing to listen &amp; explain.</p>
72	<p>I have lived at [REDACTED] Dee Why for 22 years. During this time the traffic has increase consistently. Following the installation of the traffic lights on the corner of Pittwater Rd &amp; Lismore Ave., the traffic has increase three fold with cars gathering speed as the car progresses down Lismore Ave.</p> <p>I have to exit my driveway blind every time due to a large tree obscuring my view of the road even without parked cars doing the same. This is the situation for many residents in Lismore Ave.</p> <p>I have personally witnessed a resident coming out of their driveway &amp; stopping to let an oncoming car go around the stopped car as there is no time to reverse. Unfortunately the other continued to drive at the same speed and plow into the stopped car which resulted in all 3 emergency services attending.</p> <p>I would like to suggest that signs be erected to notify drivers of concealed driveways (mainly due to trees).</p>

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	<p>The installation of the roundabouts and raised pedestrian crossings with reduced speed limits to 40km with I hope reduce the number of cars and both near accidents and accidents.</p> <p>Thank you</p>
73	<p>I support this improvement but there is still an urgent need of another pedestrian cross or traffic light between Dee why public school and Lynwood Ave.</p> <p>I see daily kids and parents struggling to cross the fisher road.</p>
74	<p><i>No comment provided</i></p>
75	<p>I support improving the pedestrian safety, however, I do not believe roundabouts are necessary. A simpler solution would be a median strip with pedestrian crossing on Fisher Rd between Lismore Avenue and Tor Rd, or between Lismore Ave and Fisher Rd School. Traffic lights with a proper pedestrian crossing would be even better.</p> <p>The proposal to put a roundabout at the Lismore Ave intersection would be dangerous as there are two apartment blocks on Fisher Rd that would then have their driveways (with many cars coming and going) in the middle of the roundabout. It would be OK if it was a house, but this is potentially 20+ households attempting to enter and exit their driveways in the middle of a busy roundabout. If a roundabout is necessary then the corner of Fisher Rd and Tor Rd would be a safer option.</p>
76	<p><i>No comment provided</i></p>
77	<p>I believe fisher road should be a 40km zone also along with all other areas highlighted. I strongly disagree with a round about at Lismore and fisher Road intersection. The amount of near accidents that happen, due to high level traffic is beyond a joke and with the high level of traffic how are residents meant exit there driveways that enter a roundabout I strongly urge for lights to be in place so kids can cross safely and to allow a break in traffic.</p>
78	<p>I would add a pedestrian croasing as well</p> <p>It is really hard to cross the road, speacially with kids</p>
79	<p>The proposal does not state the safety concerns the proposal is trying to rectify. As such it is hard to understand the reasoning and logic for some of the "safety measures". Further the referred to crash data is not referenced nor the results of this data outlined.</p> <p>Regardless of the lack of a defined problem, I must ask what traffic modelling has been done to assess the impact of two round shouts within approximately 50m from each other, on one of the busiest roads in Dee Why (fisher road)?</p> <p>One can imagine the roundabouts are proposed to enable "safe" right hand turning across a main road, however the result of this is that (as an estimate due to the lack of traffic surveys completed) 95% of fisher road users are going to have to deal with stoppages to give way to the vast minority of users turning right. These stoppages will lead to significant congestion well beyond the end of fisher road increasing travel times, increased usage of back streets, and further danger children at two schools on Fisher road (within 100m of a proposed roundabout). It should be obvious enough how it is dangerous to children but just in case, it increases danger as drivers now have to give way and navigate cars on a round about while in a school zone increasing distractions, drivers will be delayed due to congestion leading to anger and being rushed, and increased cars on the road makes it harder to see children.</p> <p>A potential solution here (for an undefined problem), is to remove parking between these two streets and to have a dedicated right turn lane in each direction, resulting in 4 lanes in that 50m stretch of road. The two inner lanes being the right turn lane off fisher road, the outer two lanes being a straight through lane to enable the traffic flow to continue straight unimpeded.</p> <p>In essence, there is no problem detailed here and while "federal funds are approved" there is no need for senselessly and inappropriately wasting tax payer money to make roads more dangerous and unbearable.</p> <p>At a minimum, traffic surveys, traffic modelling, problem definition, community consultations not occurring on public holiday weekends, citing of data sources, method of determining results and the actual results from data need to take place and shared before any works should begin. In my opinion, without the above addressed any approvals by the council need to be heavily scrutinised.</p>
80	<p>A round about fisher and Lismore rd Dee why</p>

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