

MINUTES

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

held via remote TEAMS in the Flannel Flower Room, Civic Centre,
Dee Why on

TUESDAY 4 MAY 2021

Minutes of a meeting of the Northern Beaches Council Local Traffic Committee

Held via remote TEAMS on Tuesday 4 May 2021

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10am

ATTENDANCE:

Voting Members

Mayor – Northern Beaches Council
Chair - Executive Manager Transport and Civil Infrastructure
Member for Pittwater Mr R Stokes MP Representative
Member for Wakehurst Mr B Hazzard MP Representative
Member for Manly Mr J Griffin MP Representative
Transport for NSW
Northern Beaches Police Command, Dee Why

Mr Michael Regan
Mr Craig Sawyer
Mr Andrew Johnston
Mr Toby Williams
Ms Adele Heasman
Mr Raymond Tran
Sergeant Nino Jelovic

Non Voting Members

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

Mr Robert Bicakcian
TBC
Mr Owen Dunne
Ms Rhadika Gopalikrishnan
Mr Patrick Wu

Officers

Director Transport and Assets
Manager Transport Network
Traffic Engineering Coordinator
Traffic Engineer
Traffic Engineer
Traffic Engineer
Traffic Engineer
Traffic Officer
Traffic Officer
Traffic Officer
Traffic Officer
Engineering Intern
Ranger Coordinator
Strategic Transport Coordinator
Transport Project Officer
Transport Project Officer
Road Safety Officer
Road Safety Officer

Mr Jorde Frangopoles
Mr Phillip Devon
Mr James Brocklebank
Mr Ricky Kwok
Mr Velsamy Sankaran
Mrs Rezvan Saket
Mr Anwar Subel
Mr Luke Nickson
Mr Brian Duong
Mr Ali Samimi Haghighi
Mr Yuan Ren
Mr Jenzy Ocampo
Mr Michael Davey
Ms Michelle Carter
Mrs Kajal Todd
Mr Phillip Gray
Mrs Karen Menzies
Ms Robynann Dixon

Traffic Engineering Intern
Traffic Engineering Trainee
Specialist Administration Officer
Specialist Administration Officer

Ms Josephine Butler
Mr Nicholas Murace
Ms Caty Pilley
Ms Sandra Calci

Visitors - Objectors

Mr Angus Gordon
Ms Vicki Golin
Mr Angus Gordon

Resident - Taiyul Road, North Narrabeen
Resident - Quinton Road, Manly
Resident - Taiyul Road, North Narrabeen

1.0 APOLOGIES

Northern Beaches Police Command, Dee Why
Northern Beaches Police Command, Dee Why
State Transit Authority, Brookvale Depot
Transport for NSW
Member for Davidson Mr J O'Dea MP Representative
Manly Warringah Cabs Co-operative Society Ltd
Cycling Representative

Senior Sergeant Nat Norsa
Traffic Assistant David Gilligan
Mr Egwin Herbert
Mr Peter Carruthers
Mr Phil Corbett
TBC
Mr Owen Dunne

**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 6 APRIL 2021****RECOMMENDATION**

That the Minutes of the Northern Beaches Council Local Traffic Committee held 6 April 2021, copies of which were previously circulated to all Members, are hereby confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Nil

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

4.1 WYADRA AVENUE, NORTH MANLY – BUS STOP RELOCATION

PROCEEDINGS IN BRIEF

Raymond Tran - Transport for NSW - Network & Safety Officer, North Precinct, Land Use, Networks & Development - Greater Sydney, Transport for NSW, submitted his comments via email to Phil Devon on 3rd May 2021.

TfNSW raised concerns about the proposed Bus Stop which is located at a T-intersection (Ozone Street and Wyadra Avenue) which increases potential conflicting movements.

TfNSW has requested Council to consider shifting the bus stop away from T-intersection if feasible.

Phil Devon advised that the Bus Stop could be relocated 200m to the next bus stop, as this is a safety issue for commuters getting on and off buses – especially special needs people who require more room.

Patrick Wu advised that there is 120m between bus stops and we need to consider the distance between 2 bus stops when placed too close together.

Phil Devon enquired whether 2 bus stops can be consolidated into one new bus stop and placed at a new location – i.e.: place a new bus stop on the other side of Wyadra Avenue, opposite to an existing bus stop.

After discussion, it was agreed to leave the recommendation as is.

Approved.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Relocation of the existing Bus Stop (Stop ID: 2100173) on the northern side of Wyadra Avenue by 85m towards the west in front of property 93 Wyadra Avenue, as shown.
- B. Construct concrete pad with tactile indicators to comply with Accessibility and State Transit Authority requirements.

Committee Decision – Approved

4.2 DARLEY STREET EAST AND SURFVIEW ROAD, MONA VALE - INTERSECTION PRIORITY AMENDMENTS

PROCEEDINGS IN BRIEF

Raymond Tran - Transport for NSW - Network & Safety Officer, North Precinct, Land Use, Networks & Development - Greater Sydney, Transport for NSW, submitted his comments via email to Phil Devon on 3rd May 2021.

TfNSW advised that they do not support the proposed changes in priorities as they do not make the intended main movement clear and noted that Stop signs should generally only be used where sight distance is insufficient. The location of the Stop sign does not appear to be in a clear and unobstructed vision of a driver, which may result in drivers inadvertently ignoring the Stop control. It is not obvious to drivers on Surfview Road (north leg) that they have right of way through the intersection.

TfNSW enquired whether there is a clearly visible 'No Through Road' sign on the south-east leg of the intersection?

Raymond Tran mentioned that this No Through Road sign should be brought down towards the intersection so it can be relocated in clear vision for drivers. He also mentioned that a dish drain is also located on the map where parking is allowed.

Raymond Tran requested this item be deferred for further discussion and re-designing, as this will be a problem for pedestrians and motorists.

Phil Devon advised that a concrete splitter island with a Stop sign placed on it is also an option.

Deferred for redesign

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports to defer this item for further discussions and re-designing.

Committee Decision –Deferred for redesign

4.3 PITT ROAD, NORTH CURL CURL - NO PARKING

PROCEEDINGS IN BRIEF

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Implementation of a No Parking restriction which applies 8am to 6pm adjacent to the intersection with a reduced length, and
- B. Implementation of a No Parking restriction in front of No.30 and No.32 Pitt Road.

Committee Decision – Approved

4.4 NENAGH STREET, NORTH MANLY - NO PARKING**PROCEEDINGS IN BRIEF**

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of "NO PARKING 8 AM – 5PM WEDNESDAY" restriction on Nenagh Street, North Manly

Committee Decision – Approved

4.5 VERONA STREET NORTH NARRABEEN - INSTALLATION OF 12P TIME PARKING RESTRICTION.**PROCEEDINGS IN BRIEF**

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 12P time parking restrictions (6am to 8pm, EVERYDAY) along eastern side of Verona Street starting from the existing No Stopping (L) sign at the frontage of No.12 Verona Street to the 90° angle parking spaces at the frontage of No.9 Verona Street.

Committee Decision – Approved

4.6 PARK STREET- NARRABEEN - INSTALLATION OF NO PARKING, MOTOR VEHICLES EXCEPTED- INSTALLATION OF NO STOPPING YELLOW LINES**PROCEEDINGS IN BRIEF**

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 25m of NO PARKING, MOTOR VEHICLES EXCEPTED” along both sides of Park Street between the existing No Stopping restriction on the pedestrian crossing up to No.74 Park Street.
- B. Installation of a 3m No Stopping yellow line on northern side of the driveway No.74 Park Street.
- C. Installation of statutory No Stopping yellow lines of 20m each at the intersection of Devitt Street and Park Street.

Committee Decision – Approved

4.7 VILLAGE PARK CARPARK, PARK STREET, MONA VALE**PROCEEDINGS IN BRIEF**

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. To convert 10 Council permit parking spaces to parking for the public.
- B. Have the parking spaces along the perimeter of the carpark to be 3P parking (7am-7pm Every day).
- C. Have the centre parking spaces to be 2P parking (7am-7pm Every day).
- D. New Motor Bike Parking bays in the current No Parking hatched zone.
- E. Retain 4 Council permit parking spaces.

Committee Decision – Approved

4.8 KURARA CLOSE TERREY HILLS- INSTALLATION OF NO STOPPING YELLOW LINE**PROCEEDINGS IN BRIEF**

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 30m No Stopping yellow line starting from 5m away of the eastern side of the driveway No.3 Kurara Close and ending to 5m away from the eastern side of driveway No.4 Kurara Close.

Committee Decision – Approved

4.9 TERRY STREET, AVALON BEACH - NO STOPPING RESTRICTIONS**PROCEEDINGS IN BRIEF**

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Traffic Committee supports the installation of 'No Stopping' restrictions (indicated by an unbroken yellow kerb line), between the driveways of No's 36 and 38 Terry Street, Avalon Beach.

Committee Decision – Approved

4.10 WYNDORA AVENUE, FRESHWATER - NO STOPPING RESTRICTIONS**PROCEEDINGS IN BRIEF**

Raymond Tran - Transport for NSW - Network & Safety Officer, North Precinct, Land Use, Networks & Development - Greater Sydney, Transport for NSW, submitted his comments via email to Phil Devon on 3rd May 2021.

TfNSW has requested Council to consider extending No Stopping until the Give-Way signage on Carlton Street has been completed.

Adele Heasman enquired about a Give Way sign at the corner of Carlton Street.

Phil Devon advised that there is already a Give Way sign on the corner of Carlton Street.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Stopping Unbroken Yellow Kerb Lines between No.15a and No.20 Carlton Street, to outside and opposite No.43 Wyndora Avenue, Freshwater.
B. Installation of No Stopping Unbroken Yellow Kerb Lines between and opposite No.13 Carlton Street and No.28 Wyndora Avenue, Freshwater.

Committee Decision – Approved

4.11 TAIYUL ROAD, NORTH NARRABEEN - NO STOPPING RESTRICTIONS

PROCEEDINGS IN BRIEF

Raymond Tran - Transport for NSW - Network & Safety Officer, North Precinct, Land Use, Networks & Development - Greater Sydney, Transport for NSW, submitted his comments via email to Phil Devon on 3rd May 2021.

TfNSW advises that it does not support the proposal. Removal of BB line and permitted parking at some locations increases the likelihood of head-on crashes due to restricted road width and obstructed line of sight.

TfNSW enquired whether speed counts have been undertaken to demonstrate that vehicles are exceeding the speed limit or not driving to the conditions?

Speed counts undertaken indicated that the 85th percentile speed had increased 4km/h

Refer to Item 6.0 – General Business

2 speakers attended the meeting to object to this item, ie: Mr Angus Gorgon and Mr Denis Hillary (see Mr Hillary's submission - Attachment 2)

A discussion ensued and the following points were raised:

Raymond Tran enquired why Council put the BB lines, as this is a safety issue. He stated that sufficient sight lines are needed to avoid head-on collisions and median lines should be installed.

Phil Devon stated that this is a speeding/traffic calming issue and advised that no crashes have occurred along the section of Taiyul Road, however, there has been one fatality near the crest of Taiyul Road near the intersection of Kuru Street,

Phil Devon suggested a plan for No.70 Taiyul Road – where a 10m line can be extended to the next driveway, creating a safety margin, noting that at No.45 Taiyul Road (north side), there is a topography issue when entering/exiting the driveway.

Craig Sawyer mentioned that there is limited parking in Taiyul Road.
Phil Devon advised there will be 8 additional parking spaces available.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the existing dividing barrier lines between property No.56 and No.76 Taiyul Road, North Narrabeen.
- B. Installation of No Stopping Lines along five sections of Taiyul Road, North Narrabeen:
 - On the north side opposite No. 76 Taiyul Road extending to a point approximately 6 metres west of No. 47 Taiyul Road.
 - On the north side extending along the frontages of No.45 to No.45a Taiyul Road.
 - On the south side along the frontages of No.52 to No.62 Taiyul Road.

- On the south side of the Taiyul Road and Kuru Street intersection.
 - On the north side of the Taiyul Road and Kuru Street intersection extending to No.43 Taiyul Road.
- C. Council to monitor speed and volume and review the location in 3 months to determine if road safety has improved.
- D. Install No Stopping Lines in Taiyul Road to the extent of the existing BB lines south from Kuru Street.
- E. Install Statutory No stopping Restrictions at the Intersection of Warruga Place and Taiyul Road.

Committee Decision – Approved**4.12 ABINGDON STREET, NORTH BALGOWLAH - NO STOPPING RESTRICTIONS****PROCEEDINGS IN BRIEF**

Adele Heasman enquired why there is no footpath at this location.

Phil Devon advised that SEPP has no requirements for a footpath here.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Stopping Unbroken Yellow Kerb Line (C3) 100mm width from the northern side of the driveway of No.12 Myrtle Street approximately 25m north to opposite No.8 Abingdon Street, North Balgowlah

Committee Decision – Approved**4.13 TUAM PLACE, KILLARNEY HEIGHTS - NO PARKING RESTRICTIONS****PROCEEDINGS IN BRIEF**

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of “No Parking Thursday 6:00am to 3:00pm” signs from the southern side of the driveway of No.2 Tuam Place to the existing street light poles located outside No.45 Cashel Crescent in Tuam Place, Killarney Heights.

Committee Decision – Approved

**4.14 ORARA ROAD, PERONNE PARADE & SMITH AVENUE, ALLAMBIE HEIGHTS
- GIVE WAY RESTRICTIONS****PROCEEDINGS IN BRIEF**

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of two Give Way controls, one at the intersection of Orara Road and Peronne Parade, and an additional one at the intersection of Smith Avenue and Peronne Parade.

Committee Decision – Approved**4.15 EILEEN STREET, NORTH BALGOWLAH - NO STOPPING RESTRICTIONS****PROCEEDINGS IN BRIEF**

Raymond Tran - Transport for NSW - Network & Safety Officer, North Precinct, Land Use, Networks & Development - Greater Sydney, Transport for NSW, submitted his comments via email to Phil Devon on 3rd May 2021.

TfNSW enquired whether swept paths have been undertaken for larger vehicles? (eg: bus). If parking is permitted on the western side of Eileen Street on approach to intersection, eastbound motorists will experience a sudden lane shift (due to BB line relocation) and would also be heading into the path of westbound motorists.

TfNSW has requested Council to consider Line marking be updated to assist this transition and improve safety for motorists, or otherwise remove parking on the eastern side of the T-intersection, if shifting the BB line is not feasible

Raymond Tran enquired whether the BB line can be extended further south to where parking commences on both sides of the road.

Phil Devon advised that the BB line can be extended to No.11 Eileen Street from half way along the line.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Stopping restrictions at where Coramba Street meets Eileen Street to enforce statutory No Stopping rule, and

- B. Re-location of the painted centrelines on Eileen Street by 1 meter to the north and extend the BB line to the driveway of No.11 Eileen Street as a transition to the existing alignment.

Committee Decision – Approved

4.16 QUINTON LANE, MANLY - NO STOPPING

PROCEEDINGS IN BRIEF

James Brocklebank advised that he had consulted with the residents in Quinton Road and Quinton Lane, however, he did not consult with residents who live on the eastern side of Quinton Road. He advised that due to the narrow nature of Quinton Lane, thoroughfare is difficult when cars are parked on either side of the lane.

Adele Heasman enquired whether we can reduce the No Stopping zone.

James Brocklebank responded that this is an issue of safe parking, however, we could reduce the No Stopping zone by 5m.

Phil Devon suggested that instead of installing 26m, of No Stopping zone, we could reduce it to 21m instead.

The Committee concurred.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of Unbroken Yellow No Stopping lines:
- On both sides of Quinton Lane extending 21m west of Quinton Road.
 - On both sides of Lawson Place extending 10m south of Quinton Lane.
 - On the west side of Quinton Road for a distance of 10m north and south of Quinton Lane.

Committee Decision – Approved

4.17 38 CAMPBELL AVENUE, CROMER- INSTALLATION OF NO STOPPING YELLOW LINE

PROCEEDINGS IN BRIEF

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 17m No Stopping Yellow Line on the northern side of driveway No.38 Campbell Avenue.

Committee Decision – Approved**4.18 4 MORIAC STREET, WARRIEWOOD- INSTALLATION OF NO STOPPING YELLOW LINE****PROCEEDINGS IN BRIEF**

Raymond Tran - Transport for NSW - Network & Safety Officer, North Precinct, Land Use, Networks & Development - Greater Sydney, Transport for NSW, submitted his comments via email to Phil Devon on 3rd May 2021.

TfNSW raised concerns about whether there is sufficient road width between 4 Moriac Street and Warriewood Road to allow for parking.

TfNSW has requested Council to consider extending No Stopping restrictions, if there is not sufficient road width between 4 Moriac Street and Warriewood Road.

Phil Devon advised that the road width is sufficient to allow parking on 1 side of the road up to the driveway of No.4 Moriac Street. However, we could extend it by 1 car parking space south of that driveway and bring up the yellow line to that car space, therefore providing an additional 10m of car parking space.

This matter will be monitored and will be addressed again in the near future.

The Committee concurred.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 4m No Stopping Yellow Line between the driveway No.4 Moriac Street and No.136 Warriewood Road, Warriewood.

Committee Decision – Approved**4.19 ELANORA ROAD, ELANORA HEIGHTS- INSTALLATION OF NO STOPPING YELLOW LINE****PROCEEDINGS IN BRIEF**

Raymond Tran - Transport for NSW - Network & Safety Officer, North Precinct, Land Use, Networks & Development - Greater Sydney, Transport for NSW, submitted his comments via email to Phil Devon on 3rd May 2021.

TfNSW raised concerns about the No Stopping line, and requested it not be extended onto Wakehurst Parkway, as there are already existing restrictions on Wakehurst Parkway and additional line marking may create inconsistencies or confusion.

TfNSW has requested Council to consider this matter.

Phil Devon advised that we take off the yellow lines.

The Committee concurred.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping yellow line on both sides of the Elanora Road starting from Wakehurst Parkway to the bend near 14 Elanora Road. No Linemarking will be installed on Wakehurst Parkway.

Committee Decision – Approved

4.20 SOUTH CREEK ROAD, DEE WHY – ROUNDABOUT MODIFICATION

PROCEEDINGS IN BRIEF

Raymond Tran - Transport for NSW - Network & Safety Officer, North Precinct, Land Use, Networks & Development - Greater Sydney, Transport for NSW, submitted his comments via email to Phil Devon on 3rd May 2021.

TfNSW raised concerns about the Roundabout signage, which should be located as near as possible to holding lines.

TfNSW has requested Council to consider this matter.

The Committee concurred.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Detailed design plan for the reconstruction of median islands, kerb and gutter, kerb extension and associated signposting and line marking at the intersection of South Creek Road and Campbell Avenue, Cromer.

Committee Decision – Approved

5.0 MATTERS FOR NOTATION

5.1 REQUEST FOR WORKS ZONE

PROCEEDINGS IN BRIEF

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

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

Committee Decision – Approved

6.0 GENERAL BUSINESS

“General Business” was moved to the beginning of the Local Transport Committee meeting at 10:00am, to allow for three guest speakers to address the Committee before being asked to leave the meeting room, in order for the LTC meeting to commence.

6.1 Item 4.11 – No Stopping Restrictions - Taiyul Road, North Narrabeen

PROCEEDINGS IN BRIEF

Speaker # 1:

Local resident – Mr Angus Gordon, of Taiyul Road, North Narrabeen, was requested to speak .

Mr Gordon's comments to the Local Traffic Committee:

- The yellow line marking occurs around the Kuru Street intersection in the same location as the white lines, however, the yellow line marking disappears in Taiyul Road at the crest of the hill – and requests Council extend these yellow lines to go over the crest of the hill from Kuru Street into Taiyul Road.
- There is poor access along Taiyul Road, so people need to walk on the road. This is a safety issue for young people, families and older people who have no footpath to walk along safely.
- Taiyul Road has poor sight lines and cars regularly drive along the road at high speeds, which creates another dangerous safety hazard for pedestrians.

Phil Devon advised that Council recognises there are safety issues for pedestrians in Taiyul Road, as there is no footpath access – noting that the road reserve is wide enough for footpaths to be created, however, this is not included in the budget for the next 5 years.

6.2 Item 4.16 – No Stopping, Quinton Lane, Manly**PROCEEDINGS IN BRIEF**

Speaker #2:

Local resident – Ms Vicki Golin, of Quinton Road, Manly, was requested to speak and she tabled her report to the Local Traffic Committee (see Attachment 1).

Ms Golin's comments to the Local Traffic Committee:

- Advised that Quinton Road residents were not consulted about this proposal and are worried about the loss of 6 parking spaces.
- She requires back lane car parking access because at night, there are no parking spaces available at all.
- Ms Golan has spent many hours logging traffic movement and advises there are places to park legally – even though there are 7 double garages along Birkley Road, with 2 legal parking spots in Lawson Place (north and south) and noted that Quinton Lane is 20m wide (refer to her notes in Attachment 1 for her findings/statistics).

Ms Golin requested Council not proceed with the No Stopping proposal as:

- it is not necessary
- vehicles are able to move in and out of the lane because the lane is wide enough to drive through (it has 3.5m of carriageway width for traffic even if cars are parked)
- Lawson Place is a blind intersection, however, residents are still able to get in and out of their garages without any problems.

6.3 Item 4.11 – No Stopping Restrictions - Taiyul Road, North Narrabeen**PROCEEDINGS IN BRIEF**

Speaker #3:

Local resident – Mr Denis Hillary (who came in to speak on behalf of his son who lives in Taiyul Road and who could not attend the meeting), requested to speak and tabled his report to the Local Traffic Committee (see Attachment 2).

Mr Hillary's comments to the Local Traffic Committee:

- Advised that his son was not aware of the on-site meeting held previously.
- Enquired as to why there are parking restrictions along Taiyul Road at all – asking if anyone would benefit from these parking restrictions, noting that parking is already restricted that creates problems for residents, visitors and trades people.
- Council Rangers regularly patrol Taiyul Road and residents parking on the road reserve are regularly booked, as there is nowhere else to park near your own home. His son has a lawn mowing business and needs access to his property to load and unload his ride-on mower and other tools and equipment.
- Has Council checked parking out of business hours? – as it is chaotic.

Mr Hillary requested Council consider a one-way street to alleviate these issues faced by residents.

The meeting concluded at 10:48am

This is the final page of the Minutes comprising 23 pages
numbered 1 to 23 of the Northern Beaches Council Local Traffic Committee meeting
held on Tuesday 4 May 2021 and confirmed on Tuesday 1 June 2021

Attachment 1**NO STOPPING QUINTON LANE AND QUINTON ROAD**

address to Local Traffic Committee on 4 May - by Vicki Golin

Lane Widths:

- Quinton Lane - measured 6.0m. Survey of 31 Quinton Rd has 6.095m (20 feet). (0.34m kerbing)
- Lawson Place - measured 6.1m at intersection. (0.17m kerbing).

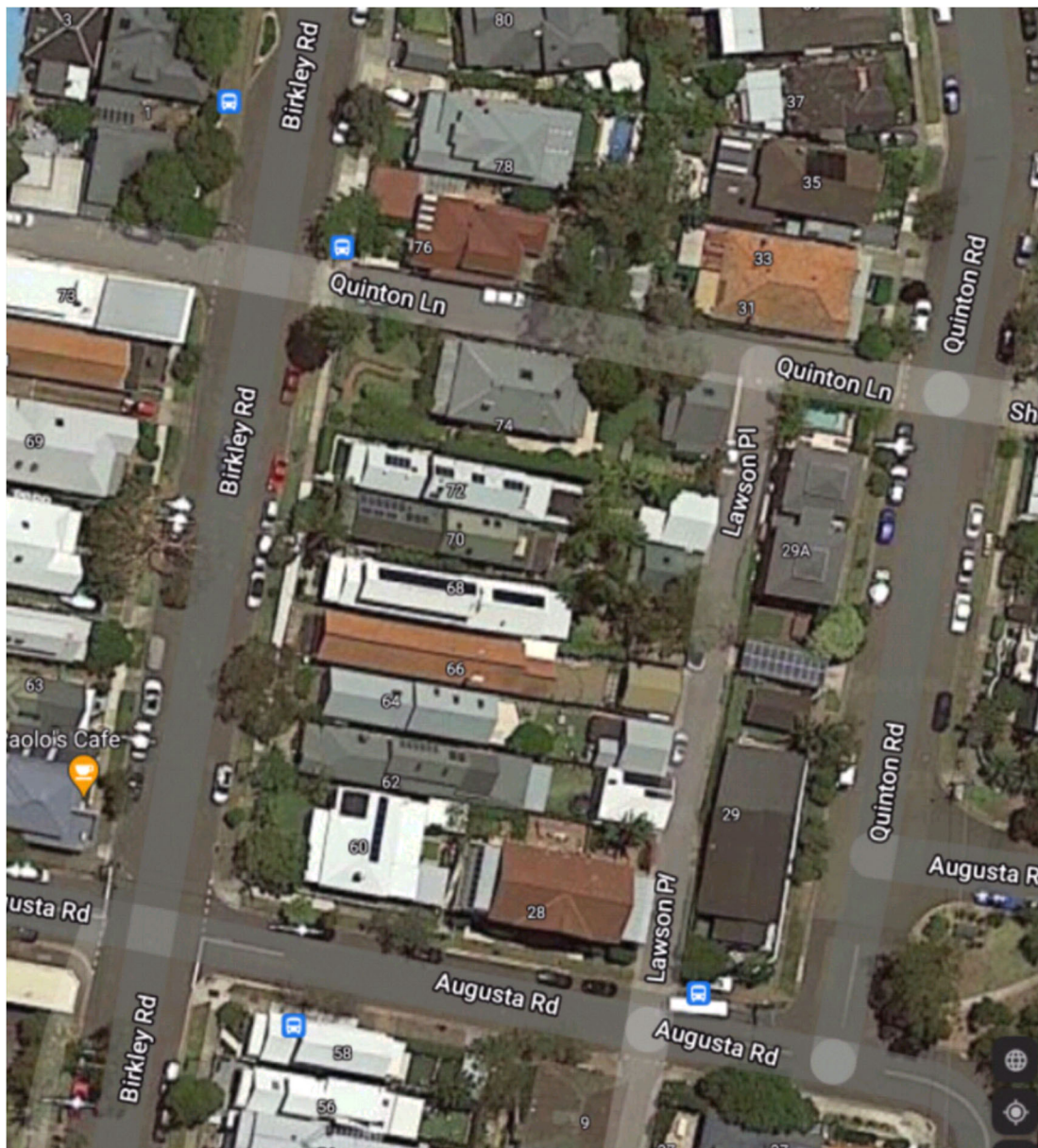


Figure 1: Lawson Pl exits to Augusta Rd and Quinton Ln. Main thoroughfare is Augusta & Birkley Rds

Attachment 1 (cont'd)**Pedestrian Impact:**

- Pedestrians share the roadway in both lanes.
- There are no footpaths.
- Parked cars slow down the speed of traffic in the lanes. Without them cars drive faster along Quinton Lane especially, making it more dangerous for:
 - pedestrians
 - cars emerging from Lawson Place
 - children playing in the lanes

Pedestrian traffic:

- I logged pedestrian traffic on Quinton Lane and Lawson Place over 7 days totalling 40 hours, including 11.5 hours on Thursday 15 April.
 - Lawson Place - 66 pedestrians in 40 hours, 1.6 per hour
 - Quinton Lane - 134 pedestrians in 40 hours, 3.3 per hour
- More pedestrians are using the lanes than there are cars entering or leaving Lawson Place.

Vehicle Traffic Logged:

- Vehicles entering or exiting Lawson Place via Quinton Lane:
 - 0.1 per hour entered. Total of 5 in 50 hours.
 - 0.9 per hour left. Total of 44 cars in 50 hours. 70% headed west to Birkley Rd with only 30% heading east to Quinton Rd. At least 12 were illegally parked in front of garages in Lawson Pl when they left.
- All vehicles drove out of Lawson Place easily in one motion into Quinton Lane except for when:
 - there was a huge van making building deliveries blocking Quinton Lane about 20m west of the intersection and 3 vehicles did a 3 point turn to go east instead of west.
 - 2 vehicles did a 3 point turn when a car was parked in Lawson Place illegally in front of a garage 3m from the intersection.
- No vehicles failed to get through the intersection.
- Vehicles entering or leaving Lawson Place via Augusta Rd over 50 hours:
 - At least 33 cars entered
 - At least 14 left
- Quinton Lane through traffic logged for a total of 36 hours.
 - 217 vehicles, or 6.0 per hour
- NSW Road Rule 170 (1)(b) allows parking on a T-intersection along the continuous side of the continuing road at the intersection.
This makes parking on the north side of Quinton Lane legal at the intersection.
With a vehicle parked on Quinton Lane 3.5m of roadway remains to turn into 6m wide Lawson Place (garage on corner stops parking there). Easily sufficient to turn the corner. Garages in Lawson Place 2.4m and 3m wide are harder to enter).

Lawson Place, Quinton Lane intersection is a blind corner for any car entering or leaving Lawson Place. Sight lines are not impeded by vehicles but by brick walls.

Attachment 1 (cont'd)

Figure 2: Looking north from Lawson Place into Quinton Lane intersection



Figure 3: Looking west from Quinton Lane into the intersection.

- Safer to enter and leave via Augusta Road, with cars parking in their garages and coming out in the opposite direction.
- There are only 2 legal parking spaces in Lawson Place, one at each end. Only these cars need to enter Lawson Place at one end and leave via the other. The rest are garages or opposite garages, with garages on both sides in the middle (29 & 29A Quinton Rd).

Attachment 1 (cont'd)



Figure 4: Looking north along Lawson PI from Augusta Rd (note setback of fences from road
- 4.6m on left, 3.1m on right)

- Residents of Lawson Place are having more trouble getting out of their own garages, than negotiating the intersection, ie:
 - 29 Quinton Rd - up to 5 point turn to get out of garage into Lawson PI when a car is parked in front of garage opposite but one along. At other times the car comes out easily. If a car was parked opposite at 66 Birkley it could be completely parked in.
 - 70 Birkley Rd - up to 5 point turn to get out of 2.4m wide garage, but only sometimes it depends on who is driving.

Quinton Rd - Quinton Lane intersection:

- A Give Way sign and pedestrian traffic on the footpath makes everyone stop at Quinton Rd.
- No Stopping zone 10m along Quinton Rd and Quinton Lane would:
 - not make it safer for pedestrians.
 - not enable better line of sight to the south, due to the brick wall.
 - not enable better line of sight to the north, as the low fence enables good visibility anyway.

This intersection has better visibility than Quinton Lane / Birkley Rd and Lawson PI / Augusta Rd which are busier but have no 10m No Stopping zone.

- No one is complaining about getting out onto Quinton Rd and Lawson PI residents mostly go the other way.
- Quinton Rd residents who live near and park in Quinton Lane were not consulted. Only 4 Quinton Rd residents were consulted, with the rest Birkley Rd residents and possibly the flats in Augusta Rd.
- Majority of responses still did NOT SUPPORT the proposal.
- Quinton Rd residents want to be consulted. They park in Quinton Lane and Quinton Rd and live closer to the proposed No Stopping zones than Birkley Rd residents who back onto Lawson PI have street parking on Birkley Rd, as well as their double garages on Lawson PI, so don't care about the loss of parking.

Attachment 1 (cont'd)



Figure 5: Looking east from Quinton Lane across Quinton Rd towards Sheridan Place

SUMMARY

It seems ridiculous to install No Stopping yellow lines when:

- No one is failing to get around the corner, even with cars parked along Quinton Lane.
- At worst vehicles are occasionally doing a 3 point turn, due a trucks completely blocking a lane briefly to unload, or someone occasionally parked partially in front of a garage at 74 Birkley Rd.
- All complainants can enter and exit via Augusta Rd more safely.
- It will make Quinton Lane more dangerous as vehicles will drive faster along it with no parked cars on the eastern end to slow the traffic down.
- At least 5 parking spaces will be lost - 2 or 3 on Quinton Rd and 3 or 4 on Quinton Ln. Quinton Rd, Birkley and Augusta Roads are parked out at night. Often the only place left to park if you get home after dark is Quinton Lane.
- Residents do not obstruct the Quinton Lane/Lawson Place intersection or Quinton Lane/ Quinton Rd intersection.
- Builders are now even telling each other not to obstruct the intersection.
- Majority of respondents did NOT SUPPORT the proposal, even though the nearby Quinton Rd residents that park there were not consulted.

Personally I will be left with no ability to stop near the front of my property, my main access, to load and unload weekly shopping and other goods, or have good access for deliveries, tradesmen, etc. Plumbing and sewer access, all adjacent to the lane will be difficult. Only one parking space, if that, will remain next to my property, that has 32m of Quinton Lane frontage and 6m of Quinton Rd frontage. I urgently need to do a lot of work on my home.

No Stopping is too severe.

No one is unable to enter or exit Lawson Pl via Quinton Lane . At worst vehicles are doing a 3-point turn, when there are trucks blocking the lane illegally. Vehicles can also access Lawson Place garages from Augusta Rd. The inability to find anywhere to park, or even stop to load or unload heavy goods far outweighs someone occasionally doing a three point turn. Only 4 owners on Birkley Rd support this.

Attachment 2

Michael Hillary
45B Taiyul Road
North Narrabeen

COUNCIL MEETING 4th May 2021

Line markings – Taiyul Road North Narrabeen

Record No. 2021/212206

Thank you for accepting my comments and including them in the consultation process and thank you for the opportunity to further voice my objections.

I am objecting to both the recently installed double lines and the proposed yellow lines on the Eastern side of Taiyul Road, mainly on the grounds of parking and the safety issues due to vehicles now travelling faster along this section of road. Apart from normal speed issues there are blind driveways to consider.

I think in the first place, we have to ask ourselves why parking restrictions are being applied to this particular section of road, when many other similar roads in the area have no restrictions.

We also have to ask, does anyone one benefit?

Taiyul Road is not a major thoroughfare, it is a very minor local road serving the local residents and if drivers have to slow down, so be it.

Parking is very limited in Taiyul Road and the surrounding streets. Removing parking from Taiyul has created a knock-on effect for the surrounding streets. Not only is it creating a major problem for residents but it is a problem for: Visitors, Trades People, and Delivery People etc. It is meant to be a place where people can live.

Eg I was booked for parking on the footpath while I was unloading soil.

My parents don't want to take the kids to school anymore because they can't park anywhere.

People have been living happily here for ever, so why change things?

Regards

Michael Hillary