


# AGENDA

## **NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING**

Notice is hereby given that a meeting of the Northern Beaches Council Local Traffic Committee will be held in the Flannel Flower Room, Civic Centre, Dee Why on

**TUESDAY 4 FEBRUARY 2020**

Beginning at 10:00am for the purpose of considering and determining matters included in this agenda.



**Jorde Frangoples**  
**Director Transport and Assets**

## **Voting Members**

Chair – Mayor – Northern Beaches Council  
 Member for Pittwater Mr R Stokes MP Representative  
 Member for Davidson Mr J O’Dea MP Representative  
 Member for Wakehurst Mr B Hazzard MP Representative  
 Member for Manly Mr J Griffin MP Representative  
 Roads and Maritime Services  
 Northern Beaches Police Command, Dee Why

Mr Michael Regan  
 Mr Andrew Johnston  
 Mr Phil Corbett  
 Mr Toby Williams  
 Mr John O’Connor  
 Mr Raymond Tran  
 Sergeant Nino Jelovic

## **Non Voting Members**

State Transit Authority, Brookvale Depot  
 Forest Coach Lines  
 Manly Warringah Cabs Co-operative Society Ltd  
 Cycling Representative

Mr Egwin Herbert  
 Mr Robert Bicakcian  
 TBC  
 Mr Owen Dunne

## **Officers**

Director Transport and Assets  
 Executive Manager Transport and Civil Infrastructure  
 Manager Transport Network  
 Traffic Engineering Coordinator  
 Traffic Engineer  
 Traffic Engineer  
 Traffic Engineer  
 Traffic Engineer  
 Traffic Engineer  
 Traffic Officer  
 Traffic Officer  
 Traffic Officer  
 Traffic Officer  
 Ranger Coordinator  
 Strategic Transport Coordinator  
 Transport Project Officer  
 Road Safety Officer  
 Road Safety Officer  
 Specialist Administration Officer

Mr Jorde Frangoples  
 Mr Craig Sawyer  
 Mr Phillip Devon  
 Mr Patrick Bastawrous  
 Mr Ricky Kwok  
 Mr James Brocklebank  
 Mr Velsamy Sankaran  
 Mrs Rezvan Saket  
 Mr Anwar Subel  
 Mr Luke Nickson  
 Mr Brian Duong  
 Mr Ali Samimi Haghighi  
 Mrs Kajal Todd  
 Mr Michael Davey  
 Ms Michelle Carter  
 Mr Phillip Gray  
 Mrs Karen Menzies  
 Ms Robynann Dixon  
 Ms Lisa Monk

## **Visitors**

Nil

## **Agenda for a meeting of the Northern Beaches Council Local Traffic Committee**

**to be held on Tuesday 4 February 2020**

**in the Flannel Flower Room, Civic Centre, Dee Why**

**Commencing at 10:00am**

<b>1.0</b>	<b>APOLOGIES</b>	
<b>2.0</b>	<b>CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST</b>	
2.1	Minutes of Northern Beaches Council Local Traffic Committee held 3 December 2019	
2.2	Declaration of Pecuniary and Conflicts of Interest	
<b>3.0</b>	<b>REPORTS TO PROCEED TO COUNCIL FOR APPROVAL</b>	
	Nil	
<b>4.0</b>	<b>REPORTS FOR APPROVAL BY COUNCIL DELEGATION .....</b>	<b>6</b>
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4.3	Shackel Avenue, Brookvale - No Stopping Restrictions .....	13
4.4	Hilmer Street, Frenchs Forest - No Stopping Restrictions .....	17
4.5	Lagoon Street, Narrabeen - No Stopping Restrictions .....	21
4.6	Cook Street, Forestville - No Stopping Restrictions.....	24
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**NEXT MEETING Tuesday 3 March 2020**



## 2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

### 2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 3 DECEMBER 2019

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#### RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 3 December 2019, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

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### 2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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Members should disclose any "**pecuniary**" or "**non-pecuniary**" conflicts of interests in matters included in the agenda. The [Northern Beaches Council Code of Conduct](#) (the Code) provides guidance on managing conflicts of interests.

A **pecuniary interest** is defined in Section 4 of the Code as:

*A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.*

A **non-pecuniary conflict of interest** is defined in Section 5 of the Code as:

*A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter.*

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## 3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

**ITEM 4.1**                                **SMITH LANE, MANLY - NO STOPPING RESTRICTIONS**

**REPORTING OFFICER**                **TRAFFIC ENGINEER**

**TRIM FILE REF**                        **2020/004802**

**ATTACHMENTS**                      **1 Smith Lane, Manly - Plan**

**GEOCODES:** -33.792434, 151.285065

### REPORT

#### BACKGROUND

Council has received concerns from local residents regarding a lack of parking in Smith Lane, Manly, with requests to shorten the No Stopping zone near Carlton Street, Manly.

#### LOCATION

Smith Lane, running north south between Alexander Street and Carlton Street, Manly. It is a local road of approximately 6m in width providing rear lane access to homes fronting Pittwater Road.

#### ISSUES

- Residents of the southern (Carlton Street) end of Smith Lane report difficulties in finding parking in Smith Lane
- Residents have raised concerns about the excessive length of a No Stopping zone on the east side of Smith Lane at the intersection with Carlton Street. This No Stopping zone is approximately 17m in length
- Concerns have been raised about the potential for parked cars to block pedestrian emergency access if the No Stopping zone is shortened
- There has been a history of the No Stopping signs at this location being vandalised and/or removed.

#### PROPOSAL

Council has undertaken a review of the location and issues and proposes to reduce the length of the No Stopping zone by approximately 7m.

#### PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The new location of the No Stopping zone will be one car space south of the rear pedestrian access to No. 89 Pittwater Road, Manly, meaning that access is unlikely to be blocked by parked vehicles

#### CONSULTATION

Consultation letters have been distributed to 16 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses have been received.

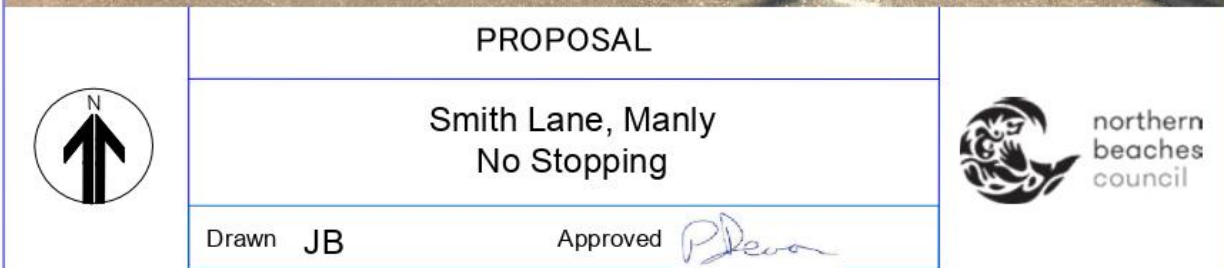
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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the reduction in length of the existing No Stopping zone on the east side of Smith Lane, north of Carlton Street, Manly, by approximately 7m.

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<b>ITEM 4.2</b>	<b>AUSTRAL AVENUE, NORTH MANLY - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/024837</b>
<b>ATTACHMENTS</b>	<b>1 Austral Avenue, North Manly - Plan</b> <b>2 Table Of Consultation</b>

**GEOCODES:** -33.773679, 151.272497

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the parking of vehicles on the eastern side of the bend of Austral Avenue, North Manly, affecting traffic flow and sight distances when entering and exiting Austral Avenue to Oatway Parade, North Manly.

### **LOCATION**

- Austral Avenue is a local road of 7.8m width used by local traffic to reach Brookvale and the surrounding suburbs
- This section of Austral Avenue is a local road that caters for two-way traffic, with a speed limit of 50km/h
- On-street parking is generally unrestricted on Austral Avenue, with the exception of No Stopping restrictions at the southern end and the statutory No Stopping restrictions at the intersection of Wakefield Street
- Adjacent land uses consist of residential land along the eastern and western sides of Austral Avenue, correspondingly
- There are no bus routes that service Austral Avenue

### **ISSUES**

- Residents report difficulties with a blind corner and report it is very dangerous for traffic in this section of Austral Avenue
- The eastern side of the bend is affecting traffic flow and sight distances entering and exiting Austral Avenue to Oatway Parade, North Manly.
- Current parking on street is affecting visibility for the residents with driveways

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to introduce a No Stopping Unbroken Yellow Kerb Line approximately 24m in length on the bend outside No. 23a Austral Avenue, North Manly.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

**CONSULTATION**

Consultation letters have been distributed to 54 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 1 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the introduction of a No Stopping Unbroken Yellow Kerb Line approximately 24m in length on the bend on outside No. 23a Austral Avenue, North Manly.



### Table of Consultation

<b>Address</b>	<u>Austral Avenue, North Manly</u>
<b>Proposal</b>	<u>No Stopping Unbroken Yellow Kerb Line</u>

<b>Properties Consulted</b>	54
<b>Responses Received</b>	10
<b>Support</b>	9
<b>Do Not Support</b>	1

Issue	Resident Comment	Council Response
Poor parking practices	Difficult to exit driveway due to reduced visibility of vehicle parking	The removal of parking would not be supported by residents due to existing parking demands in the area. It is illegal for a vehicle to partially or completely obstruct a driveway. Instances of blocked driveways should be reported to Council's Rangers for investigation and enforcement.
Increased speed	An unnecessarily long 'no parking' area on this corner could potentially see some drivers taking the corner at much faster speeds than is safe given the	Parking restrictions improve the visibility and motorists safely and easily negotiate around corners. Topography of the road itself reduce the speed of the road
Extension of Yellow Line	Extending the yellow kerb line would allow additional vehicle passing space and improve visibility for the residents with driveways on and adjacent to the	Further extension to yellow line would reduce the availability of on street parking for residents and visitors

**ITEM 4.3 SHACKEL AVENUE, BROOKVALE - NO STOPPING RESTRICTIONS**

**REPORTING OFFICER**      **TRAFFIC OFFICER**

**TRIM FILE REF** **2020/025927**

<b>ATTACHMENTS</b>	<b>1 Shackel Avenue, Brookvale - Plan</b>
	<b>2 Table Of Consultation</b>

**GEOCODES:** -33.757833, 151.276904

## REPORT

## BACKGROUND

Council has received concerns from local residents regarding the parking of vehicles on the western side of the narrow part of the road outside No.s 8-10 Shackel Avenue, Brookvale, affecting traffic flow and sight distances entering and exiting Shackel Avenue to Victor and Warringah Road, Brookvale.

## LOCATION

- Shackel Avenue is a local road used by local traffic to reach Brookvale and the surrounding suburbs
- This section of Shackel Avenue is a local road that caters for two-way traffic, with a speed limit of 50km/h
- On-street parking is generally unrestricted on Shackel Avenue, with the exception of the statutory No Stopping restrictions at the intersection of Victor Road
- Adjacent land uses consist of residential land along the eastern and western sides of Shackel Avenue, correspondingly
- There are no bus routes that service Shackel Avenue

## ISSUES

- There are two narrow points to accommodate driveways. Both narrow points allow two lanes of traffic, as well as parked cars on the south side of Shackel Avenue
- One of the narrow points is marked No Stopping to prevent parked cars from blocking traffic; however, the narrow point outside No.s 8-10 Shackel Avenue has no signage and residents regularly park next to the kerb of the narrow point
- This affects traffic flow of the eastbound lane of traffic forcing the road to one lane, creating a choke point, congestion and impaired sight distances for vehicles entering and exiting Shackel Avenue to Victor Road, Brookvale.
- The narrow point outside No.s 8-10 Shackel Avenue require No Stopping restrictions consistent with the narrow point adjacent to the intersection to prevent parked vehicles restricting traffic flow.

# PROPOSAL

Council has undertaken a review of the above location and proposes to introduce a No Stopping Unbroken Yellow Kerb Line approximately 20m in length on the western side of the road outside No.s 8-10 Shackel Avenue, Brookvale.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

**CONSULTATION**

Consultation letters have been distributed to 297 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 1 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the introduction of a No Stopping Unbroken Yellow Kerb Line approximately 20m in length on the western side of the road outside No.s 8-10 Shackel Avenue, Brookvale.







### Table of Consultation

<b>Address</b>	<u>Shackel Avenue, Brookvale</u>
<b>Proposal</b>	<u>No Stopping Restrictions</u>

<b>Properties Consulted</b>	297
<b>Responses Received</b>	17
<b>Support</b>	15
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Driveway Position	My suggestion is to remove the driveway for 8-10 and cut it back like all other properties	Council request sent to Building to review Development Application
Road Width	Committee give consideration to widening the road outside of 8-10 Shackel Avenue to make it consistent with the rest of the street. Despite regular enforcement by police, I believe that the most sure way to stop people disobeying the time-dependent	Extension of road width may increase speeds. Shackel Avenue is used to service access to locations including Brookvale Oval, St Augustine's College, Brookvale Public School and Warringah Mall, therefore no consideration to restricting access.

**ITEM 4.4 HILMER STREET, FRENCHS FOREST - NO STOPPING RESTRICTIONS****REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2020/027137****ATTACHMENTS**  
**1 Hilmer Street, Frenchs Forest - Plan**  
**2 Table Of Consultation****GEOCODES:** -33.752403, 151.231452**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the parking of vehicles on the western side of the road outside No.s 2 -14 Hilmer Street, Frenchs Forest, effecting traffic flow exiting Hilmer Street to Warringah Road, Frenchs Forest.

**LOCATION**

- Hilmer Street is a local road used by local traffic to reach Forestville, Belrose, Chatswood and the Sydney city area.
- Hilmer Street forms a T-junction with Warringah Road and is controlled by traffic lights.
- The approach from Hilmer Street to Warringah Road is marked with two lanes. The kerbside lane is marked as a left turn lane with pavement arrows to supplement the adjacent exclusive right turn lane
- This section of Hilmer Street is a local road that caters for two-way traffic, with a speed limit of 50km/h
- On-street parking is generally unrestricted on Hilmer Street, with the exception of the statutory No Stopping restrictions at the intersection of Primrose Avenue and Fitzpatrick Avenue East
- Adjacent land uses consist of business and residential land along the northern and southern sides of Hilmer Street, correspondingly

**ISSUES**

- The parking of vehicles on the western side of the road outside No.s 2 - 14 Hilmer Street, effecting traffic flow exiting Hilmer Street to Warringah Road Frenchs Forest
- Current parking on street is affecting visibility for the residents with driveways

**PROPOSAL**

To introduce a No Stopping Unbroken Yellow Kerb Line to start from the western side of the driveway at No.2 to the western side of driveway at No.8 Hilmer Street. Furthermore, No Stopping Mon - Fri 6:00am – 9:00am restrictions from the western side of the driveway at No.8 Hilmer Street to the existing pole outside No.14 Hilmer Street Frenchs Forest.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect pedestrian facilities or impacts on walking paths

**CONSULTATION**

Consultation letters have been distributed to 22 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 1 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Introduction of a No Stopping Unbroken Yellow Kerb Line to start from the western side of the driveway at No.2 to the western side of driveway at No.8 Hilmer Street, Frenchs Forest.
- B. Installation of No Stopping Mon- Fri 6:00am – 9:00am restrictions from the western side of the driveway at No.8 Hilmer Street to the existing pole outside No.14 Hilmer Street, Frenchs Forest.



### Table of Consultation

<b>Address</b>	<u>Hilmer Street, Frenchs Forest</u>
<b>Proposal</b>	<u>No Stopping Restrictions</u>

<b>Properties Consulted</b>	22
<b>Responses Received</b>	3
<b>Support</b>	1
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Parking restriction	Historically there has never been any issues	The change will intensify pressure for parking but this is a trade off that comes from improved access
Parking restriction	The residents that live in Hilmer Street, that have more than one car, should be able to	Allowing parking at the section reduces the traffic flow and creates risk to motorists.

<b>ITEM 4.5</b>	<b>LAGOON STREET, NARRABEEN - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/027464</b>
<b>ATTACHMENTS</b>	<b>1 Lagoon Street Narrabeen - Plan</b>

**GEOCODES:** -33.704997, 151.302657

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents in regards to vehicles illegally parking in the cul de sac, No Parking zone, on nature strips and near/across driveways on the eastern side of the road affecting traffic flow and sight distances entering and exiting the northern end of Lagoon Street, Narrabeen.

### **LOCATION**

- Lagoon Street is a local road used by local traffic to reach Narrabeen and the surrounding suburbs
- This section of Lagoon Street is a local road that caters for two-way traffic, with a speed limit of 50km/h
- On-street parking is generally unrestricted on Lagoon Street, with the exception of No Parking in the proposed area and time limited parking restrictions at the southern end. There are statutory No Stopping restrictions at the intersection of Waterloo Street.
- Adjacent land use consists of residential land along the eastern and western sides of Lagoon Street, correspondingly

### **ISSUES**

- The narrow nature of this road prevents safe access for residents and service vehicles when vehicles are parked in sections of the roadway
- When a vehicle stops on the eastern side of the road it obstructs travel paths of two-way traffic, creates traffic congestion and a potential traffic hazard to road users by restricting the road width for travel
- Illegal parking occurs on nature strips and near/across driveways on the eastern side of the road affecting the residents

### **PROPOSAL**

To introduce a No Stopping Unbroken Yellow Kerb Line from the northern side of the driveway at No. 144 Lagoon Street (adjacent to outside power pole MV23136) through the cul de sac and extend approximately 48m in length to outside No. 137 Lagoon Street, Narrabeen.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The No Stopping restrictions will provide extra space and sight lines for vehicles driving, pedestrians and people cycling

**CONSULTATION**

Consultation letters have been distributed to 15 properties within the immediate vicinity of the location providing notification of the proposed changes. Two responses have been received in support of the proposal.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the introduction of a No Stopping Unbroken Yellow Kerb Line from the northern side of the driveway at No. 144 Lagoon Street (adjacent to outside power pole MV23136) through the cul de sac and extend approximately 48m in length to outside No. 137 Lagoon Street, Narrabeen.





<b>ITEM 4.6</b>	<b>COOK STREET, FORESTVILLE - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/033279</b>
<b>ATTACHMENTS</b>	<b>1 Cook Street, Forestville - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.766489, 151.219071

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding parking on both sides of Cook Street, Forestville, near the existing traffic islands, which reduces the width of the carriageway. As a result, vehicles have difficulty negotiating around this section of Cook Street.

### **LOCATION**

- Cook Street is a local road etc. with a 50km/h speed limit
- Cook Street is a two lane road with a varying road width with an average of approximately 7m.
- This section of Cook Street under consideration has two median islands and a Dividing Barrier Line between the islands
- Cook Street is a bus route for the service 278 (Chatswood to Killarney Heights Loop Service) which runs approximately every twenty minutes in peak hour. The bus always travels towards Starkey Street from Cannons Parade on Cook Street.
- This section of Cook Street is mostly residential with medium density housing and some retirement villages

### **ISSUES**

Vehicles parked close to the existing traffic islands near the bending section of Cook Street reduces the trafficable width for vehicles. It obstructs travel paths and creates traffic congestion and a potential traffic hazard. Buses and other vehicles have difficulty negotiating around them.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to extend the existing parking restriction on the north-east side by 8m and on the south-west side by 6m. This will allow safe and unobstructed movement of vehicles and buses along the bending section of Cook Street, Forestville.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The safety of people cycling along Cook Street will be improved due to availability of unobstructed road
- The line of sight for people cycling will be improved for people cycling and for pedestrians at these locations.

**CONSULTATION**

Consultation letters have been distributed to 47 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the extension of the existing No Stopping zone on Cook Street, Forestville, by 6m on the south-west side and by 8m on the north-east side.





### PROPOSAL

Cook Street, Forestville  
Parking Restriction

Drawn AS

Approved

*P. Devan*



northern  
beaches  
council

### **Table of Consultation**

<b>Address</b>	<b>Cook Street, Forestville</b>
<b>Proposal</b>	<b>No Stopping Restriction</b>

<b>Properties Consulted</b>	47
<b>Responses Received</b>	11
<b>Support</b>	8
<b>Do Not Support</b>	3

Council removed the proposal of installing No Parking Restriction between 85-111 Cook Street, Forestville due to objections from the residents.

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Bus Route	Request to remove the Bus Route	Outside the scope. Removing the bus route will inconvenience many residents who use the service.
Speeding	Install speed Hump	The provision of speed humps have noise implications and are generally not supported by the residents.
Line of sight	Parked vehicles at the corner of Starkey Street & Cook Street severely restricts visibility for vehicles exiting Cook Street.	Statutory No Stopping Unbroken Yellow Kerb Lines are already installed. Council will review the intersection and consult the residents for any additional parking restriction.

<b>ITEM 4.7</b>	<b>CHALMERS AVENUE, BEACON HILL - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/033003</b>
<b>ATTACHMENTS</b>	<b>1 Chalmers Avenue, Beacon Hill - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.755426, 151.260684

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding vehicles parking near the intersection of Chalmers Avenue and Willandra Road, Beacon Hill; and on the curved section of Chalmers Avenue, Beacon Hill, which are creating a visibility and safety issue.

### **LOCATION**

- Chalmers Avenue is a local road with a 50 km/h speed limit
- Chalmers Avenue is a two lane road with a width of approximately 6.5m.
- Chalmers Avenue is a No Through Road and intersects with Willandra Road at a Y-Intersection
- There is no existing parking restriction other than statutory No Stopping at the intersection

### **ISSUES**

- Parked vehicles on the curved section of Chalmers Avenue reduce the trafficable lane of the narrow street
- The line of sight for motorists is reduced due to the topography and geometry of the road
- Vehicles travelling along this section of the roads have difficulty negotiating the bend.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to install a No Stopping Unbroken Yellow Kerb Line to deter illegal parking and increase the line of sight. This would ensure unobstructed and safe flow of traffic.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The safety of people cycling along Chalmers Avenue will be improved due to availability of unobstructed road.
- The line of sight for people cycling will be improved for people cycling and for pedestrians at the intersection.

### **CONSULTATION**

Consultation letters have been distributed to 24 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.



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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line for a length of approximately 65m on the northern side of Chalmers Avenue to the edge of the driveway of No. 5 Chalmers Avenue and on the southern side to the edge of the driveway of No. 3 Chalmers Avenue, Beacon Hill.
- B. Installation of a No Stopping Unbroken Yellow Kerb Line on the eastern side of Willandra Road from the existing No Stopping sign to the intersection with Chalmers Avenue, Beacon Hill, to reinstate the existing parking restriction.





## PROPOSAL

Chalmers Avenue, Beacon Hill  
Parking Restriction

Drawn AS

Approved

*P. Devon*



northern  
beaches  
council

### **Table of Consultation**

<b>Address</b>	<b>Chalmers Avenue, Beacon Hill</b>
<b>Proposal</b>	<b>No Stopping Restriction</b>

<b>Properties Consulted</b>	24
<b>Responses Received</b>	6
<b>Support</b>	4
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Line of sight	Install Safety Mirror at the intersection	RMS do not recommend safety mirror on any public road due to formation of distorted image and difficulty to detect these mirrors in low light.
Parking restrictions need to be extended	Increase restriction till the end of next driveway	Council will extend the No Stopping restriction till the edge of Driveway of property no 4 on the north and 3 on the south.
The No Stopping unbroken yellow kerb line will remove parking	Loss of parking	As the majority of the property has access to off-street parking, the loss of parking for safety is acceptable.
There is congestion for vehicles waiting to turn left onto Warringah Road from Willandra Road	Parking restriction on Willandra Road are not adequate for vehicles wanting to turn left on Warringah Road	According to Australian Road Rules, 20m No Stopping Restriction should be provided at a signalised intersection. Statutory 20m restriction is already there.
It is not a right angled intersection.	Change the priority of the intersection and put a 'Stop Sign' for traffic on Willandra Road to give priority to traffic on Chalmers Avenue.	The volume of traffic on Chalmers Avenue do not warrant to change the priority of the intersection. Council will review the intersection and take further measures if needed.



**ITEM 4.8                      ABBOTT ROAD, NORTH CURL CURL - NO STOPPING AND  
TIMED PARKING RESTRICTIONS**

REPORTING OFFICER      TRAFFIC ENGINEER

TRIM FILE REF 2020/004765

**ATTACHMENTS**

**1 Abbott Road, North Curl Curl - Plan**

**2 Table of Consultation**

**GEOCODES:** -33.763842, 151.282433

## REPORT

## BACKGROUND

Council has received concerns from local residents regarding the parking of boats and trailers on the north side of Abbott Road, North Curl Curl. This is restricting visibility for residents exiting Burilla Avenue, for drivers exiting the carpark at Northern Beaches Secondary College Manly Campus and to pedestrians using the marked pedestrian crossing serving the school.

## LOCATION

Abbott Road is a Regional Road carrying high volumes of traffic. The Northern Beaches Secondary College Manly Campus, one of the largest high schools in the LGA, is sited on the northern side of Abbott Road and the John Fisher Park playing fields and netball courts are sited on the south side of the road.

## ISSUES

- Several months ago Council installed No Parking Motor Vehicles Excepted Parking restrictions on the south side of Abbott Road. These restrictions have been successful in removing boats, trailers and caravans from that side of the road; however, some have relocated to the north side of the road
- Boats, trailers, caravans and motor homes are parking on the north side of Abbott Road, between the pedestrian crossing serving the Northern Beaches Secondary College Manly Campus and Burilla Avenue, and blocking visibility
- Residents of Burilla Avenue are concerned about safety when exiting their street
- Staff of the Northern Beaches Secondary College Manly Campus are concerned about safety when exiting the schools carpark and also about obstructed sight lines to the pedestrian crossing sited immediately west of the carpark.

## PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the No Stopping zones by 6m east and west of Burilla Avenue and to extend the No Stopping zone at the school pedestrian crossing in an easterly direction. It is also proposed to introduce a 10P timed parking restriction between Burilla Ave and the school's driveway to restrict parking in that area to motor vehicles staying for less than 10 hours.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- Will improve safety for pedestrians using the school pedestrian crossing on Abbott Road

**CONSULTATION**

Consultation letters have been distributed to 22 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Extension of the No Stopping restrictions on the north side of Abbott Road, North Curl Curl, east and west of Burilla Avenue by 6m
- B. Extension of the No Stopping restriction on the north side of Abbott Road east of the school pedestrian crossing so that it terminates immediately to the east of schools staff carpark.
- C. Introduction of 10P timed parking restriction applying 8:00am to 8:00pm Everyday on the north side of Abbott Road, between Burilla Ave and the driveway to the staff carpark of the Northern Beaches Secondary College Manly Campus.



## PROPOSAL

Abbott Road, North Curl Curl  
10P Parking

Drawn JB

Approved *P. Deon*



### Table of Consultation

<b>Address</b>	Abbott Road
<b>Proposal</b>	10P Parking and extend No Stopping zones

<b>Properties Consulted</b>	22
<b>Responses Received</b>	7
<b>Support</b>	5
<b>Do Not Support</b>	2

Issue	Resident Comment	Council Response
10P is not the best restriction	the 10P restriction still allows large vehicles to park for 10 hours	trailer owners tend to park for several weeks rather than just 10 hours. The number parking for 10 hours would be very small. A 10P restriction also prevents long term parking of motor homes, trucks and other large motorized vehicles which have a significant impact on sight lines
extend No Stopping restrictions	proposed restrictions should extend east of Burilla Ave as well	the proposal has been amended to reflect this
delete No Stopping extension at the school	the extension of the No Stopping zone at the school pedestrian crossing removes a valuable parking space	the extension of the No Stopping has been specifically requested by the school to improve sight lines to students crossing. The spot lost is usually occupied by a motor home
10P penalises residents	a 10P restriction penalises residents wanting to park longer than 10 hours	the 10P restriction applies 8am to 8pm. A resident returning home from work at say 5pm would be able to legally park until 6pm the next day

**ITEM 4.9** **LUMSDAINE DRIVE, FRESHWATER - TIMED PARKING RESTRICTIONS****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2020/027760****ATTACHMENTS** **1 Lumsdaine Drive, Freshwater - Plan**  
**2 Table Of Consultation****GEOCODES:** -33.779279, 151.293749**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the parking of campervans, caravans and trailers for prolonged periods on Lumsdaine Drive, Freshwater, create parking issues, affecting sight distances and traffic flow.

**LOCATION**

- Lumsdaine Drive is a local road located between Carrington Parade and Evans Street, Freshwater. Lumsdaine Drive is used by local traffic to reach Freshwater and the surrounding suburbs.
- This section of Lumsdaine Drive is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- On-street parking is generally unrestricted on Lumsdaine Drive, with the exception of No Stopping on the western side of the bend.
- Adjacent land use consists of commercial and residential land along the southern side of Lumsdaine Drive, Freshwater.
- Bus service 139 uses the route through Lumsdaine Drive and Evans Street.

**ISSUES**

- The parking of campervans, caravans and trailers for prolonged periods, create parking issues, affect sight distances and traffic flow
- Buses and larger vehicles are having difficulty negotiating sections of the road

**PROPOSAL**

Council has undertaken a review of the location and issues and proposes to introduce 4P Timed Parking restrictions and No Stopping restrictions in sections of the northern and southern sides of Lumsdaine Drive, Freshwater.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

**CONSULTATION**

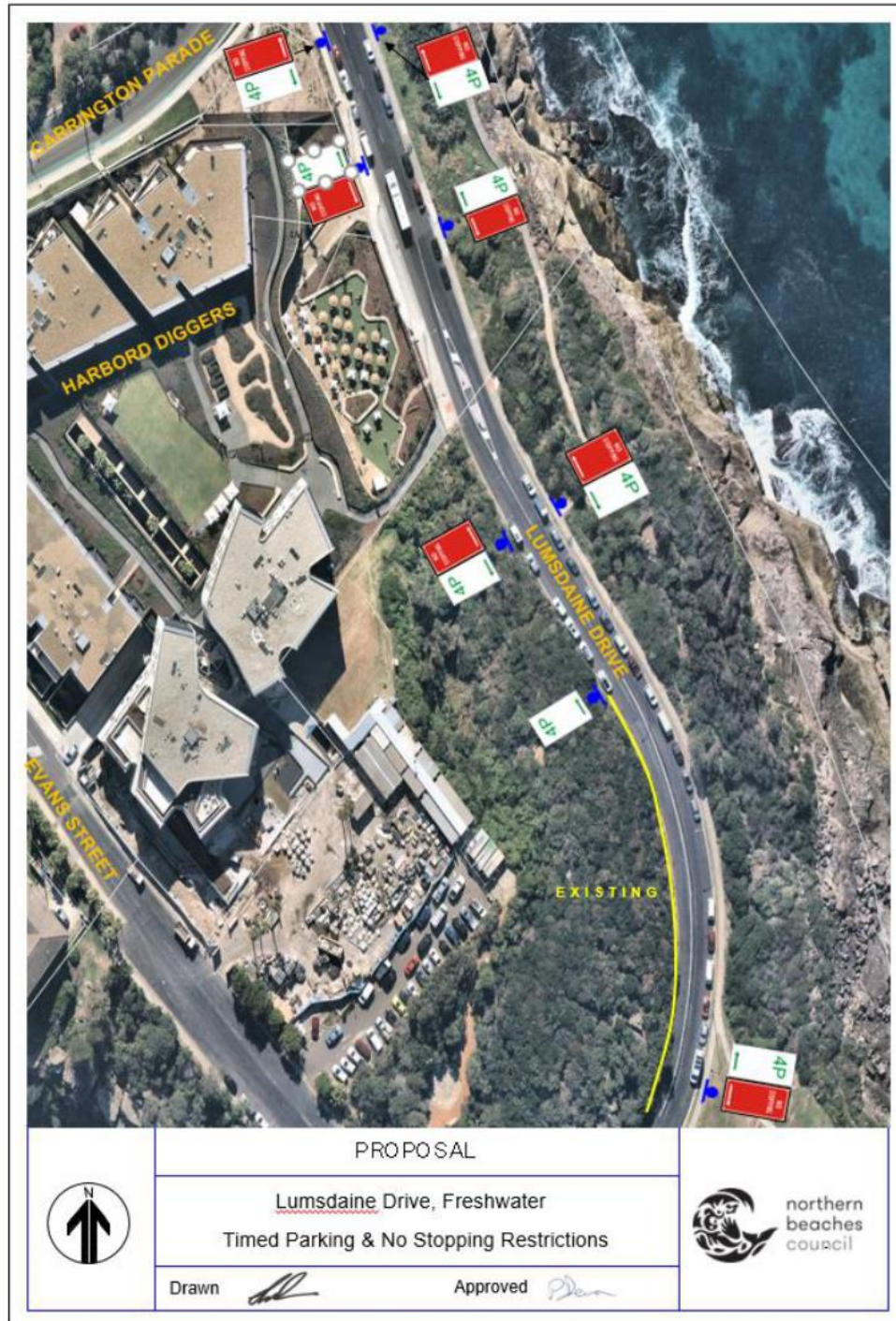
Consultation letters have been distributed to 119 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 1 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of 4P Timed Parking restrictions in sections on the northern and southern sides of Lumsdaine Drive, Freshwater.
  - B. Installation of No Stopping restrictions in sections on the northern and southern sides of Lumsdaine Drive, Freshwater.
-





### Table of Consultation

<b>Address</b>	<u>Lumsdaine Drive, Freshwater</u>
<b>Proposal</b>	<u>Timed Parking &amp; No Stopping Restrictions</u>

<b>Properties Consulted</b>	119
<b>Responses Received</b>	4
<b>Support</b>	2
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Parking restriction	Preference to on street No Camping/Overnight Stay signs	On street public parking in any street is free for anyone to use. The introduction of new parking restrictions may relocate parking to other nearby areas
Parking restriction	Please don't add more restrictions to an already restricted parking area	The proposal still allows for overnight parking for residents, however parking for private vehicles remains the responsibility of the property owners. The long term parking of

**ITEM 4.10** **HARKEITH STREET, MONA VALE - TIMED PARKING RESTRICTIONS**

<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/032445</b>
<b>ATTACHMENTS</b>	<b>1 Harkeith Street, Mona Vale - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.676482, 151.306549

**REPORT****BACKGROUND**

Council has received concerns from a local business regarding the availability of short term parking for their customers in Harkeith Street, Mona Vale.

**LOCATION**

- Harkeith Street is a local access road with a pavement width of approximately 12.5m wide between kerbs.
- The southern end of Harkeith Street forms an intersection with Barrenjoey Road, with left turn only restrictions for vehicles exiting the road, except emergency vehicles. The northern end connects to a one way laneway on private property adjacent to the Pittwater Place Shopping Centre. The laneway is approximately 3m wide with access to the shopping centre car park and runs northwards to intersect Darley Street.
- Harkeith Street comprises a mix of residential properties and businesses, including the Mona Vale Fire Station. There are existing restrictions on the frontage of the fire station to ensure parking for fire brigade vehicles only.
- Parallel parking is generally unrestricted in the remainder of the street and there is a section of 90° angle parking located at the northern end of Harkeith Street (south side) providing fourteen spaces for vehicles less than 6m in length.
- A constructed footpath is located along the western side of the road only.

**ISSUES**

- There is a large demand for vehicle parking in the Mona Vale Commercial Centre and parking usage in Harkeith Street is shared between residents, commuters, workers, and visitors.
- Some businesses in Harkeith Street do not have off-street parking for their customers.
- The long term parking of vehicles from commuters and workers reduces the availability of parking for other users. The greatest impacts to on-street parking occurs on weekdays affecting businesses that rely on vehicle turnover and parking nearby.

**PROPOSAL**

Council has undertaken a review of the above location and proposes to install a section of 2P 8:30am – 6:00pm Mon-Fri restrictions to improve parking turnover in Harkeith Street.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- No impact on people cycling along Harkeith Street.
- There is an existing footpath for pedestrians along the western side of Harkeith Street. The proposed signage will be installed in the existing nature strip and will not obstruct users of the footpath.

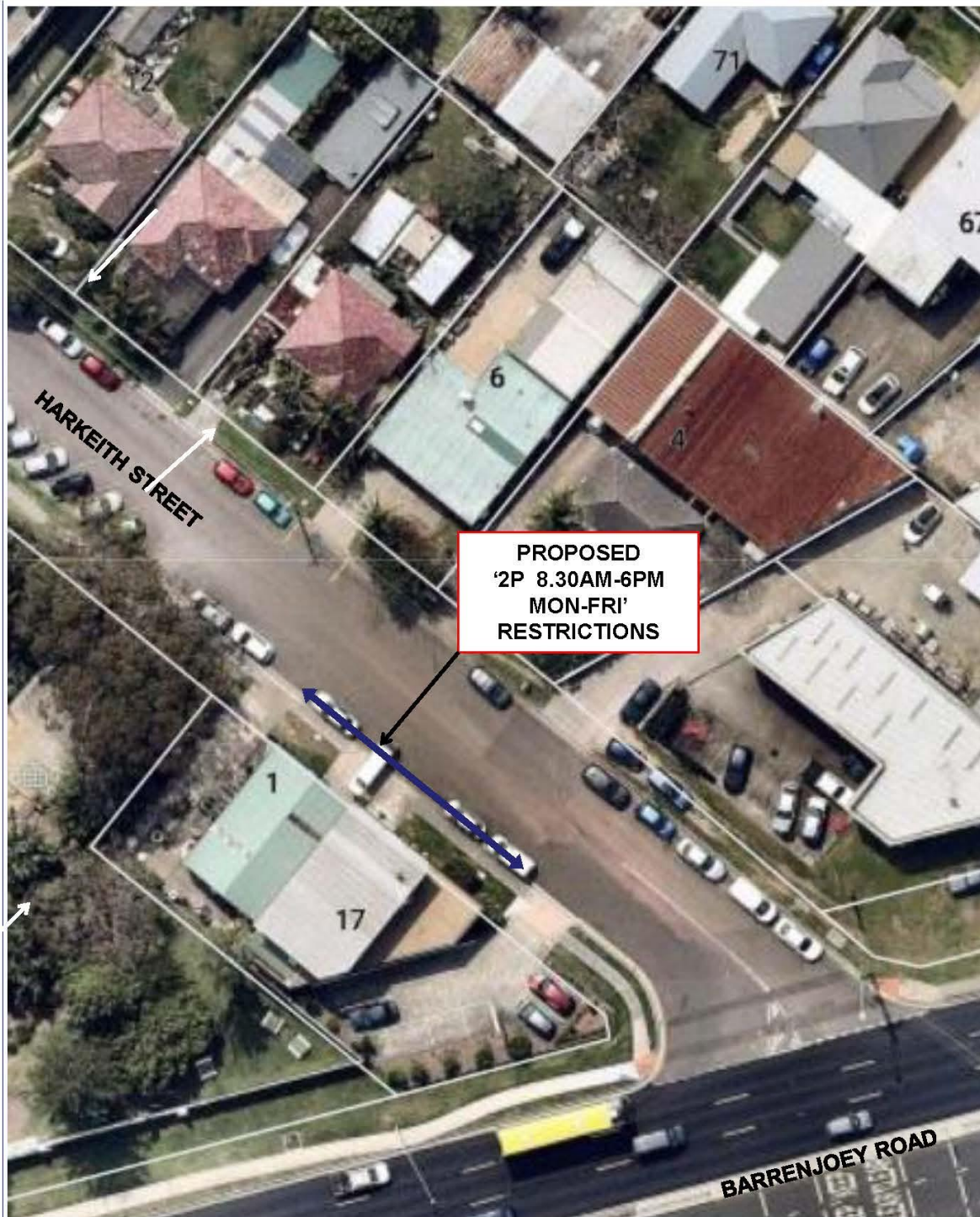
**CONSULTATION**

Consultation letters have been distributed to the Mona Vale Chamber of Commerce and 11 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of 2P 8:30am – 6:00pm Mon-Fri restrictions, between the driveways of No.1 Harkeith Street and No.7 Barrenjoey Road, Mona Vale.



	PROPOSAL		 northern beaches council
	HARKEITH STREET, MONA VALE TIMED PARKING RESTRICTIONS		
	Drawn    RK	Approved 	



### **Table of Consultation**

<b>Address</b>	Harkeith Street, Mona Vale
<b>Proposal</b>	Timed Parking restrictions

<b>Properties Consulted</b>	11
<b>Responses Received</b>	3
<b>Support</b>	2
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Location of Timed Parking restrictions	Agree with the proposed 2 hour parking but believe the majority of the street should be 2 hour or 4 hour parking as the street is full of the same cars every day of people that use it for B line parking	The majority of businesses have some form of off-street parking. The proposed section of timed parking is located near businesses which do not have off-street parking, however this is public parking available to all visitors to the street.
Parking for residents	I do not object to the proposal, I would however believe that as a resident in the street I and my neighbour would be exempt from the parking limitation. As a resident I should be able to park out the front of my own home.	Resident parking schemes can only be approved by the RMS, and the situation in Harkeith Street does not satisfy the necessary RMS guidelines and eligibility criteria. All properties have or could construct parking spaces on their private property, and there is unrestricted on-street parking available near their residence.

**ITEM 4.11                      BASSETT STREET, MONA VALE - TIMED PARKING RESTRICTIONS**

**REPORTING OFFICER            TRAFFIC ENGINEER**  
**TRIM FILE REF                2020/032454**  
**ATTACHMENTS                1 Bassett Street, Mona Vale - Plan**  
**2 Table of Consultation**

**GEOCODES:** -33.674041, 151.312036

**REPORT****BACKGROUND**

Council has received a request for timed parking restrictions outside the Mona Vale House Nursing Home in Bassett Street, Mona Vale, to provide parking that is more accessible for visitors.

**LOCATION**

- The section of Bassett Street east of Barrenjoey Road is a local road with a 50km/h speed limit.
- Bassett Street intersects Barrenjoey Road as the stem of a T-intersection and is controlled by traffic lights.
- The road width is approximately 12m between kerbs at the intersection. A central reservation is located east of the driveway exit to the Mona Vale Nursing Home, which divides the carriageway into two 6m wide traffic lanes.
- Parking is generally unrestricted on both sides of Bassett Street, except near the intersection with Barrenjoey Road. Existing No Stopping signs are located approximately 40m from the intersection on the southern approach, and 15m on the northern side of the road.
- A constructed 2.5m footpath is located along the southern side of the road only.

**ISSUES**

- The Mona Vale House Nursing Home has indicated that elderly visitors often park on the southern side of Bassett Street, between the driveways to the premises, as it provides easy and level access to the main entry.
- Commuters regularly park in the area due to the high demand for parking near the Mona Vale Commercial Centre.
- The long term parking of vehicles including campervans adjacent to the driveway, can increase difficulties for elderly drivers exiting the Nursing Home.

**PROPOSAL**

- Council has undertaken a review of the above location and proposes to change the parking restrictions fronting the Mona Vale Nursing Home located at No.33 Bassett Street, with the installation of 2P 8:30am – 6:00pm Everyday and No Parking Sat - Sun signage.
- The overall proposal maintains the same number of unrestricted parking spaces during weekdays where there is highest demand for commuter parking, and provides three new timed parking spaces with improved turnover for visitors.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The section of Bassett Street east of Barrenjoey Road is part of the existing Road Cycling Network and also the Safe Cycling Network.
- The proposed changes will have no impact on people cycling along Bassett Street.
- There is an existing 2.5m footpath for pedestrians and off-road cycling on the southern side of the road. The proposed signage will be installed in the existing nature strip and will not obstruct users of the footpath.

## CONSULTATION

Consultation letters have been distributed to 22 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 - Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 2P 8:30am – 6:00pm Everyday restrictions for a length of 18m, east of the driveway exit for No.33 Bassett Street, Mona Vale.
- B. Installation of No Parking Sat - Sun restrictions for a length of 18m, west of the driveway exit for No.33 Bassett Street, Mona Vale.



	PROPOSAL		 northern beaches council
	BASSETT STREET, MONA VALE TIMED PARKING RESTRICTIONS		
	Drawn     RK	Approved 	



### **Table of Consultation**

<b>Address</b>	Bassett Street, Mona Vale
<b>Proposal</b>	Timed Parking restrictions

<b>Properties Consulted</b>	22
<b>Responses Received</b>	2*
<b>Support</b>	0
<b>Do Not Support</b>	2*

\*Response from same property

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Timed Parking restrictions	Timed parking will only benefit the Mona Vale House, at the detriment of residents east of the Nursing home. Timed parking will only push other users further east into Bassett St East.	<p>- The proposed changes in parking restrictions occur only on the frontage of the Nursing Home, and provides easy and level access to the main entry for their visitors. The overall proposal maintains the same number of unrestricted parking spaces during weekdays where there is highest demand for commuter parking, due to changes to the 'NO STOPPING' restrictions.</p> <p>- The proposal still allows for overnight parking for residents</p> <p>- Timed parking will prevent long term parking of vehicles near the driveway which improves vehicles exiting the site and turnover of parking.</p>

<b>ITEM 4.12</b>	<b>ELVINA AVENUE, NEWPORT - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/023156</b>
<b>ATTACHMENTS</b>	<b>1 Elvina Avenue, Newport - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.648699, 151.306017

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding access issues at Elvina Avenue, Newport.

### **LOCATION**

- Elvina Avenue is a No Through Road with access from Prince Alfred Parade, Newport
- Elvina Avenue is a local road with varying width from 4.4m to 7.5m
- Current restrictions are signposted No Parking 6:00am – 6:00pm Monday to assist with Waste Collection from No.s 2 - 6 Elvina Avenue and No.s 11 - 21 Elvina Avenue

### **ISSUES**

The narrow nature of this road prevents safe access for larger vehicles, including delivery and emergency service vehicles, when vehicles are parked along the narrow sections of the roadway.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to replace the existing No Parking 6:00am – 6:00pm Monday with No Parking restrictions.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- As there is no footpath on this street, pedestrians and people cycling will need to travel on the road. Installing the No Parking restrictions will provide extra space and improve sight lines for vehicles, pedestrians and people cycling.

### **CONSULTATION**

Consultation letters have been distributed to 31 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the change in parking restrictions from No Parking 6:00am – 6:00pm Monday to No Parking between No.s 2 - 6 and No.s 11 - 21 Elvina Avenue, Newport.





## PROPOSAL

Elvina Avenue, Newport  
No Parking Restrictions

Drawn KT

Approved *Paulie Kruke*



northern  
beaches  
council

### **Table of Consultation**

<b>Address</b>	<b>Elvina Avenue, Newport</b>
<b>Proposal</b>	<b>No Parking Restrictions</b>

<b>Properties Consulted</b>	31
<b>Responses Received</b>	12
<b>Support</b>	5
<b>Do Not Support</b>	7

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Loss of parking	Sufficient space for cars to be parked on both sides of the road in front of 19 & 21 Elvina Ave	The road width is approx 5.7m. Due to the steep terrain on the southern side and the large hedge along the nature strip on the northern side (that vehicles are using to park), it cannot be guaranteed that vehicles will always be parked flush against the terrain (E.g. if passengers are in vehicle), allowing the clearance of 3m. There is on-street parking available on the opposite side to 19 & 21 Elvina
	That parking be allowed outside 4, 6 & 8. Garden bed outside 11 could be removed to add to flow of traffic	Parking is available outside 101 Prince Alfred Pde (could be known as 4 by residents) to 8 Elvina. The road width is approx 4.4m outside 11, with steep terrain along the southern side where the garden bed currently is. Residents in this area have off street parking available
	No Parking on one side of Elvina Avenue only	At the overlapping section of restrictions on both sides of Elvina Avenue, the road narrows to 4.4m and there will not be enough clearance for larger vehicles



<b>ITEM 4.13</b>	<b>WENTWORTH STREET, MANLY - NO PARKING MINI BUSES EXCEPTED</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/004794</b>
<b>ATTACHMENTS</b>	<b>1 Wentworth Street, Manly - Plan</b>

**GEOCODES:** -33.798529, 151.287993

## **REPORT**

### **BACKGROUND**

Council has been received concerns from Royal Far West regarding the appropriateness of the existing No Parking Ambulance Vehicles Excepted zone that is in place on the site's Wentworth Street, Manly, frontage. The zone requires adjustment to meet current requirements. Concerns have also been raised regarding vehicles parking in the small space to the east of the Royal Far West's driveway and impeding ingress/visibility

### **LOCATION**

Wentworth Street is a local road within the Manly CBD of approximately 11.3m in width. It has a high short term parking demand and carries moderate volumes of traffic in both directions. There is a mix of parking restrictions in the street including 1/2P, 1P permit parking, Loading Zones and a No Parking Ambulance Vehicles Excepted zone in front of Royal Far West.

### **ISSUES**

- The No Parking Ambulance Vehicles Excepted Zone was created several years ago to accommodate mini vans used by the Royal Far West to transport patients staying at the home.
- Royal Far West was recently redeveloped and parking for their mini-vans is now available offstreet. Royal Far West has contacted Council to request that one space remain for use of their mini bus which cannot be parked offstreet but advising that the zone is now longer than required and one space could be returned for use as short term parking
- Given the high parking turnover in the location, the above would allow the creation of an additional space for short term use.
- Vehicles also park in the short space between the Royal Far West's driveway and a Norfolk pine growing in the road pavement. This impedes ingress and visibility at the driveway and, as vehicles park hard up against the tree results in damage to the tree.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to reduce the length of the No Parking zone on the north side of Wentworth Street by 6m and adjust the signage so that it reads No Parking Mini Buses Excepted (rather than Ambulance Vehicles Excepted). The existing 1/2P parking zone to the west of the No Parking zone will then be able to be extended by one parking space.

It is also proposed to reduce the length of the existing Motor Bikes Only parking zone on the north side of Wentworth Street by approximately one car space and relocate this lost motorcycle parking into the small space between Royal Far West's driveway and the Norfolk pine. This will retain the same number of motorbike spaces while also addressing the access/visibility issues at the Royal Far West's driveway.



**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal does not affect pedestrian facilities or impact on walking paths
- The proposal will have no impact on people cycling and does not affect any future planned facilities

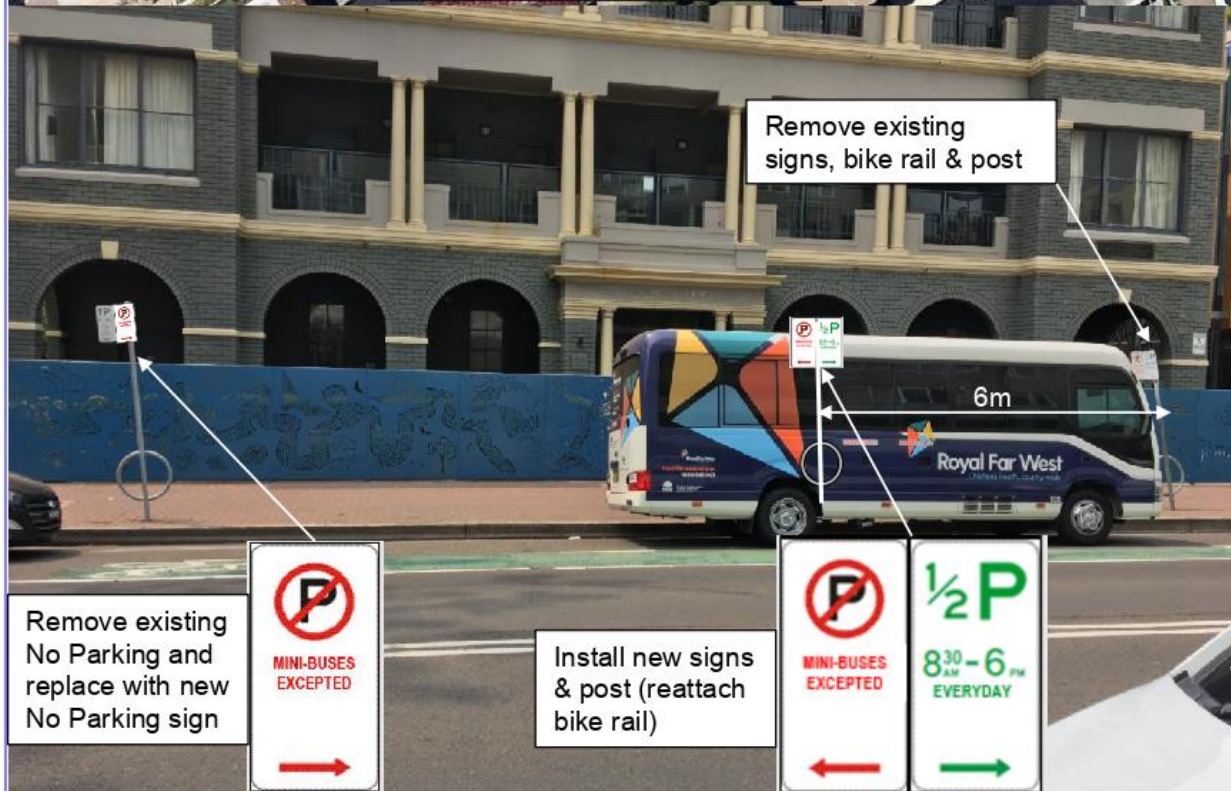
**CONSULTATION**

Consultation letters have not been distributed regarding this change. However, Council has liaised with Royal Far West in regards to the change and they have indicated their support for the proposed course of action.

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Reduction in length of the No Parking Ambulance Vehicles Excepted zone by 6m on the south side of Wentworth Street, Manly.
- B. Replacement of the No Parking Ambulance Vehicles Excepted restriction with No Parking Mini Buses Excepted restriction on Wentworth Street, Manly.
- C. Extension of the 1/2P parking restriction applying 8:30am – 6:00pm Everyday into the space created by the shortening of the No Parking zone on Wentworth Street, Manly.
- D. Redistribution of motorbike parking spaces on the south side of Wentworth Street so that three spaces are relocated to the small space to the east of the Royal Far West's driveway.



## PROPOSAL

Wentworth Street, Manly  
No Parking (Mini Buses Excepted)

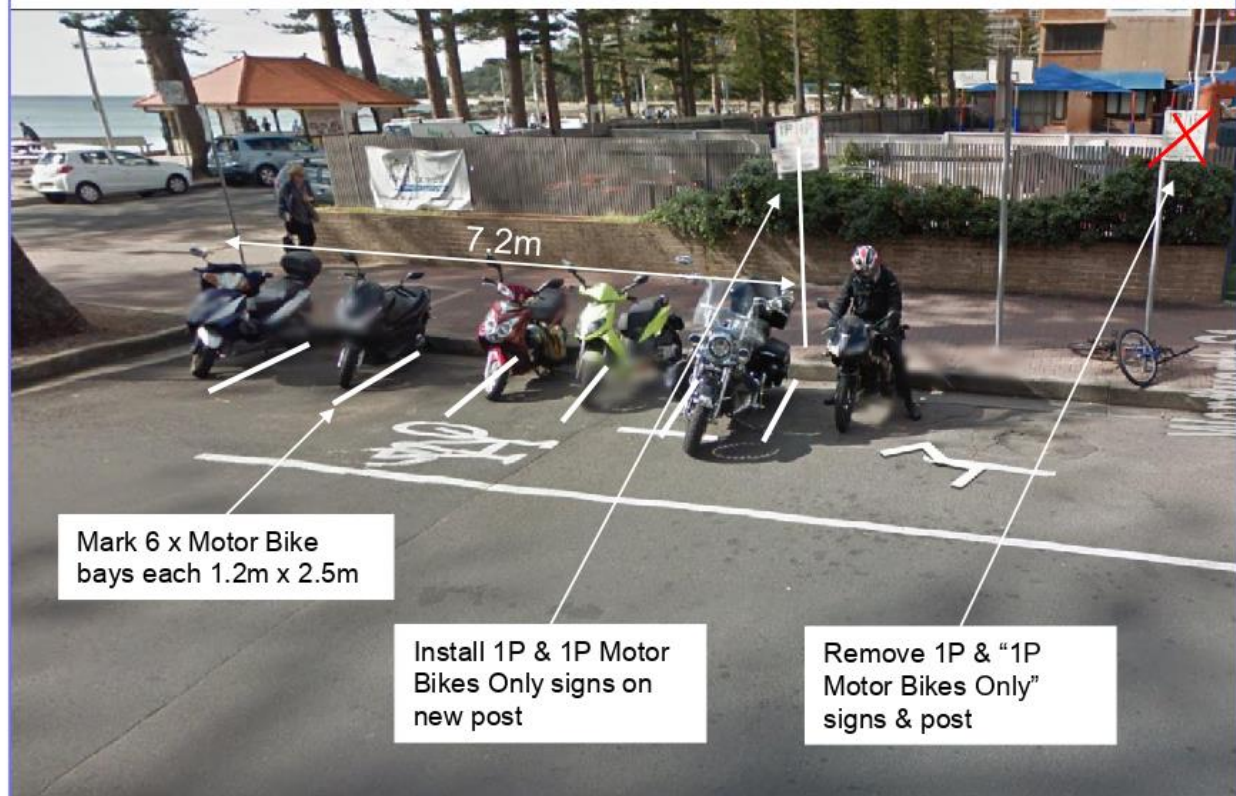
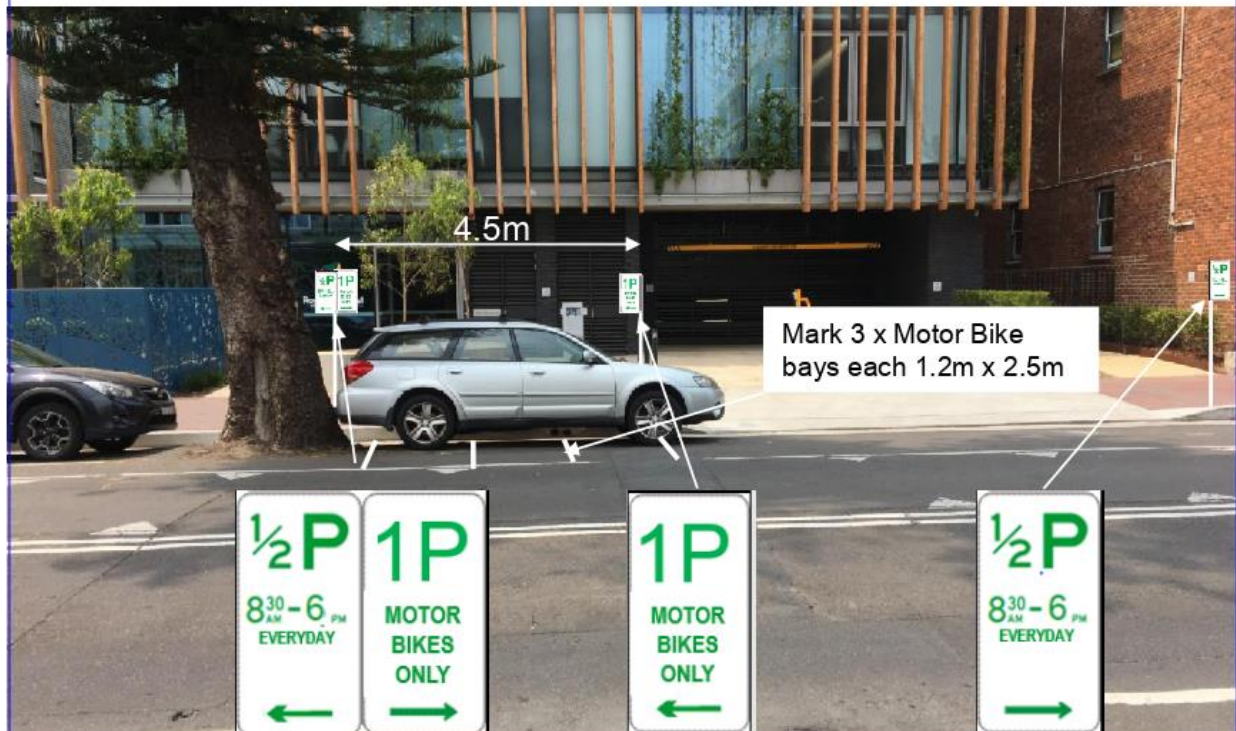
Drawn JB

Approved 



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beaches  
council





<b>ITEM 4.14</b>	<b>PACIFIC PARADE, MANLY - PARKING RESTRICTIONS ADJUSTMENT</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/007410</b>
<b>ATTACHMENTS</b>	<b>1 Pacific Parade, Manly - Plan</b>

**GEOCODES:** -33.789491, 151.280801

## **REPORT**

### **BACKGROUND**

Council has received concerns from residents of Pacific Parade, Manly, with regard to the 1/2P Permit Parking restrictions which are present at the western end of the street. The 1/2P restriction was introduced as a temporary measure, to assist with parking amenity during the period in which the Manly Aquatic Centre was under construction and the carpark and kerbside parking near the aquatic centre was unable to be accessed.

As the works involving the aquatic centre and carpark have now been complete for a couple of years, it was intended to reinstate the pre-existing 2P Permit Parking restrictions. When notified, residents at the westernmost end of the street raised strong concerns about this course of action, so a formal consultation process was undertaken to gauge views on the matter.

### **LOCATION**

Pacific Parade is a local road carrying low volumes of two way traffic. It links with Balgowlah Road at its southern end; however, a part road closure and a medina island on Balgowlah Road limits traffic movements at that end of the street to left in only.

A childcare centre is present at No.45 Pacific Parade and angle parking is signposted on the south side of the street in the vicinity of the childcare centre

### **ISSUES**

- Reinstatement of the 2P Permit Parking restriction will be more suitable for visitors and others using the parking who do not have a permit
- Retention of 1/2P parking restrictions would be beneficial near the childcare centre to assist with drop off and pick up of children
- Pacific Parade is the nearest residential street to the Manly Aquatic Centre. Retention of the 1/2P parking restriction at the western end of the street prevents the parking being used by the aquatic centre customers. This is reportedly an issue on busy days such as school swimming carnivals and hot days in mid-summer.
- Reinstatement of 2P Permit parking restrictions brings the permit parking restriction in line with restrictions in surrounding streets

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes the pre-existing 2P Permit parking restrictions will be reinstated, as the works involving the Manly Aquatic Centre and carpark are now complete. This will bring the permit parking restrictions into alignment with those in the remainder of the street and elsewhere in the vicinity.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

**CONSULTATION**

Consultation letters have been distributed to 36 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Reinstatement of 2P Permit Parking 8:00am to 10:00pm restrictions on Pacific Parade, Manly, in place of the existing 1/2P Permit Parking restrictions in front of No.s 29-41 and No.s 26-50A.
- B. Retention of 1/2P Permit Parking 8:00am-10:00pm restrictions on Pacific Parade, Manly, west of No.s 50A and 41.





## PROPOSAL

Pacific Parade, Manly  
2P Permit Parking

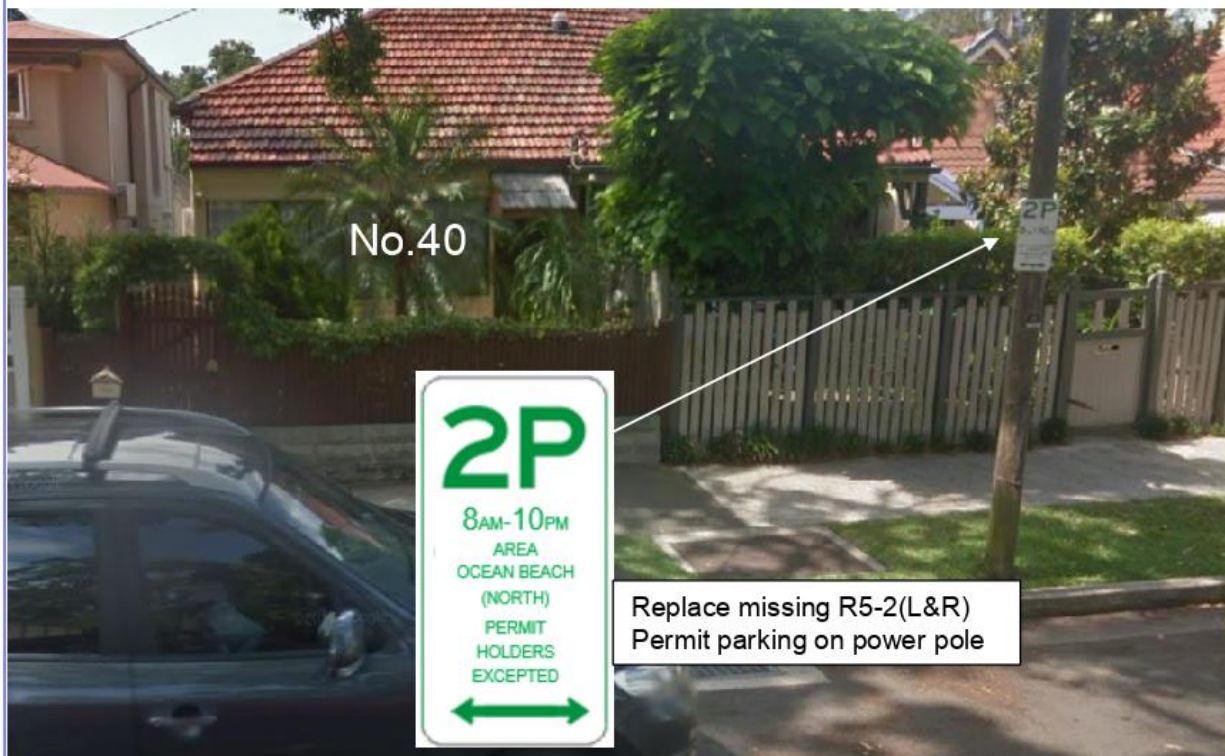
Drawn JB

Approved 



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beaches  
council



















## 5.0 MATTERS FOR NOTATION

ITEM 5.1	TABLE OF APPROVALS UNDER DELEGATION
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2020/036376
ATTACHMENTS	1 Table of Approvals Under Delegation

**GEOCODES:** Various

### REPORT

- Council's Transport Network Team obtained delegation from the Northern Beaches Council Local Traffic Committee on the 4 June 2019 to implement measures to reinforce existing controls under the NSW Road Rules as well as minor proposals, without reporting these matters to the Traffic Committee meeting.
- It was agreed that a plan of the proposals will be forwarded to the Traffic Committee members for consideration. If no objections are received within the specified response time, the proposals will be approved under delegation and be presented in the agenda as a Matter for Notation.
- Except for statutory requirements, consultation with affected residents and businesses within the immediate vicinity of the proposal will still be required prior to consideration.

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### REPORT TO TRAFFIC COMMITTEE

That the Traffic Committee notes the delegated approval of actions detailed in Attachment 1 – Table of Notifications.

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**Table of Approvals Under Delegation - 4 February 2020**

Location	Action	Consultation	Referral Sent Date	Approval Date
Beaconsfield Street and Kalinya Street, Newport Beach	<ul style="list-style-type: none"> <li>- Install 'BUS ZONE' markings</li> <li>- Change existing restrictions between the exit to The Newport and the driveway of No.83-85 Beaconsfield Street, from 'NO PARKING' to 'NO STOPPING TAXIS AND RIDE SHARE EXCEPTED'.</li> <li>- Change existing restrictions between the driveways of No.79-81 and 83-85 Beaconsfield Street, from '2P 8:30AM-6:00PM EVERYDAY' and 'NO PARKING 6:00PM-12:00AM EVERYDAY' to '2P 8:30AM-6:00PM EVERYDAY' and 'NO STOPPING TAXIS AND RIDE SHARE EXCEPTED 6:00PM-12:00AM EVERYDAY'</li> </ul>	<p>Properties consulted: 1 Support: 1 Object:</p> <p><b>Reason for approval:</b> Concerns were raised by the STA and The Newport regarding bus access and parking restrictions on the approach to the bus stop outside The Newport. The changes will improve bus stop accessibility and upgrade parking restrictions nearby to facilitate drop offs/pickups for Taxis and Ride Share services.</p>	13 January 2020	29 January 2020

**ITEM 5.2**                                      **REQUEST FOR WORKS ZONE**  
**REPORTING OFFICER**                      **TRAFFIC OFFICER**  
**TRIM FILE REF**                              **2020/029106**  
**ATTACHMENTS**                              **NIL**

**GEOCODES:** Various

## REPORT

Council has approved the following Works Zone under delegated authority from the Northern Beaches Council Local Traffic Committee to the Traffic Engineer. The Works Zone signs are installed by Council and the applicant is to advise Council of any extension of the Works Zone period prior to the expiry date. The extension is subject to approval by Council's Traffic Engineer.

Applicant	Location	Works Zone Length and Time	Requested Period
Clarendon Homes	49 Waratah Street MONA VALE NSW 2103	Length: 15 M  Time: 7:00am-5:00pm Mon-Fri 8:00am -1:00pm Saturday	06 January 2020 – 27 September 2020

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the delegated approval of Works Zones as described above.