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## Community and Stakeholder Engagement Report

### Morgan Road bridge replacement, Oxford Falls

Consultation period: 26 April 2022 to 14 June 2022

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## 1. Summary

This report outlines the outcomes of community and stakeholder engagement as part of a proposal to replace the existing bridge at Morgan Road and Oxford Falls Road West due to its age and condition.




Council sought feedback on a draft concept design for a new two-lane vehicle bridge with designated pedestrian access that will improve access and safety in the area.

The feedback collected during consultation indicated that the majority of submissions support the proposed Morgan Road bridge replacement at Oxford Falls and the draft concept plan, with majority comments being enthusiastic about the upcoming planned bridge replacement.

Feedback also suggested that the bridge should be built above flood levels which is agreed and is part of the design scope.

A minority of respondents who were not supportive of the proposal felt that the existing single lane bridge is adequate and should be maintained. There were also suggestions that the bridge should be relocated upstream of its current location. Further commentary questioned if the bridge is being built due to the current nearby housing development proposal, and that the nearby causeway should be prioritised above this proposed bridge replacement.

### 1.1. Key outcomes





 Total unique responses	82*	
 How responses were received	Comment form Written responses (email/letter)	Completions: 78 Number received: 6*
 Feedback themes	Support for the two-lane bridge replacement proposal.  Support for the proposal to replace the bridge but maintain a one lane bridge  Support for the two-lane bridge proposal but increase the height of the new bridge to reduce flooding.  Support for the two-lane bridge proposal but relocate the new bridge upstream.	Do not support the two-lane bridge proposal due to concerns over the proposed new development.  Do not support the two-lane bridge proposal and prioritise works on the causeway.  Do not support the two-lane bridge proposal.

\* Two written comments were duplicates or in addition to online comments.

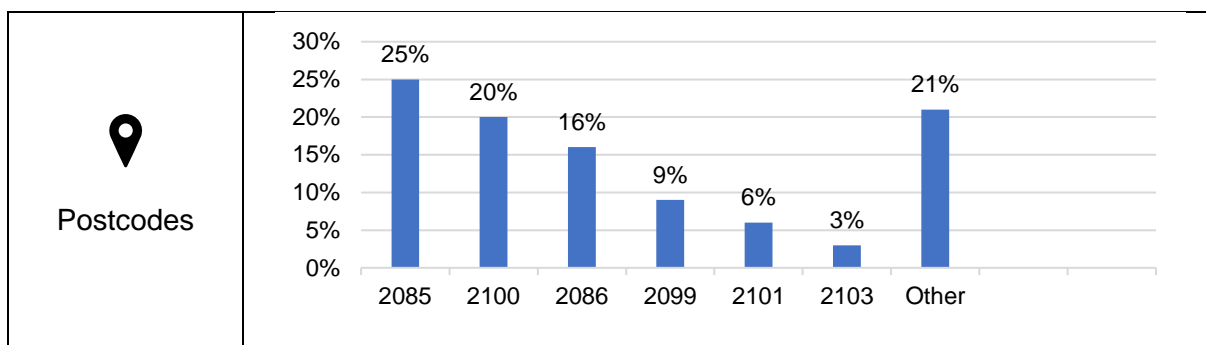
## 1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 1,978	Visits: 2,311	Average time onsite: 2mins 16secs
 Print media and collateral	Letterbox drop: 2100		Distribution: 44
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 2 editions  Council (weekly) e-News: 1 edition  Stakeholder email: 3		Distribution: 22,000 subscribers  Distribution: 170,000 subscribers  Distribution: 705
 Site meeting	A meeting with local residents was held on site on 26 May 2022		

## 1.3. Who responded<sup>1</sup>

 Gender	<div> <div>Male</div> <div>Female</div> <div>Other</div> </div> 
 Age groups	<div> <div>&lt;25 yrs</div> <div>26-50 yrs</div> <div>51-75 yrs</div> <div>76+ yrs</div> <div>N/A</div> </div> 

<sup>1</sup> Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.



## 2. Background

The Morgan Road bridge was constructed in 1965 and has been identified in Council's most recent condition audit as requiring replacement due to its age and condition. The bridge is a key evacuation route for people living and working within this bushfire zone area.

Council developed a draft concept design for a new two-lane vehicle bridge with designated pedestrian access that will improve access and safety in the area. The concept design was exhibited for the community to provide their feedback and identify any issues and concerns they have with the design and construction of the new bridge.

The project's impact is assessed as level four (low impact local) in accordance with the Northern Beaches Council Community Engagement Matrix, resulting in a community engagement process devised on a single staged approach.

## 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.
- seek out and facilitate the involvement of those affected by or interested in a project

## 4. Engagement approach

Community and stakeholder engagement for the proposed Morgan Road bridge replacement at Oxford Falls was conducted between 26 April – 14 June 2022 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 Matrix](#) (2017).

A project page 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 onsite signage, resident and stakeholder notifications, Council's E-News and our Have Your Say community engagement newsletter.

Feedback was captured through an online comment form embedded onto the have your say project page. The open-field comments box enabled community members to provide their feedback on the proposed bridge replacement.

Email and written submissions were also invited.

## 5. Findings

The key finding from the engagement is that the majority of submissions support the proposed bridge replacement with comments being enthusiastic about the upcoming planned works.

The feedback collected during consultation indicated that most submissions support the proposed Morgan Road bridge replacement at Oxford Falls and the draft concept plan. Feedback also suggested that the bridge should be built above flood levels which is agreed and is part of the design scope.

Respondents who were not supportive of the proposal felt that a single lane bridge is adequate and should be maintained. Some respondents suggested that the bridge should be relocated upstream of its current location. There were suggestions that the bridge is only being built due to the current nearby housing development proposal. There were also comments that the nearby Oxford Falls causeway should be prioritised above this proposed bridge replacement.

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

Theme	Issues, change requests and other considerations raised	Council's response
Support for the two-lane bridge replacement proposal	30 comments received giving positive feedback to replace the bridge.	Your support for this project is acknowledged.
Support for the two-lane bridge proposal but increase the height of the new bridge to reduce flooding	Five submissions received all agreeing with the two-lane bridge solution but all recommending that a future bridge be above any known flooding levels.	The flood study done for the concept design showed that in a 1 in 100-year flood, the existing bridge deck is a maximum of 60mm under water. It is proposed that the new bridge design be raised above the 1 in 100-year flood level to prevent flooding and any future closure of the bridge.
Support for the proposal to replace the bridge but maintain a single lane bridge	Six comments received in agreement that the bridge should be replaced but due to concerns over additional traffic, increased speeds, impacts on wildlife and locals a single lane bridge as per the exiting is requested.	We have identified that a single lane bridge is not a suitable safe long-term option for this location and a two-lane bridge is the best outcome for the community and road traffic users.

Support for the two-lane bridge proposal but relocate the new bridge upstream	Nine comments requested that a replacement bridge be relocated upstream to reduce the current access down to the bridge and then back up again the other side of the creek. This would provide a more direct access across the creek.	Relocating the bridge upstream has several issues: <ul style="list-style-type: none"> <li>• The upstream location sits alongside the existing Sydney Water sewer pump station with high pressure sewage lines crossing the creek.</li> <li>• There are Telstra fibre optic telecommunication services located at this location.</li> <li>• Straightening the traffic route is likely to lead to increased speed of vehicles as the current bridge location naturally acts as traffic calming to slow traffic down.</li> <li>• The land upstream proposed as an alternative location for the bridge is owned by Crown Lands, not by Council.</li> </ul>
Do not support the proposal	16 comments received were not in favour of a bridge replacement. They are not in favour of widening the new bridge to two lanes, there are claims the bridge doesn't need replacing, and some class the project as a waste of money and not a priority for Council.	It has been independently assessed that the bridge requires replacing due to its age and condition. The bridge is a key evacuation route for people living and working within this bushfire zone area and so is a necessary piece of infrastructure required by the community.
Do not support the proposal due to concerns over the proposed new development	Seven comments questioned if the reason for the bridge replacement is to assist the current housing development application within this area.	The potential new development is not related to the bridge replacement. The bridge replacement is required due to the current state and condition of the bridge.
Do not support the proposal and prioritise works on the causeway	Five comments recommended that money should be spent preventing flooding on Oxford Falls Causeway and not on replacing this bridge.	Works on the causeway are not related to this project - the causeway is a separate piece of infrastructure within Northern Beaches Council.
Queries and comments raised	Eight comments had various queries and comments regarding the project.	See Table 2 below for the questions and responses.

During the consultation/exhibition. Council received a number of questions either through direct contact or within feedback received.

**Table 2:** Questions raised and Council's response

Question raised in feedback	Council's response
<i>The seperate pedestrian bridge would appear to be the least economic option requiring sepearate bridge foundations, extra paths and more land. A bridge with incorporated pedestrian path and footpath at the side of road would be more economic, less obtrusive, easier construction, less land required and makes more sense. A footpath can easily be cantilevered off the road bridge at the side which is even better. There is presently no footpath on morgan road so this alone can not be claimed to improve access in the area.</i>	If the new bridge is a traditional poured in-situ concrete structure then a pedestrian bridge can be cantilevered off the side, however if an alternative formwork system is used then a separate pedestrian bridge will be required as these systems are unlikely to be able to support the side loading. The project will be tendered Design and Construct so it will be up to the respondents to propose the most fit for purpose cost effective solution.
<i>Will Morgan road be closed for the period of the construction?</i>	Morgan Road will remain open throughout the construction works
<i>How can the new bridge be constructed while keeping the road open as the eastern abutment is within the existing road pavement and excavation for this would extend even further into the current road leaving less than a car width of pavement</i>	The new bridge will be constructed alongside the existing bridge on the upstream side and will be constructed and operational prior to the existing bridge being demolished.
<i>The intersection at the top of morgan road is completely unsafe; it is difficult to turn right onto forest way and improving the bridge means enhancing the access and increasing the usage. Many young drivers use the route to get to the many schools in the area. Rectify the design of the intersection?</i>	The intersections at both Forest Way and Wakehurst Parkway are not related to this project, they are separate pieces of infrastructure within Northern Beaches Council.
<i>Will the rectification of the Wakehurst Parkway be completed prior to Oxford Falls Road Bridge? Iris the state of the bridge already a danger and should take priority</i>	Any future works on Wakehurst Parkway are not related to this project. The bridge has been structurally assessed and requires placement with construction planned for 2023.
<i>I am very concerned that the new bridge does nothing to enhance protection for pedestrians (some with pet dogs) and horse riders. Why not retain the old bridge for them and build a new (half circle ) bridge for traffic. That would also save demolition costs and retain traffic flow during construction</i>	There will be a separate designated pedestrian / bike / horse lane as part of the new bridge works.



## Appendix 1 Verbatim community and stakeholder comments\*

(One submission has been withheld at the request of the respondent)

Number	Submission
1	Please find attached letter [REDACTED] in support of the Morgan Road bridge replacement project.
2	Fully support this much needed upgrade.
3	As an RFS member from the brigade that has responsibility for protecting this area ( Belrose) I would hope that the engineering of the bridge has taken into account the weight of the water laden emergency services vehicles that are required to move over this bridge. For example; the workhorse vehicle for RFS brigades is a Category 1 Tanker with a weight specification of 13700kg, or a Category 13 Tanker (Bulk Water) at 22500kg. I note that the road rating is 3 tonne load limit.
4	Looks like a sensible plan - well done
5	Totally supported.
6	Fantastic! Yes please, this is definitely needed.
7	A good idea however widening the bridge will increase traffic flow. Has Council considered traffic lights at the junction of Morgan Road and the Wakehurst Parkway as the tail back can be considerable when motorists attempt to turn right.
8	I think the upgrade to the bridge will be money well spent and an improvement for our area.
9	The need to replace the bridge and maintain safe access to this area is supported.
10	About time!! However what about the T intersection at Wakehurst Parkway and Oxford Falls where you drive through the water???? Many people drive through it when the water levels are high, desperate to get through. This is an important issue that needs to be addressed if you're going to have a 2 lane bridge on Morgan Rd bringing in additional motorists into the area. When will this be looked at??
11	[REDACTED] when the causeway is flooded the garbage trucks are unable to service [REDACTED] bins. If the weight limit was increased this issue would be alleviated. This issue has been exacerbated with the weather we have experienced over the last 6 months.
12	Pleased to learn the bridge is proposed to be replaced with a new two lane one. When travelling East is impossible to see whether traffic is coming your way until they are about to get onto the bridge. The way some drivers speed it is very dangerous at present. Also, where the road joins with Wakehurst Parkway there is only width for one car. The cars that turn right here have trouble getting out on the busy road, thus anyone trying to turn left can be delayed for some time. If the road could be widened by about one metre for, say, five metres it would allow the left turning traffic easier egress.
13	This is great, will the size of the bridge be big enough to service the new Retirement village which is in the Planning now. Would be awesome to see this done in conjunction with the flood mitigation in the Parkway!!
14	This is a great idea. The existing bridge is one lane only and is dangerous. It needs replacing ASAP. I'm glad this is getting done. Thanks, [REDACTED]
15	Please upgrade the infrastructure in this area. Thanks.
16	Great idea. I would support this recommendation. Thank you Council.
17	The project is supported as proposed. No alternatives seem appropriate .
18	Please ensure that the bridge is capable of carrying heavy vehicles so that fire trucks and other emergency services can use it when required. I support the posted max GVM of 3T remaining in place.
19	As the access is often restricted due to closing the Oxford falls rd west flood gates a lot of people need to use this bridge to access their workplaces and as such a higher load limit should

\*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.



	be considered. There are a lot of trucks that need to use this road and will continue to use this bridge regardless of being over the load limit if the other access is closed due to flooding
20	This is a very informative presentation and while I like the familiar surrounding and structure of the present bridge I acknowledge that the structure needs replacing.
21	Great idea that bridge has been a problem for a long time .
22	I think this is long overdue! A two lane bridge replacement is definitely required! Entry point from Wakehurst parkway needs a bridge as well especially in wet weather to allow easier access to Morgan road!
23	A good idea to make it two lanes. Site lines looking to oncoming traffic needs to be improved. Given that access from both directions is still going to be "sharp", regular tree pruning and/or the planting of low growing plants and shrubs on the southern side of the bridge should be included in the plan.
24	Good Afternoon, A bridge upgrade is a wonderful idea. Thank you,
25	Work should be done and treated as a priority
26	Council should add a bike lane crossing as well as the pedestrian crossing. The area would be ideal for recreational bikes. The bike crossing would probably add little to the overall cost.
27	The bridge needs to be wider to enable vehicles to pass as it is difficult to see vehicles coming in the opposite direction.
28	Why are you keeping the 3T load limit. I understand that you may not wish this to become a rat run for heavy vehicles but for RFS and emergency vehicles having this bridge upgraded to allow rapid travel between Forrest Way & Narrabeen / Oxford Falls / Wakehurst Parkway would be extremely valuable seeing as most of the RFS brigades are located in the Terrey Hills / Belrose / Davidson / Ingleside triangle and cannot use Powder works road currently leaving only Forrest way which is a long way round and is often jammed with traffic.
29	As a foundation member and Life Member of the Davidson Rural Fire Brigade I have on many occasions needed to respond to emergency incidents by crossing the current Morgan Road bridge which over the years has had weight restrictions placed on it. The weight of many of the Northern Beaches RFS appliances are well over the current weight restrictions and it is essential that Council liaises with the RFS to ensure that all the local emergency service vehicles can use the new bridge under normal and emergency response conditions.
30	I agree with the replacement of this 1956 bridge due to safety & access concerns. Am sure you have had this project thoroughly surveyed by bridge engineers.
31	It would be sensible to construct higher than the original to lessen flooding risk.
32	The new bridge should be constructed above known flood levels of the creek
33	correct this is subjective to floods every rain season
34	The new bridge should have no or significantly reduced chance of flooding due to this being one of the major issues of Wakehurst and oxford falls roads.
35	Is the current bridge prone to flooding? If so, spend the extra money to have a slightly elevated bridge to avoid any closures of the bridge. What you spend today you'll save tomorrow, as the saying goes.
36	Hi, by all means rebuild the bridge, but keep it as a one lane country road. It will keep the traffic slow and be a lot safer around that almost hairpin bend. Put 2 lanes in and the accident rate will skyrocket, and likely damage the bridge and native fauna with cars going over the edge at speed.
37	I'm concerned that making the bridge two lanes will increase traffic on Morgan Rd / Oxford Falls Rd West and the rest of the road is not built for a heavy traffic flow. The intersections at wakehurst parkway and Forestway can already be a problem in peak times.. if the bridge needs upgrading a single lane bridge and pedestrian walkway are more suited to the existing infrastructure and retains the character of the road.
38	I am concerned that the proposed bridge replacement will result in an increase in the speed and volume of traffic along Morgan Road and in vicinity of the bridge. The existing one lane bridge has a sharp bend and provides a constraint to reduce traffic volume and speed.  Increased volume and speed will reduce road safety for wildlife, cyclist and walkers.

	<p>The surrounding bushland provides core habitat for wildlife and Morgan Road is a known danger spot for wallabies crossing the road.</p> <p>The area is well used for bush walking and bike riding, and pedestrians and cyclists frequent the area. The bridge is adjacent to a public reserve.</p> <p>Road safety for people in vehicles could also be at risk. As a minimum traffic calming devices are required to reduce the speed of traffic travelling downhill at Morgan Road towards the bridge.</p> <p>The information provided on the Council website does not mention the impact on the riparian area of Oxford Falls Creek and what measures will be taken to mitigate the impact on the natural landscape. This is relevant.</p> <p>I would also like to see an assessment of the environmental impacts on the wildlife, so that this can be taken into account prior to the bridge replacement. Also, design measures taken to reduce traffic speed along Morgan Road and in the vicinity of the bridge.</p>
39	<p>I am a bush regenerator in the area and resident of Allambie Heights. I am deeply concerned with the proposed widening of the one lane bridge on Morgan Rd which should be kept as a low speed road.</p> <p>Council erected signs on the west side of the bridge, warning of wildlife, so they must carry through with this concern by not allowing cars to have a faster route through this wildlife corridor.</p>
40	<p>Understand the importance of route as a fire evacuation route, but for which residents and how many, please quantify.</p> <p>The road was until recently quiet dirt road with minimal through traffic. Steadily it's been improved putting more pressure on intersection at Oxford falls Rd / Wakehurst Pkwy which is dangerous intersection. The more the road is upgraded to more it shall be used as a rat run and increase viability for residential development. Replace the bridge with a single lane bridge leave the character of the valley as it is.</p>
41	<p>Hi team, it is welcoming news to see that there are plans to replace this bridge. I do feel that keeping the bridge in its current position and spending money on its replacement is not the best long-term plan for this road. Has alternate positioning of the bridge been explored? Perhaps in a position similar to the attached example? As a frequent user of the road, this makes a lot more sense to me.</p>
42	<p>Is it worth relocating the bridge upstream to allow access to be maintained?</p>
43	<p>Has consideration been made to relocate the bridge approx 100 metres to the south to eliminate the overlapping north/ south movement on either side of Oxford creek</p>
44	<p>The new bridge is desperately needed but should be located 100 metres up stream from the existing bridge where it would provide a much safer and seamless crossing of the creek.</p>
45	<p>225 Metres to the south is eminently more suitable to create a new simple straight bridge between the two roads.</p> <p>This proposal as it stands creates a most unsatisfactory unsafe double bend and requires upkeep of Morgan Road nearby.</p> <p>This current proposal is a low grade "pedestrian" approach. How about a creative, leading, good looking, straight piece of bridge building we can all be proud of and enjoy. [REDACTED]</p>
46	<p>Can you please move it to avoid the loop back?</p>
47	<p>Dear Sir/Madam, I must say to replace the old 1965 bridge in the same location appears short sighted. Why would the council not attempt to relocate the crossing to be more direct approx where Snake Creek joins Oxford Creek?</p> <p>[REDACTED]</p>
48	<p>The sharp turns are only going to add issues for traffic in the future. Why not move to bridge further to the south to cut the corner and avoid the difficult and most dangerous sections of the route close to the current bridge?</p>

49	<p>when they where going to build a blue metal quarry and tar complex there . they built the new morgan road and they where going to build the new bridge over the creek same direction as the new road and the Govt stopped the project and i think building a new bridge near Telstra where they planed and leave the old bridge there walkers and horses can go across. [REDACTED]</p>
50	<p>This project seems totally unnecessary. Morgan Rd and Oxford Falls rd bridge is perfectly adequate for the traffic it receives and as a local, the single-lane bridge does not cause any issues. As a community, we are deeply concerned that the true intention of the proposed upgrade is in order to increase the weight limit and access for trucks for the proposed development of precious bushland areas for unnecessary housing.</p> <p>The current bridge is perfectly adequate for the traffic this area receives and is of no urgency to replace, the bridge is in adequate and safe condition.</p>
51	<p>This upgrade is an unnecessary waste of ratepayer money. The volume of traffic on Morgan Rd &amp; Oxford Falls Rd. West does not warrant the proposed upgrade. I drive across the bridge regularly and seldom meet another vehicle needing to cross at the same time. I am concerned that the proposed upgrade is precipitated by the proposed development of land at Lizard Rock which I am totally opposed to and have lodged a separate response to that development.</p> <p>The money allocated for the bridge upgrade would be far better spent in creating an all weather crossing at the Oxford Falls - ford crossing which is usually closed when the Parkway is closed due to flooding.</p> <p>If the upgrade goes ahead it will promote further traffic on Morgan Rd which is a winding 'rural' road and not at all suitable to high traffic volume.</p> <p>The concept plan as displayed lacks any detail whatsoever on the environmental impact of a bridge upgrade nor does it provide any information on how traffic will be managed throughout the reconstruction project.</p> <p>Permanent closure of the existing bridge during reconstruction will significantly disadvantage users of Morgan Rd.</p>
52	<p>A poor existing road alignment made slightly worse with the proposed new road alignment. New bridge looks to be too narrow for opposing vehicles to pass safely so no improvement in service level either.</p> <p>Hardly seems worth going to the effort of building a new bridge if it's not going to be any better than the existing one.</p>
53	<p><b>Comment 1:</b></p> <p>As a local resident, who experiences the traffic daily, I oppose the widening of the bridge. Not only is the one lane bridge a very effective traffic control measure, it also ensures a certain behaviour of sharing is kept up. Drivers indicate to each other their moves and thank each other for waiting. Where else does this happen?</p> <p>I believe this is the only one lane bridge within the Northern Beaches Council area and together with the rural bushland roads, Morgan and Oxford Falls West and East, it should be heritage listed. Further traffic calming measures should be installed, as the hospital roads construction brought a substantial increase of traffic about and sealing the unsealed section of the road ensured as feared that this traffic remains. It has become a ratrun and Council should put determined effort into undoing that. The road is flanked by core wildlife habitat and is used extensively for recreational activities, this should be the focus for the future of the road and bridge and facilitating traffic flow should be discouraged.</p> <p>For your background information: A survey by the local community group about 14 yrs ago to totally remove the bridge as to ensure it remains a residential access road was supported by well over 50% of the residents, but the administrator felt it was not feasible to remove the bridge unless there was 100% support.</p> <p><b>Comment 2:</b></p> <p>I learned that items from the Have your Say site do not usually go to council meetings. Regarding the bridge replacement at Oxford Falls, locals have strongly objected I think and whilst the traffic slowing measures can perhaps be arranged otherwise the one lane bridge is a</p>

	<p>traffic restricting device, allowing less than half the number of cars, which can be carried with 2 lanes going through. Staff advised the two lane replacement bridge would future proof the road/bridge, but we see it as converting the desired future character into something out of character and against the wish to continue to have strong recreational activity ( horse riding , cycling, walking, running, scooting!!- without engine ) happening here. Also of cause for wildlife survival, the restricted number of vehicles are of great importance. We had a site meeting with staff and requested further investigation of the relocation of the bridge and hope that if anything has to happen a new one lane bridge will go to the new spot, near the Sydney Water site, which will cut the road trip by about 300m. In conclusion, this old one lane bridge should not be replaced as proposed and perhaps this item needs to go to Council.</p>
54	<p><b>Comment 1:</b></p> <p>[REDACTED]</p> <p>During discussions with the Northern Beaches Council we were advised that if the two lane bridge proceeded, (thereby increasing traffic flows and encouraging more vehicles to bypass the Warringah Road Hospital site to Forestway), Council would be installing traffic calming measures along Oxford Falls Road West and Morgan Road at a minimum hieght of 150 mm. This is not detailed on the proposal and was we were advised an integral part of these plans. The route has become a rat run via Beacon Hill to Forestway and is often used in the evenings as a drag strip for cars.</p> <p>Also there is a need to encompass horse access across the "pedestrian bridge". Presently horses pass over the bridge and few drivers take appropriate care when approaching riders. The horse riders are endemic to the character of the area and if this proceeds and traffic increases Council should consider in addition horse trails designed on the side of both roads, this occurs in Duffy's Forest and Terry Hills in sections and makes sense here to. Personally I consider the current Bridge is more than adequate and the Council confirmed in discussion its replacement is not related to a structural issue; in fact it provides a useful purpose in slowing traffic and is part of the character of the area. Since Council resealed the road the use of the road as rat run has increased several times. I have asked on numerous occsions that a STOP sign replace the Give Way sign at Morgan Road and feel this would be a much more cost effective solution than replacing the bridge.</p> <p><b>Comment 2:</b></p> <p>We look forward to receiving more details in due course but would like to confirm a couple of points we discussed;  Oxford Road West and Morgan Road will remain under a 3 tonne limit. HGV's will not be permitted on these roads.  The roads will retain the 50KLM per hour restriction.  The traffic calming speed bumps will be a minimum 100mm - I still consider this will have minimal or no impact and as discussed a minimum of 150mm would be required.  The pedestrian bridge will also take bikes and horses and be separate to the new two lane bridge. This would be a preferred option rather than one wider bridge.  Additional signage re wild life is being considered along the roads.  The works should be completed in the current financial year - by 30.6.22.  The current Give Way sign on Morgan Road does nothing to curtail traffic as traffic simply drive through. We requested a STOP sign be considered prior to the Bridge's replacement.  We discussed also the junction at Kelly's Way and Morgan Road and, from the discussion it is our understanding that the pedestrian bridge would take mor or less the line of the current bridge when its removed. This means the new bridge would be further upstream and as such consideration needs to be given to traffic coming over the new bridge and turning into Kelly's Way or into the car park turn around near the Falls. I am not sure I clarified this correctly as currently you simply drive straight ahead to Kelly's Way, so look forward to seeing the plans once formulated. Kelly's Way will have a STOP sign before entering Morgan Road.</p> <p><b>Comment 3</b></p>

	<p>We have considerable concerns at present with the Minister approving the SEPP procedures for the MLALC and feel Council's intentions to expand and facilitate more access can only encourage this exercise and the MLALC. If they are successful, and I fear they may be in one form or another, then the Council's actions in regard to a new two way Bridge will only assist and facilitate their proposal.</p> <p>I would have thought that one option the NBC should consider would be to put the whole exercise on hold for 24 months and let the State Government and the MLALC pay for any upgrade works proposed - assuming the Minister proceeds. The Local Member Jonathon O'Dea seems to think that the Minister may reject the MLALC but I have to say no one in the community shares this opinion, and the Minister Roberts has a track record in bull dozing approvals through for developers.</p> <p><b>Comment 4</b></p> <p>As mentioned in my previous email this proposal needs to be shelved for the foreseeable future and at least until the Minister has determined the developments in Lizard Rock. The Minister's proposal is, as you would know extremely controversial and against Council's advice and that of Brad hazzrd, Rob Stokes, Jonathon O'Dea and also the Federal Member Sophie Scamps. The local Community is dead against it.</p> <p>I would therefore hope the NBC's proposal, which effectively increases ease of access and likely resultant speeds, does not serve to assist the development in the area, it will undoubtedly be seen by many as the Council facilitating the proposals by the MLALC for Lizard Rock.</p> <p>In doing so this will be disaster for the unique area many hundreds enjoy weekly and cause irreversible damage. If the Minister wants to upgrade the roads to facilitate the developments he is pressing for then it's a State issue and frankly the NBC ratepayers should not need to be funding such works.</p>
55	<p>Due consideration must be given to the increased traffic flow in this area and the supporting road system - especially the quality of Morgan Road.</p> <p>Should the bridge be built the area must be designated as a 40klm zone due to the traffic hazard and impact upon wildlife.</p> <p>Based upon the current proposal and potential traffic flow the works cannot be supported.</p>
56	<p>I feel there is something special about Morgan Road/Oxford Falls Road, its like a flash back in time. It forces motorists to slow down and take in the landscape. From the river crossing to the single lane bridge and the path through the beautiful bushland. Everyone is always racing to get somewhere so it is refreshing to be forced to slow down. The single lane bridge does give a country feel in the city and it encourages positive social interaction between motorists. I oppose the upgrade of the bridge from a single lane to a multiple lane bridge.</p>
57	<p>A waste of money. I am a Oxford Falls resident</p>
58	<p>Hello, please leave the road / bridge as is. There is no reason to incur the costs (monetary or environmental) to rebuild.</p>
59	<p>I oppose the proposal. There are very few people who live in the area and hence this project is unwarranted. Council should spend our money on things with greater impact than this.</p>
60	<p>[REDACTED] we are disappointed by the lack of community engagement sought by council for this project. A local letterbox drop occurred only after specifically asked for, no sign at the bridge, no community information session, just one email to the BRCA at the time it was announced in Council's Have Your Say. A meeting on site was limited to some very concerned residents, who had requested it.</p> <p>In the Have Your Say request is one technical drawing, no before and after pictures, no photo showing the natural environment and worse no environmental assessment regarding natural habitats.</p> <p>The history of the bridge is only scarcely mentioned in frequently asked questions and the roads connected by the bridge, Morgan Road and Oxford Falls Road West are left out. Both roads had unsealed sections in the past and were avoided by every proud car driver so as to not wreck their vehicle.</p>



	<p>The last section only got sealed when the hospital construction forced drivers to use an alternative road and those 'rat runners' demanded loudly from Council to have the road sealed so as to drive smoothly and speedily along the road and sadly Council gave in. Locals were overwhelmingly opposed to the sealing of the road as to not get extra traffic and speeding.</p> <p>Council reassured us that traffic calming measures would be put in place after the sealing, which is now 4 years ago, but that hasn't eventuated as yet.</p> <p>Now the Council is looking at the removal of the most traffic restricting piece of infrastructure: the one lane bridge.</p> <ol style="list-style-type: none"> <li>1) It is the one thing that keeps the number of cars somewhat limited and</li> <li>2) it is a lovely reminder of the historical background.</li> <li>3) It is also a rare thing these days that one has to negotiate who goes first, be prepared to wait and get a thank you handwave when waiting. ( encourages positive social interaction)</li> <li>4) The area along Oxford Creek is the core habitat for breeding female swamp wallabies, as demonstrated in my paper No prescription yet to counter the roadkill of our native fauna: a study of roadkill in the Narrabeen Catchment of Sydney published by the Royal Zoological Society, which means it is a really important area if we want to keep wallabies in this area.</li> <li>5) The area around the bridge is in general of high environmental value because of the overall biodiversity and many threatened species, especially Rosenberg's goanna and to reduce their killings on the road and their flourishing, the best solution is of course, fewer cars and lower speed.</li> <li>6) Microbats frequently use the underside of bridges as habitat and before any removal of the old bridge can proceed an assessment regarding their existence is required and if they are found to be present a solution for them has to be found.</li> <li>7) The rat run is no longer needed as the roads around the hospital are complete and wishes from local residents deserve to be prioritised. Our wish is to have a residential access road which caters for existing recreational activities like walking, running, horse and bicycle riding and does not prioritise through traffic.</li> <li>8) The position of the bridge ought to be changed, when the bridge is replaced. The southern side of the Sydney Water pump station seems a good location and deserves to be investigated. It would reduce the overall distance traveled by cars that do not need to access Kelly's way or the adjacent property near the bridge. It would reduce problems with the access to Kelly's way and allow for separation of the little park area at Oxford Creek from the traffic.</li> <li>9) We request that prior to any work speed humps and signage as promised be installed.</li> <li>10) As plans for a 450 houses development are at the moment considered, it would be prudent to delay the bridge replacement if it is to be a two lane bridge. Have there been any reports that this work is urgently needed? When a huge, probably &gt; 10t truck crossed the bridge while we discussed the issue on site, there was no ill effect of the bridge visible.</li> </ol> <p>In conclusion, we oppose the replacement of the one lane bridge with a two lane bridge and request a full review of the project. We further disagree that a two lane bridge is future proofing, as was stated at the onsite meeting, as it is against the objective to keep the area a rural/ natural area with high recreational values. ( see regional State and Council plans)</p>
61	<p>On behalf of Garigal Landcare, which has been actively involved with bush regeneration on various sections of Morgan Rd, Slippery Dip Track and Oxford Falls road and is awaiting approval to do bushcare on Lots 983, 985, 986, 987, 957,964 all DP752038; Lot 7360/1162602 and road reserves from Harstaf Close to Morgan Rd the following comments from the Belrose Rural Community are fully endorsed with the following addition: What exactly was the result of the recent condition audit? How does it compare to other bridges? Unless the bridge is actually unsafe this project should be postponed and not simply done because funding from the bridge renewal budget allows it.</p> <p>The BRCA has been involved for years on matters regarding Morgan road and we are disappointed by the lack of community engagement sought by council for this project. A local letterbox drop occurred only after specifically asked for, no sign at the bridge, no community information session, just one email to the BRCA at the time it was announced in Council's Have Your Say. A meeting on site was limited to some very concerned residents, who had requested it.</p>

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62	<p>To whom it may concern,</p> <p>This project should not proceed. The justification provided - that the bridge needs replacing "due to its structural condition rating" - is insufficient and an insult to the idea of open consultation.</p> <p>Replacing this bridge with such little public information is an issue to all NBG residents because of:</p> <ul style="list-style-type: none"> <li>- Cost, which isn't specified here but would likely be substantial.</li> </ul>



	<p>- Overdevelopment, which this infrastructure could serve to encourage despite resident opposition.</p> <p>- Environmental damage, to this crucial area, which is inevitable even if workers have 'fisheries permits'...</p> <p>Thank you,</p> <p>[REDACTED]</p>
63	<p>The proposal to list the bridge replacement in the current Capital Works Program under the Bridge Renewal Program is NOT supported.</p> <p>Council has provided NO evidence to support replacement of the bridge other than to state "The bridge has been identified in Council's most recent condition audit as requiring replacement due to its structural condition rating." The FAQs do not say that the existing bridge poses a safety risk to vehicles or pedestrians.</p> <p>NO information has been provided about the cost of replacing the bridge.</p> <p>The project seems like an exercise in Council looking for a project as a result of a budget surplus..</p> <p>The existing bridge was constructed in 1965 and forms part of the unique non-urban character of Oxford Falls Valley.</p> <p>Two lane Bridge replacement is not justified simply because of the state of Wakehurst Parkway and residents using this route as an alternate.</p> <p>The one lane bridge serves as a traffic calming measure and provides a very effective way of reducing speeding.</p> <p>The proposal has not provided any assessment of impact on wildlife of the likely escalation of roadkill. Given the abundance of wildlife including many threatened species such as Heath Monitor any proposal which will see an increase in speed and traffic should be support by a thorough assessment.</p> <p>The unknown amount of funding would be better spent on worthy well overdue projects in other areas of Northern Beaches Council such as repairs to improve the appalling state of the Bridle Trail at Duffys Forest / Terrey Hills</p> <p>A two-lane concrete bridge replacement for the sake of satisfying an audit is not warranted and threatens the character of the area.</p>
64	<p>I am against the replacement of the bridge and the unnecessary cost merely to allow cars to pass over the creek at higher speeds. In the Zoom meeting with two Council representatives, [REDACTED] there were agreements to have road calming devices on Morgan and Oxford Falls West Roads and to have Pedestrian ,bike and horse passage next to the vehicular crossing. Each time I receive a description of the works there is only ever a mention of pedestrian, never a mention of horses or bikes. You say the existing speed limit will remain the same, you should get down here on a Friday or Saturday night to see the burnouts up the hill from the bridge on Morgan Rd – they don't take much notice of your speed limits. Look forward to your reply but I don't think a two lane bridge is a good idea, at least the general traffic has to slow down going over a one lane bridge and we are not trying to encourage more cars or people to do a "rat run" through Oxford Falls are we?</p>
65	<p>Is the bridge being replace to accommodate the 450 houses Rob Stokes and the Aboriginal land council want to widen the road to allow access between Forest Way and the Wakehurst Parkway surely you don't think were that dumb to think this is not going to happen,wether residents want this development or not,the NSW governments only agenda is to knock down pristine bushland as they allowed recently in Campbell Town in what should have been a Koala sanctuary.Now they want to do it in Belrose.....Watch this Space.....</p> <p>Bruce Brown Belrose.</p>

66	<p>I'm baffled by this proposal - I use this road frequently and almost never have to wait for traffic in the other direction. The single lane makes traffic slow down and It's much safer to navigate the sharp bend.</p> <p>I smell a huge development plan for the bush land - I hope my rates are not going towards fixing infrastructure for developers</p>
67	<p>It just seem a little to convenient that we are finally having the bridge upgraded to two-way whilst there is a proposal to develop the area. As a resident on Morgan Rd I am against making Oxford Falls Rd and Morgan Rd a easier short cut for more cars avoiding Warringah Rd. More cars on that road will endanger more native animals i.e. the wallabies as well as the tranquillity of the area. Leave it as it is unless there is structural faults. Then build a new bridge, still one-way.</p>
68	<p>Let's. Hope it doesn't facilitate the horrid proposed development of Lizard Rock .</p>
69	<p>I would most earnestly like to know if the real reason for the widening of the bridge is to accommodate the new developments in this area, which have apparently passed even though the community has not been told.</p> <p>Well done to Brad Hazzard for selling the beaches off for the want of a quiet end to his career. Between him and Rob Stokes failing to voice an opinion I can only surmise that the land council has won again. Corruption from end to end, if not implicitly then by silence it is.</p>
70	<p>I rarely use this road but it appears to be one of the first places to be adversely affected by heavy rain. If a new bridge is built will it ensure the road is kept open during heavy rain? The Wakehurst Parkway up from Narrabeen is often impeded at this junction. With new roadworks could a new turning lane be incorporated?</p>
71	<p>The first stage of this upgrade would be to build a bridge where it floods , what is the point of building another bridge when you can't access it from both directions , priority should be on fixing roads that flood , which then causes road closures .</p>
72	<p>I would have thought that the first priority for spending money on Morgan Road/Oxford Falls Road would be to fix the ford that is very near the junction with Wakehurst Parkway. This ford regularly has sufficient water in it for someone to close the road much more frequently than Wakehurst Parkway is closed.</p> <p>The Morgan Road bridge looks just fine and causes no problem to the those that use Morgan Road / Oxford Falls Road.</p>
73	<p>I thought this bridge was being replaced firstly due to the integrity of the bridge ofcourse but also secondly to hold the weight of emergency vehicle such as firetrucks if not what would be a suitable Access to gain to our properties down Oxford Falls Road West if the causeway is shut. I would assume then council is to be proposing a bridge or Culvit over the causeway at Oxford Falls Road West for safety and emergency vehicle reasons in case of natural disaster and emergency purposes.</p>
74	<p>I would firstly like to ask why this project is apparently being given priority over what I would consider a much more needed project nearby (see attached document), that being a bridge over Oxford Falls, so that Oxford Falls Road can be used in all weather.</p> <p>As to this idea of a new bridge on Morgan Rd, I have long held the view (before the old dirt road was sealed) that it could be built about 200m back from the current bridge (see attached map) which would not only shorten the trip through here by about 500m, but it looks like the bridge would need to be shorter, possibly cheaper, and could be easier to build, being away from the current bridge.</p> <p>I would also ask why there would be a need to build an additional new pedestrian/cyclist bridge when the older current bridge might be able to be used for this purpose, given it would have a greatly reduced load requirement.</p>
75	<p>The seperate pedestrian bridge would appear to be the least economic option requiring seperate bridge foundations, extra paths and more land. A bridge with incorporated pedestrian path and footpath at the side of road would be more economic, less obtrusive, easier construction, less land required and makes more sense. A footpath can easily be cantilevered off the road bridge at the side which is even better. There is presently no footpath on morgan road so this alone can not be claimed to improve access in the area.</p>
76	<p>Will Morgan road be closed for the period of the construction?</p>

77	How can the new bridge be constructed while keeping the road open as the eastern abutment is within the existing road pavement and excavation for this would extend even further into the current road leaving less than a car width of pavement
78	The intersection at the top of morgan road is completely unsafe; it is difficult to turn right onto forest way and improving the bridge means enhancing the access and increasing the usage. Many young drivers use the route to get to the many schools in the area. Rectify the design of the intersection?
79	Will the rectification of the Wakehurst Parkway be completed prior to Oxford Falls Road Bridge? Iris the state of the bridge already a danger and should take priority
80	I am very concerned that the new bridge does nothing to enhance protection for pedestrians (some with pet dogs) and horse riders. Why not retain the old bridge for them and build a new (half circle ) bridge for traffic. That would also save demolition costs and retain traffic flow during construction
81	no wifi collaroy beach but you dont care

## Document administration

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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.