

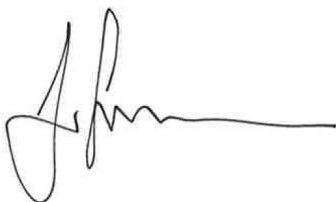
# AGENDA

## **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 via Teams on

**TUESDAY 5 OCTOBER 2021**

Beginning at 10am 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  
 Transport for NSW  
 Northern Beaches Police Command, Dee Why

Mr Michael Regan  
 Mr Andrew Johnston  
 Mr Phil Corbett  
 Mr Toby Williams  
 Ms Adele Heasman  
 Mr Peter Carruthers  
 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 Officer  
 Traffic Officer  
 Traffic Officer  
 Traffic Officer  
 Ranger Coordinator  
 Strategic Transport Coordinator  
 Transport Project Officer  
 Transport Project Officer  
 Traffic Officer  
 Road Safety Officer  
 Road Safety Officer  
 Traffic Engineering Intern  
 Traffic Engineering Trainee  
 Specialist Administration Officer  
 Specialist Administration Officer

Mr Jorde Frangoples  
 Mr Craig Sawyer  
 Mr Phillip Devon  
 Mr James Brocklebank  
 Mr Ricky Kwok  
 Mr Velsamy Sankaran  
 Mrs Rezvan Saket  
 Ms Leila Kazemnezhad  
 Mr Luke Nickson  
 Mr Brian Duong  
 Mr Ali Samimi Haghighi  
 Mr Yuan Ren  
 Mr Michael Davey  
 Ms Michelle Carter  
 Mrs Kajal Todd  
 Mr Phillip Gray  
 Mr Jenzy Ocampo  
 Mrs Karen Menzies  
 Ms Robynann Dixon  
 Ms Josephine Butler  
 Mr Nicholas Murace  
 Ms Caty Pilley  
 Ms Sandra Calci

## **Visitors:**

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

**to be held via Teams on Tuesday 5 October 2021**

**Commencing at 10am**

### **1.0 APOLOGIES**

### **2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST**

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 7 September 2021

2.2 Declaration of Pecuniary and Conflicts of Interest

### **3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL**

Nil

### **4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION .....5**

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4.2 Parkland Way, WARRIEWOOD - Installation of No Parking Restriction ..... 12

4.3 Wickham Lane, Avalon Beach - No Parking Restrictions ..... 16

4.4 Pittwater Road, North Manly - No Stopping & Timed Parking Restrictions .....20

4.5 Griffin Road, North Curl Curl - No Stopping & Timed Parking Restrictions .....25

4.6 Taiyul Road, North Narrabeen- Installation of No Parking Restriction .....29

4.7 Inman & Middleton Road, Cromer - Timed Parking .....33

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4.9 Girard Street, Palomar Parade & Rowe Street, Freshwater - Bollards, No Stopping & Timed Parking Restrictions .....41

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**NEXT MEETING Tuesday 9 November 2021**

## **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 7 SEPTEMBER 2021**

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#### **RECOMMENDATION**

That the Minutes of the Northern Beaches Council Local Traffic Committee held 7 September 2021, 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**

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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## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

<b>ITEM 4.1</b>	<b>GRANDVIEW DRIVE AND SEAVIEW AVENUE, NEWPORT - BLACK SPOT PROJECT</b>
<b>REPORTING OFFICER</b>	<b>ENGINEER - TRAFFIC</b>
<b>TRIM FILE REF</b>	<b>2021/560554</b>
<b>ATTACHMENTS</b>	<b>1 Grandview Drive and Seaview Avenue, Newport - Plan 2 Table of Consultation</b>

**GEOCODES:** -33.647307, 151.314963, -33.650812, 151.315238, -33.649532, 151.316993, -33.649570, 151.317220, -33.650199, 151.317444, -33.653165, 151.318453, -33.653755, 151.318375

### REPORT

#### BACKGROUND

- The Australian Government Black Spot Program provides funding for projects which target locations where crashes are occurring. Nominations are encouraged to include Safe System solutions and treatments that reduce both the risk of crashes and the severity.
- Council was successful in obtaining funding for the section of Grandview Drive and Seaview Avenue, from Daly Street to the roundabout at the intersection of Robertson Road and Ocean Avenue. The endorsed proposal includes a number of treatments including traffic calming devices, redirective median, and high friction seal; to address reported head-on and off-road casualty crashes over the nominated 5 year period.

#### LOCATION

- Grandview Drive is a collector road that links Newport with Bilgola Plateau.
- The road has a 40km/h speed limit approved under a previous RMS Local Traffic Scheme.
- The road is approximately 7m wide between kerbs, with a constructed footpath on one side of the road.
- Dividing barrier lines have been installed along most of Grandview Drive, where parking is not permitted within 3m of the continuous dividing line.
- Seaview Avenue, between Bardo Road and Grandview Drive, is classified as a collector road with a 50km/h speed limit. The road width is approximately 9m between kerbs.
- The Seaview Avenue/Robertson Road/Ocean Avenue intersection is controlled by a roundabout, with dividing barrier lines (approximately 30m) and speed cushions installed on each approach to the roundabout.
- Kerb ramps have been constructed to provide crossing points for pedestrians around the roundabout. A traffic island with handrail has been constructed for the main crossing point in Seaview Avenue located south of the roundabout.

## ISSUES

- Local residents have raised concerns regarding traffic speeds and safety along Grandview Drive and Seaview Avenue.
- The existing 40km/h Local Traffic Area in Grandview Drive has some traffic calming devices in the form of raised thresholds.
- A number of speed cushions were previously installed on the approaches to the Seaview Avenue/Robertson Road/Ocean Avenue roundabout due to concerns with entry speeds following a crash at the intersection.
- Council submitted an application for Black Spot funding based on the eligible casualty crashes, which require at least three casualty crashes over a 5 year period with proposed treatments to address the casualty crashes. Non-casualty crashes cannot be considered as part of the assessment, as the Black Spot Program specifically funds locations where there is a history of casualty crashes to ensure that those locations where injuries have occurred are prioritised for treatment.

## PROPOSAL

- The Black Spot proposal forms part of the Safe System approach to reducing fatalities and serious injuries on our roads. The proposed treatments will help provide a safer and lower speed environment, which reduces the risk and severity of crashes. A plan of the proposal is shown in Attachment 1 - Grandview Drive and Seaview Avenue, Newport - Plan.
- A high friction seal is proposed at locations in Grandview Drive (section of road between No.25 and No.33, and the hairpin curve between No.75 and No.91 Grandview Drive) to address the two casualty crashes which occurred during wet weather. The treatment will help improve skid resistance and prevent vehicles losing control on the wet surface.
- A median is proposed at two locations near No.26 (raised) and No.36 (redirective) with retro-reflective pavement markers (RRPMs) to address the head-on crashes in the area. The treatment will help separate opposing traffic flows and will be installed in conjunction with speed cushions, to help reduce traffic speeds for traffic travelling on the downward slope towards Seaview Avenue.
- Traffic calming devices are proposed at two other locations in Grandview Drive, between the driveways of No.136 and No.138, and near the streetlight outside No.91. An additional raised median is to be installed south of the driveway of No.91, to provide separation and traffic calming leading into the speed cushions.
- Traffic calming devices are also proposed at two locations in Seaview Avenue, south of the Seaview Avenue/Robertson Road/Ocean Avenue roundabout; and outside No.19 where a new streetlight will be provided as part of the treatment, to address the night crash involving a pedestrian at this location.
- The pedestrian crossing point in Seaview Avenue will be relocated further south of the roundabout, to enable the installation of the speed cushion. This will require the extension of the footpath with new kerb ramps and modifications to the traffic islands.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Grandview Drive and Seaview Avenue are part of the existing Road Cycling Network. The proposal will improve safety for people cycling by reducing vehicle speeds along these roads. Sufficient gaps have been provided on either side of the speed cushions, to ensure that people cycling on the road do not need to travel over the devices.
- A safer environment will be provided for pedestrians walking along paths and crossing the road, as the additional traffic calming devices will reduce traffic speeds in the area. The relocation of the pedestrian crossing point further south of the roundabout will improve safety for pedestrians using the facility.

## CONSULTATION

- Consultation letters have been distributed to 276 properties within the immediate vicinity of the subject area, providing notification of the proposed changes. A summary of comments relating to the endorsed Black Spot proposal are noted in Attachment 2 - Table of Consultation.
- A total of 30 submissions were received with 20 letters of support and five objections to the proposal. There were also five responses which partly supported the proposals.
- The main objections were in relation to traffic calming and the location of the devices. A number of respondents supported traffic calming devices but not outside their property, while some residents opposed the introduction of any new devices in the road. The location of the proposed traffic calming devices have been determined by their proximity to where casualty crashes have occurred. However, additional considerations need to be addressed, including traffic sight distances and existing street lighting, or where additional lighting could be easily installed. Council also received some submissions from those supporting the proposal requesting additional traffic calming devices in their area, due to concerns with traffic speeds.
- There were many comments questioning the need for the non-skid surfacing between No.25 and No.33 Grandview Drive, and that other locations on the hairpin curve near the intersection with Sybil Street, and on the curve between No.26 and No.40 were more suitable. Council is only able to apply for use of non-skid surfacing for casualty crashes which occurred during wet weather. Other suggested locations are not eligible for Black Spot funding, however may be considered for treatment when the road is resurfaced in the future as part of Council's Asset Maintenance resheeting program.
- Concerns were raised regarding the steep gradient and difficulties, especially trucks travelling through the hairpin curve near the intersection with Sybil Street. Speed cushions will only be installed on the downward slope and access maintained for waste collection vehicles.
- Outside of the Black Spot proposal, residents raised concerns regarding traffic volumes and traffic flow in Seaview Avenue, with many suggesting that parking be restricted on one side of the road. Other suggestions include the use of speed cameras and more pedestrian crossings.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposal funded under the 2021/22 Australian Government Black Spot Program, for the section of Grandview Drive and Seaview Avenue, from Daly Street to the roundabout at the intersection of Robertson Road and Ocean Avenue, Newport:


- A. Provision of a high friction seal in Grandview Drive for the section of road between No.25 and No.33, and hairpin curve between No.75 and No.91 Grandview Drive.
- B. Construction of medians near No.26 (raised) and No.36 (redirective) Grandview Drive with retro-reflective pavement markers (RRPMs). Speed cushions will also be installed in the traffic lane on the downward slope only.
- C. Installation of traffic calming devices, between the driveways of No.136 and No.138, and near the streetlight outside No.91 Grandview Drive with an additional raised median to be installed south of the driveway.
- D. Installation of traffic calming devices outside No.19 Seaview Avenue with new streetlight.
- E. Installation of speed cushion south of the Seaview Avenue/Robertson Road/Ocean Avenue roundabout, including extension of the footpath with new kerb ramps and modifications to the traffic islands.



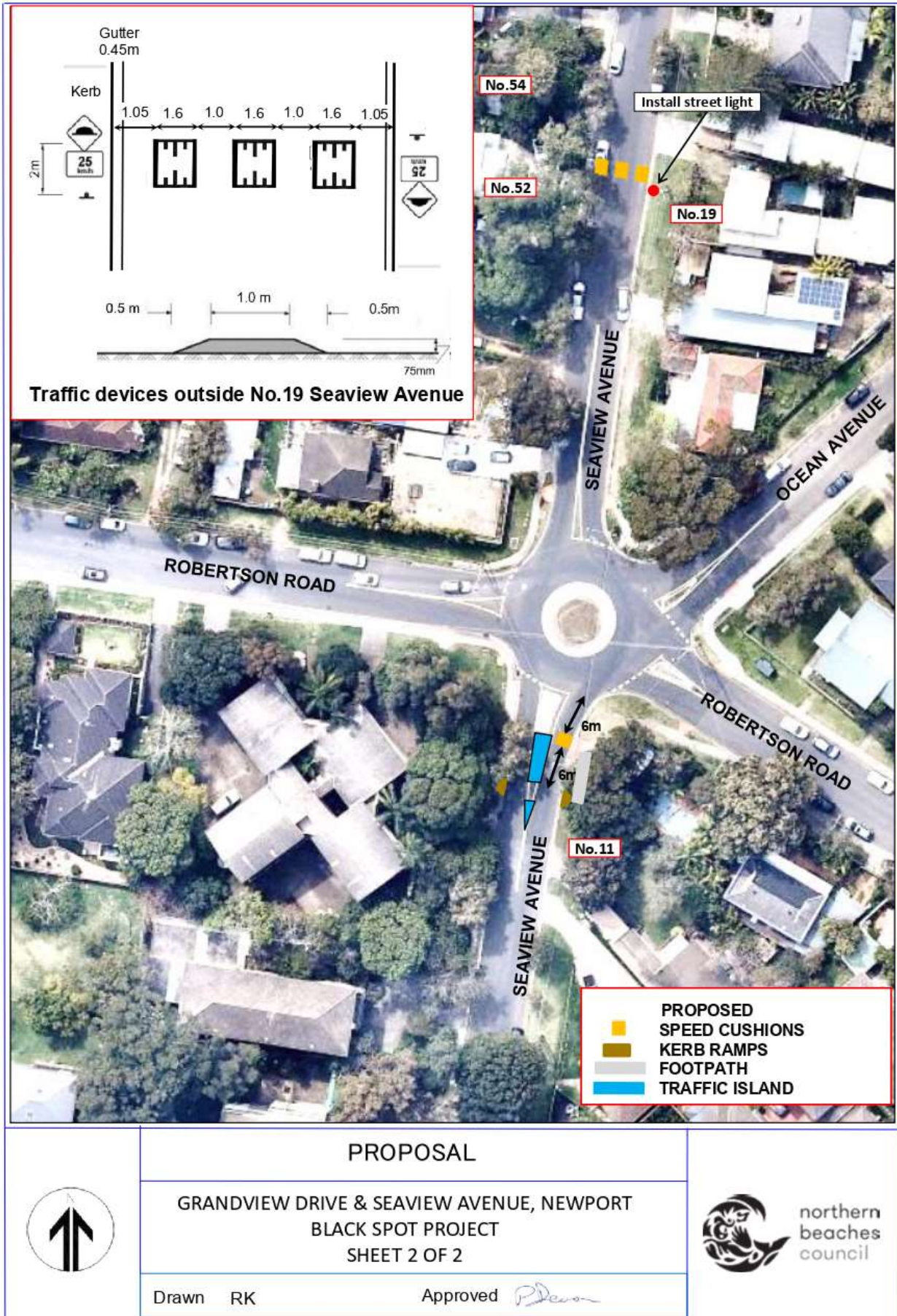


GRANDVIEW DRIVE & SEAVIEW AVENUE, NEWPORT  
BLACK SPOT PROJECT  
SHEET 1 OF 2

Drawn RK

Approved 





## **Table of Consultation**

<b>Address</b>	Grandview Drive and Seaview Avenue, Newport
<b>Proposal</b>	Black Spot Project

<b>Properties Consulted</b>	276
<b>Responses Received</b>	30
<b>Support</b>	20
<b>Partially Support</b>	5
<b>Do Not Support</b>	5

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Traffic calming devices	<p>- We are extremely supportive. We are in desperate need of the change!!!!!! People come from out of the area to 'drag race' up and down this road and then head up Grandview Drive. Please bring in this change ASAP!!!!!! The few speed bumps put in by the roundabout were not enough to fix the issue and have not stopped the speeding and racing. We need these extra speed bumps (and street light) as described in the proposal to help make it safe and potentially save lives.</p> <p>- There needs to be a traffic speed cushion somewhere near the houses on the corner towards the last straight incline before Daly Street (I think near 118-120 Grandview Drive). Some cars come very fast around the corner there, particularly in a southerly direction. At the moment there is a raised traffic island but it does not do much to slow the traffic, it only keeps the cars on the correct side of the road. If we had speed cushions or something similar installed it would help slow the traffic and assist the cars that are trying to reverse out of their driveways south of 120 Grandview Drive.</p> <p>- As residents of this section of Grandview (112) we witness a daily stream of traffic, using Grandview to avoid the Bilgola Bends and blatantly speeding down this section of Grandview, ignoring the 40 kph signage. We are terrified that a child will be killed as the cars race past our houses. We would ask that Council give serious consideration to a traffic cushion near or outside our home.</p> <p>- The speed cushion at # 36, I believe should be moved further up the road - between # 44 and # 40 - as the traffic coming down the hill have time to build up speed by the time they get to your proposed one. Having one between # 44 and #40 will prevent this.</p> <p>- The speed cushion at # 26 is also ill advised. When the road is wet and there are many leaves that fall on this road, it gets very slippery. Vans and small trucks usually find it difficult, going up the hill, to negotiate this bend. They usually need to have some momentum coming into it, in order to get around it.</p>	<p>- The traffic calming devices for the endorsed Black Spot project will help in the overall reduction of traffic speeds along the road. The addition of the speed cushion south of the roundabout will improve pedestrian safety at the main crossing point for this location.</p> <p>- The Black Spot program specifically funds projects where there is a reported history of casualty (fatal or injury related) crashes and treatments that reduce both the severity and risk of crashes occurring at that location. There is no casualty crash at the suggested location, however Council previously approved speed cushions either side of the traffic island near No.120 Grandview Drive. It is anticipated that the installation will be undertaken at the same time the Black Spot project is implemented.</p> <p>- Residents in the area south of the proposed speed cushions near No.120 would also benefit from reduced traffic speeds from the devices.</p> <p>- The devices may be located further south closer to No.38 as long as there is sufficient lighting from the existing streetlight.</p> <p>- Speed cushions will be installed in the traffic lane on the downward slope only and not uphill.</p>



Issue	Resident Comment	Council Response
Non-skid surface	<p>- The 'non-skid surface' needs to be applied to the most slippery section, in my opinion - between # 40 and # 26. I have personally seen cars, doing only 20kmph, heading down Grandview, do a 180 deg at the junction of Grandview Dr and Sybil, due to rain and leaves and how smooth the surface is</p> <p>- I noted that the non-skid surface at the bottom of Grandview Drive (between No.25 and 33) is on the straight. Not sure why it's there. The most important part to have a non-skid surface is on the tight hairpin bend between No. 26 and 38. That's where all the cars skid – especially when it's wet. Yet there is no plan for a non-skid surface there!</p> <p>- The section between 75 and 91 Grandview Drive. The proposed non-skid surface is welcome, but a bigger issue is drivers in both directions regularly crossing the double lines, sometimes with all four wheels. Some kind of raised surface or large reflectors are needed to discourage this while still allowing oversize vehicles to negotiate the bend.</p>	<p>- Council is only able to apply for use of non-skid surfacing for casualty crashes which occurred during wet weather. Other suggested locations are not eligible for Black Spot funding however may be considered for treatment when the road is resurfaced in the future as part of Council's Asset Maintenance resheeting program.</p> <p>- Traffic calming devices are proposed near the streetlight outside No.91. An additional raised median is to be installed south of the driveway of No.91, to provide separation and traffic calming leading into the speed cushions.</p>
Other comments	<p>- All credit to the concept plan to promote traffic calming with "speed cushions" outside 136 – 138 Grandview Drive. This will only decrease speed for a short distance.</p> <p>However, vehicles even now increase speed after this section as they travel up hill and then hit a blind turn straight into Numbers 102 100 98 96 94. I do not feel that one cushion is going to rectify this increase in acceleration (and associated speed) as they drive along the 'straight section' that occurs between properties No 94 and No 106.</p> <p>- Lower speed limit – 15 km/hr. This is consistent with similar black spots</p> <p>- Traffic calming devices such as additional speed humps (rubber). Great that 136-138 will have speed cushions.</p> <p>- Install mirror views for drivers exiting their driveway</p> <p>- Place a sign warning drivers of "concealed" driveways</p> <p>- Stop illegal vehicle parking on nature strips with barriers, plantboxes....</p> <p>- Increase council and police presence to monitor traffic flow and illegal car parking.</p> <p>- Speed cameras</p> <p>Hopefully these considerations will be reviewed by the Transport Network. In short it would be so beneficial to decrease the speed limit on the bend/curve to 15 km/hr and add further speed cushions outside 100 102 104. This would alleviate frustration, abuse from irresponsible drivers and further crashes and so many near misses.</p>	<p>- The Black Spot program specifically funds projects where there is a reported history of casualty (fatal or injury related) crashes and treatments that reduce both the severity and risk of crashes occurring at that location. Other suggested locations are not eligible for Black Spot funding and will need to be considered by Council separately in priority with other projects and subject to funding.</p> <p>- The existing speed limit in Grandview Drive is 40km/h. Speed limits can only be approved by TfNSW and 15km/h is not an approved speed limit.</p> <p>- Residents can apply for the installation of Traffic Mirrors by submitting the 'Application for Traffic Mirror' form. An application fee is required to undertake traffic and speed counts at the proposed location to determine whether it meets the guidelines for assessment prior to consideration by the Traffic Committee. If approved the resident is required to arrange for the installation of the traffic mirror at their own cost.</p> <p>- It is reasonable to expect the presence of driveways in urban residential areas and therefore the use of 'Concealed Driveway' signs is not considered necessary.</p> <p>- Parking on nature strips is illegal and should be reported to Rangers for investigation and enforcement of the Road Rules.</p> <p>- TfNSW is the responsible authority for the installation and management of speed camera programs.</p> <p>- The enforcement of speed limits is undertaken by the Police, which is difficult to enforce due to the narrow, winding road.</p>

<b>ITEM 4.2</b>	<b>PARKLAND WAY, WARRIEWOOD - INSTALLATION OF NO PARKING RESTRICTION</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/623257</b>
<b>ATTACHMENTS</b>	<b>1 Plan</b> <b>2 Table of Consultation</b>

**GEOCODES: -33.684429, 151.292984**

## **REPORT**

### **BACKGROUND**

Council has received concerns from its Waste Services contractor regarding difficulties gaining access along Parkland Way due to parked vehicles. The presence of parked vehicles can result in garbage collection services being unable to be completed and creates a potential for the trucks to cause damage to parked vehicles or trees.

### **LOCATION**

Parkland Way is a local road of 4m in width, low volumes of two-way traffic. Parkland Way intersects Waterside Grove on its western side and it intersects Riverine Court on its eastern side. No Bus route services Parkland Way. There are no parking restrictions on Parkland Way.

### **ISSUES**

- Parked vehicles on Parkland Way cause difficulties for garbage trucks to gain access along Parkland Way due to narrow width of the road.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes the installation of "(No Parking, 6PM THU - 6PM FRI)" along both sides of Parkland Way between Riverine Court and Waterside Grove.

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

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

- The proposal will have impact on people cycling and does not affect any future planned facilities
- The proposal does affect the pedestrian facilities or impacts on walking paths



**CONSULTATION**

Consultation letters have been distributed to 21 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

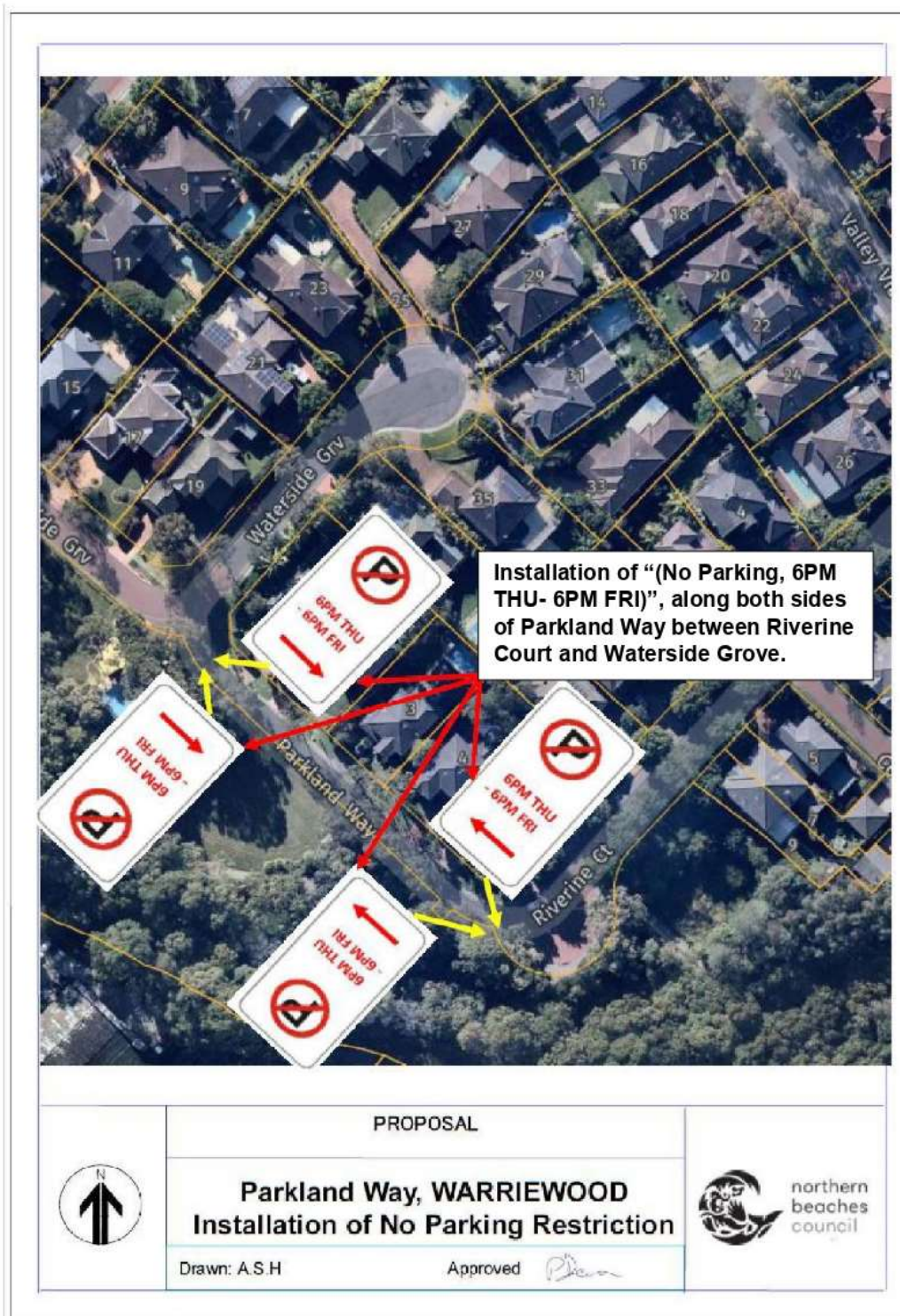
- A total of 2 submissions were received with 2 objections and none supporting the proposal.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. The installation of “(No Parking, 6PM THU - 6PM FRI)” along both sides of Parkland Way between Riverine Court and Waterside Grove.



<b><u>Table of Consultation</u></b>		
<b>Address</b>	<b>Parkland Way, WARRIEWOOD</b>	
<b>Proposal</b>	<b>Installation of No Parking Restriction</b>	
<b>Properties Consulted</b>	<b>21</b>	
<b>Responses Received</b>	<b>2</b>	
<b>Support</b>	<b>NIL</b>	
<b>Do Not Support</b>	<b>2</b>	
<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
<b>Lack of Parking Spaces</b>	We all know that parking can be tight in our little street. Surely a simple neighbourly request to try, if possible, to not park there on a Friday morning is a better solution than destroying the streetscape with more unnecessary signs.	Council proposes the installation of “(No Parking, 6PM THU - 6PM FRI) in order to minimise the risk of garbage trucks colliding with the parked vehicles on a narrow road of 4m in width that causes unsafe conditions for passage of various types of vehicles.

<b>ITEM 4.3</b>	<b>WICKHAM LANE, AVALON BEACH - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/639530</b>
<b>ATTACHMENTS</b>	<b>1 Wickham Lane, Avalon Beach - No Parking Restrictions - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES: -33.637505, 151.327863**

## **REPORT**

### **BACKGROUND**

Council has received concerns from its Waste Contractor regarding collection trucks having difficulty accessing bins in Wickham Lane, Avalon Beach, due to parked vehicles.

### **LOCATION**

- Wickham Lane is a local road with a posted speed limit of 50km/h. The road width is approximately 5.5m to two-way traffic.
- Entry into Wickham Lane is from Sanders Lane in the South and Avalon Parade in the North
- A number of residential houses utilises Wickham Lane for entry to properties, with 3 residential unit complexes backing onto Wickham Lane, with vehicle access to off-street parking from Old Barrenjoey Road, and pedestrian access from Wickham Lane.
- There are currently 5 indented parking bays in Wickham Lane, with one of those been restricted to 'No Parking 8PM Sunday to 6PM Monday' to assist with waste collection.
- Commercial properties are located on the northern end of Wickham Lane with off-street parking available on their private property.

### **ISSUES**

Waste collection trucks are having difficulty accessing bins due to parked vehicles and the available road width.

These restrictions are required in order to ensure that waste collection services can be carried out in an efficient and safe manner. Please note there will be one car parking space at the rear of 17-19 Old Barrenjoey Road that will remain unrestricted.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install 'No Parking 8PM Sunday to 6PM Monday' at the following locations:

- 1 additional space at the rear of 21-23 Old Barrenjoey Road (total 2 spaces); and
- 2 car parking spaces at the rear of 17-19 Old Barrenjoey Road.



**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 the pedestrian facilities or impacts on walking paths

**CONSULTATION**

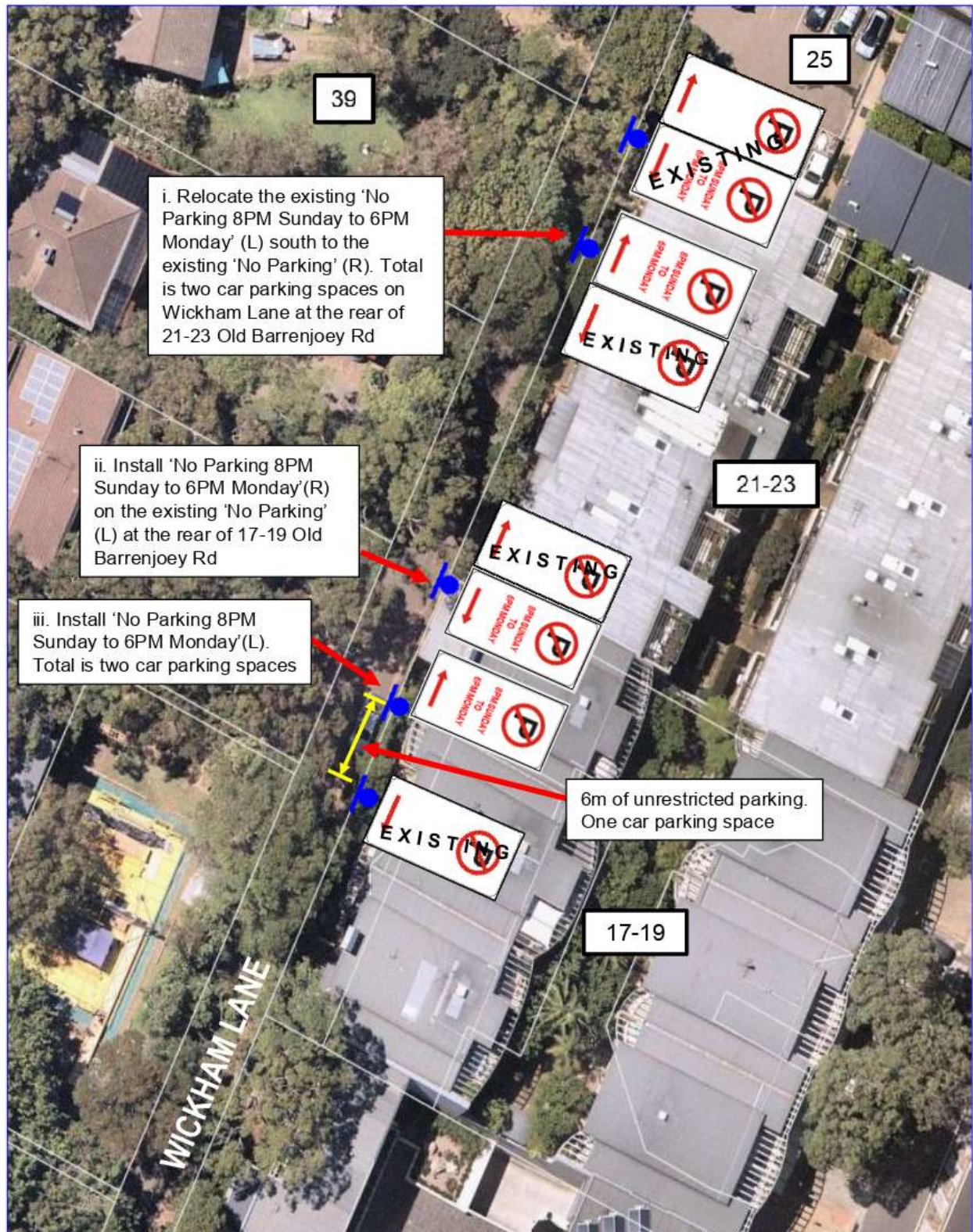
Consultation letters have been distributed to 126 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of 'No Parking 8PM Sunday to 6PM Monday' at the following locations:

- 1 additional space at the rear of 21-23 Old Barrenjoey Road (total 2 spaces); and
- 2 car parking spaces at the rear of 17-19 Old Barrenjoey Road.



	PROPOSAL	 northern beaches council
	Wickham Lane, Avalon Beach No Parking Restrictions	
	Drawn KT Approved 	



### Table of Consultation

<b>Address</b>	Wickham Lane, Avalon Beach
<b>Proposal</b>	No Parking Restrictions

<b>Properties Consulted</b>	126
<b>Responses Received</b>	1
<b>Support</b>	0
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Reduction of on-street parking	<p>The waste bins for units 17-19 Old Barrenjoey Road are not left within an inappropriate length of the parking bay and as such should not interfere with the operation of a waste collection vehicle by a competent person.</p> <p>They are consistently placed over 4m away from the parking bay by the service provider engaged by Strata.</p> <p>The photographs are provided by me and evidence that the waste bins are placed sufficiently away from the parking bay so as to allow a waste truck operator to collect them without hinderance.</p> <p>I have also supplied a photo from a nearby street (Central Avenue) which shows bins placed adjacent to vehicles.</p> <p>The operator who services this road could be engaged to show the operator who collects the bins at Wickham Lane how to collect the refuse without issue. I note that there are no similar parking restrictions in place for Central Avenue.</p> <p>Due to a medical issue I need to park on a level surface to my apartment, which would be potentially denied if this proposal were to succeed.</p>	<p>Council understands on-street parking is in high demand in this area. Restrictions have been included to only restricted parking between 8PM Sunday to 6PM Monday, with one unrestricted parking space available at all times.</p> <p>Central Avenue does have a greater road width with more vehicle passing opportunities available. Council does install similar restrictions across the LGA, mainly within narrow streets and cu-de-sacs, so waste services can be carried out in an efficient and safe manner.</p>

<b>ITEM 4.4</b>	<b>PITTWATER ROAD, NORTH MANLY - NO STOPPING &amp; TIMED PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/643979</b>
<b>ATTACHMENTS</b>	<b>1 Pittwater Road, North Manly - Plan</b> <b>2 Pittwater Road, North Manly - Table Of Consultation</b>

**GEOCODES: -33.771640, 151.268750**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding pedestrian and road safety concerns for north and south bound vehicle movements, due to illegal parking along the road between the intersection of Sterland Avenue and Pittwater Road, North Manly. Further concerns include the long term parking of boat, box trailers and caravans.

### **LOCATION**

- Pittwater Road, North Manly is a Regional Road. The speed limit along this section of road is 60km/h, which changes to 50km/h exiting from Pittwater to the 'service road' located between the intersection of Sterland Avenue and Pittwater Road, North Manly.
- The section of road proposed consists of a reserve separating the service road and the main road. Generally, vehicles are parking on both sides of the shoulder/verge of the road, with the majority in the reserve.
- Pittwater Road, North Manly is a bus route for the 146, 151,158,159,169 and 199. These services allow transport from North Manly by Bus to the Train or Ferry and return.
- Brookvale Community Health Centre, Nolans Reserve, Warringah Golf Club, Warringah Tennis Centre and Warringah Mall are located within walking distance to this section of Pittwater Road, North Manly.
- The surrounding land use consists of low to medium density housing on the eastern side.
- No kerb and gutter or footpaths exist in this section of road, however, a shared path is located on the eastern side adjacent to Pittwater Road. The shared path begins at the intersection of Pittwater and Condamine Street, Brookvale and closes at the intersection of Eurobin Avenue and Pittwater Road, Manly.

### **ISSUES**

- Ongoing illegal parking within 10m of intersections, on the reserve and the nature strip on both sides of the 'service' road.
- Long term parking of boat and box trailers, caravans and heavy vehicles in the reserve.
- Trailers are left with the draw bar in and the tail section projecting out, creating risks to pedestrians and motorists.
- Abandoned vehicles and dumped waste.



## PROPOSAL

Council has undertaken a review of the location and proposes to install approximately 26 metres (10 parking bays) of Eight Hour Timed Parking (8P 8am-6pm Everyday) to include 90 degree Angle Parking Rear to Kerb beginning from opposite the boundary of No.570-568 to close opposite No.566 Pittwater Road, North Manly.

Install approximately 78 metres of No Stopping Unbroken Yellow Kerb lines on the western side, north to the intersection of Sterland Avenue & Pittwater Road and south to opposite No.562 Pittwater Road, North Manly.

Further, install approximately 84m No Stopping restrictions on the eastern side, from the intersection of Sterland Avenue, south to outside No.564 Pittwater Road, North Manly.

Install a statutory No Stopping Unbroken Yellow Kerb lines between the driveways of No.556-562 south to the intersection of Pittwater Road, 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 the pedestrian facilities or impacts on walking paths.

## CONSULTATION

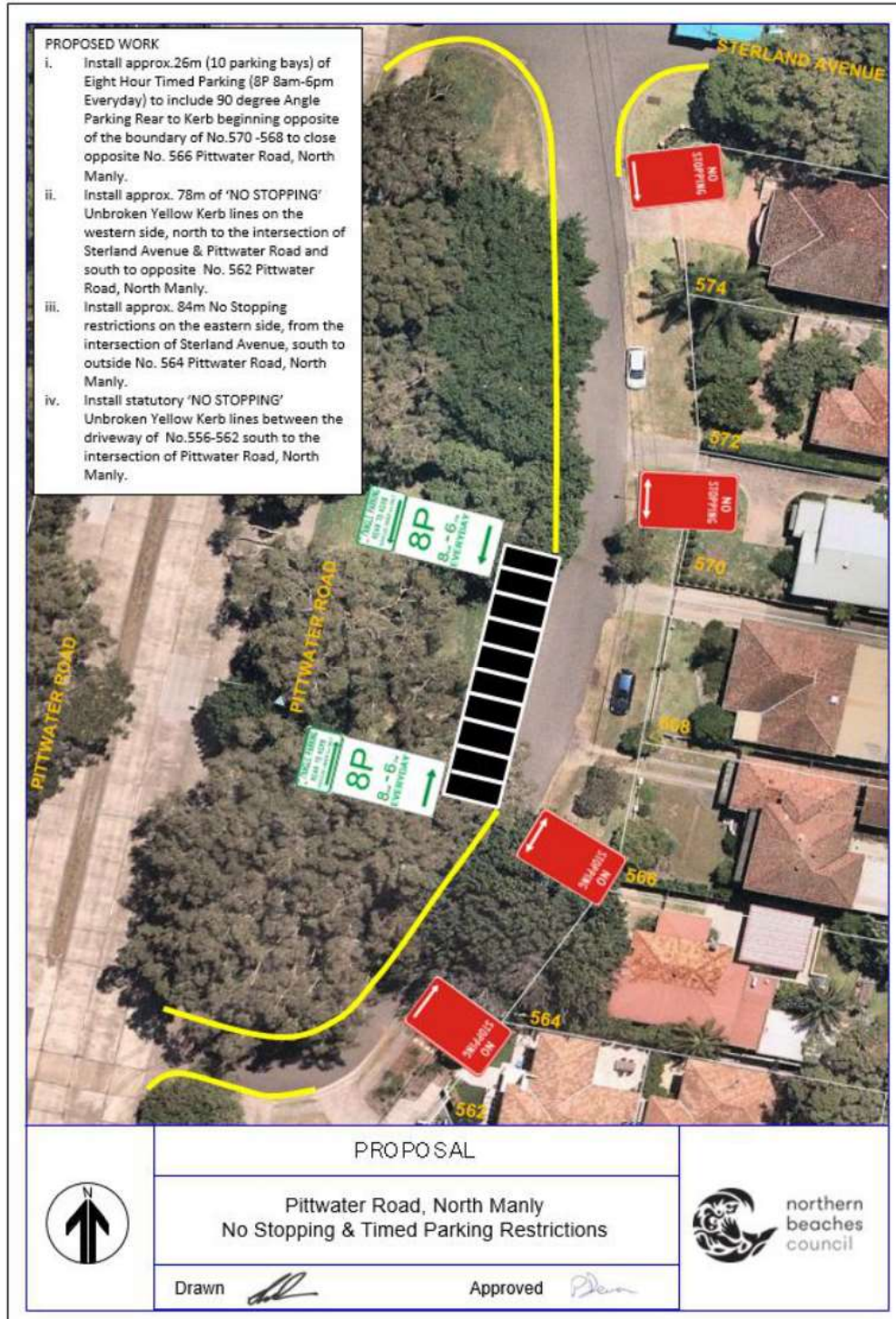
Consultation letters have been distributed to 26 properties within the immediate vicinity of the location providing notification of the proposed changes. The original proposal of one way and six hour timed parking restrictions was amended consistent with the majority of responses received. The responses 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 approx.26m (10 parking bays) of Eight Hour Timed Parking (8P 8am-6pm Everyday) to include 90 degree Angle Parking Rear to Kerb beginning opposite the boundary of No.570-568 to close opposite No.566 Pittwater Road, North Manly.
- B. Installation of approx.78m of No Stopping Unbroken Yellow Kerb lines on the western side, north to the intersection of Sterland Avenue & Pittwater Road and south to opposite No. 562 Pittwater Road, North Manly.
- C. Installation of approx.84m No Stopping restrictions on the eastern side, from the intersection of Sterland Avenue, south to outside No.564 Pittwater Road, North Manly.
- D. Installation of statutory No Stopping Unbroken Yellow Kerb lines between the driveways of No.556-562 south to the intersection of Pittwater Road, North Manly.



### **Table of Consultation**

<b>Address</b>	<b><u>Pittwater Road, North Manly</u></b>
<b>Proposal</b>	<b><u>No Stopping &amp; Timed Parking Restrictions</u></b>

<b>Properties Consulted</b>	26
<b>Responses Received</b>	24
<b>Support</b>	
<b>Do Not Support</b>	16

Request One Way & 6P amendments

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Loss of Parking	<p>The residents of housing complex—Melaleuca Rise— myself included, although having garages, do not allow for more than one vehicle easily parked. Residents have visitors/adult children/tradesmen who park on the “slip road” as there is no suitable parking within complex. Timed parking would unfairly impact these people.</p> <p>Now Council wants to make a money making—for Council—but Financial Impost for Ratepayers—for the sake of three (3) improperly parked “vehicles”—which three (3) Council letters could resolve. Doesn't make sense, if it aint broke don't fix it.</p> <p>The proposed 6 hour parking should either be removed or increased to 8 hours</p> <p>There should be no weekend parking restrictions.</p>	<p>It should be noted, Pittwater Road is a public road and the long term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking. All vehicles currently placed outside the land boudaries on both sides of the road and in the reserve are illegally parked.</p> <p>The six hour/ seven day restrictions were amended to eight to provide parking for all road users and limit the long term boat and box trailer and caravan parking.</p>
Affects Residents	<p>We would ask Council to look to retain the two way traffic flow, with reduced speed limits and shared pedestrian signage, parallel parking instead of angle parking and installation of Motor Vehicle Parking only signs.</p>	<p>Council has amended the original proposal and to maintain two way traffic flow has reduced the number and length of the proposed spaces, therefore, maintaining sightlines, enchancing pedestrian and motorist safety. Parallel parking may affect road safety due to the existing road width.</p> <p>Footpaths have been added to Council's future works program and a reduction in speed limit will be monitored.</p>

Additional Comment	<p>Introducing 90 degree rear-to-curb timed parking: With parking becoming timed, residents who choose to park their cars in our street will run the risk of receiving a penalty as the council have promised to enforce it with rangers from now on.</p> <p>The main suggestions are:</p> <p>Keeping the street two-way. To complete this the following is suggested: Keeping the 6 hour timed parking means there will not be any boats or trailers remaining in the street. Instead, the parking will be available for visitors to the residents of the street and convenience for trades and couriers who service our houses.</p> <p>We are also suggesting that residents in the street can apply for a residents permit which allows them to park in the street for unlimited time. This solves the problem for any residents who only have a 1 or 2 car garage but have an additional car (e.g. work vehicle, etc).</p>	<p>Council Rangers can respond to illegal parking requests.</p> <p>All residents have sufficient off street parking which indicates may not meet the guidelines for an RMS resident parking scheme, therefore, no permits can be provided to residents.</p> <p>Council has amend the proposed six hours to eight to benefit all road users.</p>
Further comment	<p>Additionally, the council has expressed that the paving will likely require some trees to be removed from the nature strip. These are beautiful trees that have been there for decades. They also act as a natural screen to Pittwater Rd, improving privacy for all residents</p>	<p>Council believes the proposed section of legal parking would not affect any existing trees or vegetation, however, some trimming may be required.</p>



<b>ITEM 4.5</b>	<b>GRIFFIN ROAD, NORTH CURL CURL - NO STOPPING &amp; TIMED PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/644288</b>
<b>ATTACHMENTS</b>	<b>1 Griffin Road, North Curl Curl - Plan</b> <b>2 Griffin Road, North Curl Curl - Table Of Consultation</b>

**GEOCODES: -33.762843, 151.295534**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local business regarding limited parking turnover on Griffin Road, Curl Curl.

### **LOCATION**

- Griffin Road is a Regional Road carrying moderate volumes of two-way traffic including buses.
- The road has a 50km/h speed limit and a pavement width of approximately 12.5m between kerbs.
- It performs a support role to Pittwater Road carrying north-south traffic between Dee Why and Manly. Given its proximity to Curl Curl Beach, it attracts high levels of parking activity, particularly on weekends and over the Summer months.
- Adjacent land use in Griffin Road consists of low to medium density housing, John Fisher Park, Flora & Ritchie Roberts Reserve (off-leash dog area), North Curl Curl Community Centre, North Curl Curl Beach and Council Pay and Display carparks.
- ¼ Hour 5:30pm -9:00pm Everyday Parking restrictions currently exist outside No.41 Griffin Road, North Curl Curl.

### **ISSUES**

- Council's Local Traffic Committee approved the installation of No Parking restrictions on Pitt Road, between Griffin & Surf Road, North Curl Curl as item 4.3 on 4 May 2021. These restrictions appear to have reduced available residential and business parking on Pitt Road and Griffin Road, North Curl Curl.
- Due to the existing unrestricted parking in this location, it is often difficult provide parking opportunities for customers, some requiring parking close to the location due to injury or other medical conditions.

### **PROPOSAL**

Council has undertaken a review of the location and proposes to introduce One Hour (1P) 8.30am-6pm Mon-Fri & 8am-12pm Sat Timed Parking Restrictions beginning on the southern side of the driveway outside No.53 Griffin Road approx.12.5m south to outside No.51a Griffin Road, Curl Curl.

Further, to ensure vehicles do not park across driveways - move the existing No Stopping restrictions from outside No.55 to the southern side of the driveway outside No.53 Griffin Road, Curl Curl.

**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 the pedestrian facilities or impacts on walking paths

**CONSULTATION**

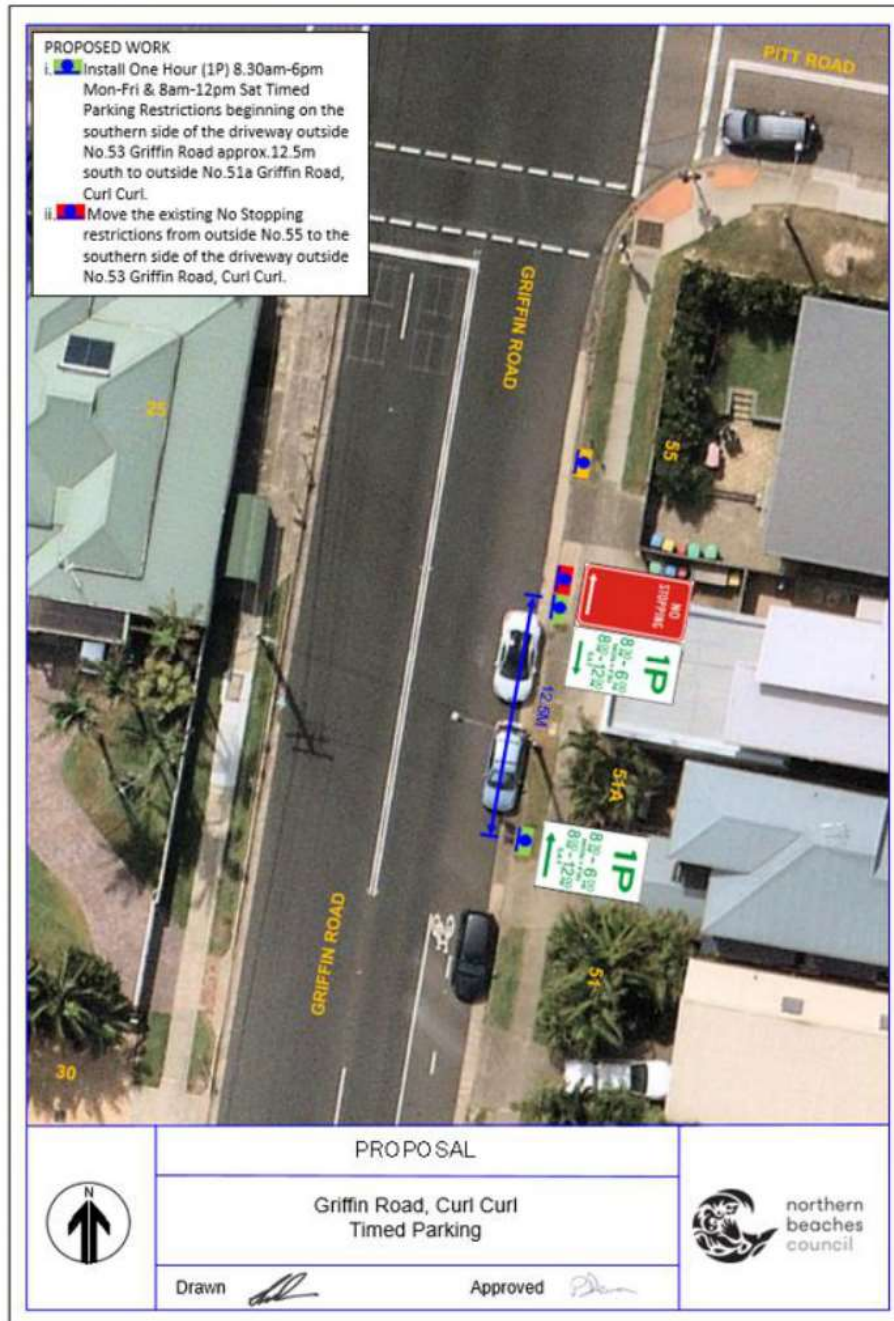
Consultation letters have been distributed to 18 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Introduction of One Hour (1P) 8.30am-6pm Mon-Fri & 8am-12pm Sat Timed Parking Restrictions beginning on the southern side of the driveway outside No.53 Griffin Road approx.12.5m south to outside No.51a Griffin Road, Curl Curl.
- B. Move the existing No Stopping restrictions from outside No.55 to the southern side of the driveway outside No.53 Griffin Road, Curl Curl.





### **Table of Consultation**

<b>Address</b>	<u>Griffin Road, North Curl Curl</u>
<b>Proposal</b>	<u>No Stopping &amp; Timed Parking Restrictions</u>

<b>Properties Consulted</b>	18
<b>Responses Received</b>	2
<b>Support</b>	1
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Affects Residents	I have no off street parking and with the most recent change to the parking on Pitt Road, I cannot park my car and take home basics like groceries without a significant walk. Nor can I transport my 2 kids conveniently as the closet parking now is down Surf Road at best (made extremely difficult due to building works) and it is almost impossible during peak periods in Summer as it is.	Griffin Road is a public road and the long term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking.
Loss Of Parking	If this plan was to go ahead, where would I park given right outside my house would be restricted to 1 hour parking and I have no off street parking? Furthermore seeing council has taken away my alternative parking most recently, what are my options then?	The majority of the proposed section of Griffin Road has unrestricted parking on both sides and the proposal only removes two existing unrestricted spaces.

<b>ITEM 4.6</b>	<b>TAIYUL ROAD, NORTH NARRABEEN- INSTALLATION OF NO PARKING RESTRICTION</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/644995</b>
<b>ATTACHMENTS</b>	<b>1 Plan</b> <b>2 Table of Consultation</b>

**GEOCODES: -33.701221, 151.290680**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding parked vehicles, boats and trailers on Taiyul Road that prevent placement of bins at kerbside. Council's Waste Services team have also confirmed that this is a problem location in terms of access for the garbage trucks.

### **LOCATION**

Taiyul Road is a local road of 7m in width, with low volumes of two-way traffic. Taiyul Road intersects Powderworks Road on its southern side and it intersects Kuru Street on its north-eastern side. No Bus route services Taiyul Road. There are no parking restrictions on Taiyul Road.

### **ISSUES**

- Parked vehicles, boats and trailers on Taiyul Road prevent placement of bins at kerbside.
- Council's Waste Services team have confirmed that this is a problem location in terms of access for the garbage trucks.

### **PROPOSAL**

Council has undertaken a review of the location and issues, and proposes the installation of a 25m length of "No Parking" restriction between 6:00pm Thursday and 6:00pm Friday on the frontage of No.23 Taiyul Road & No.25 Taiyul Road.

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

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

- The proposal will have impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

### **CONSULTATION**

Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 4 submissions were received with no objections and 4 supporting the proposal.

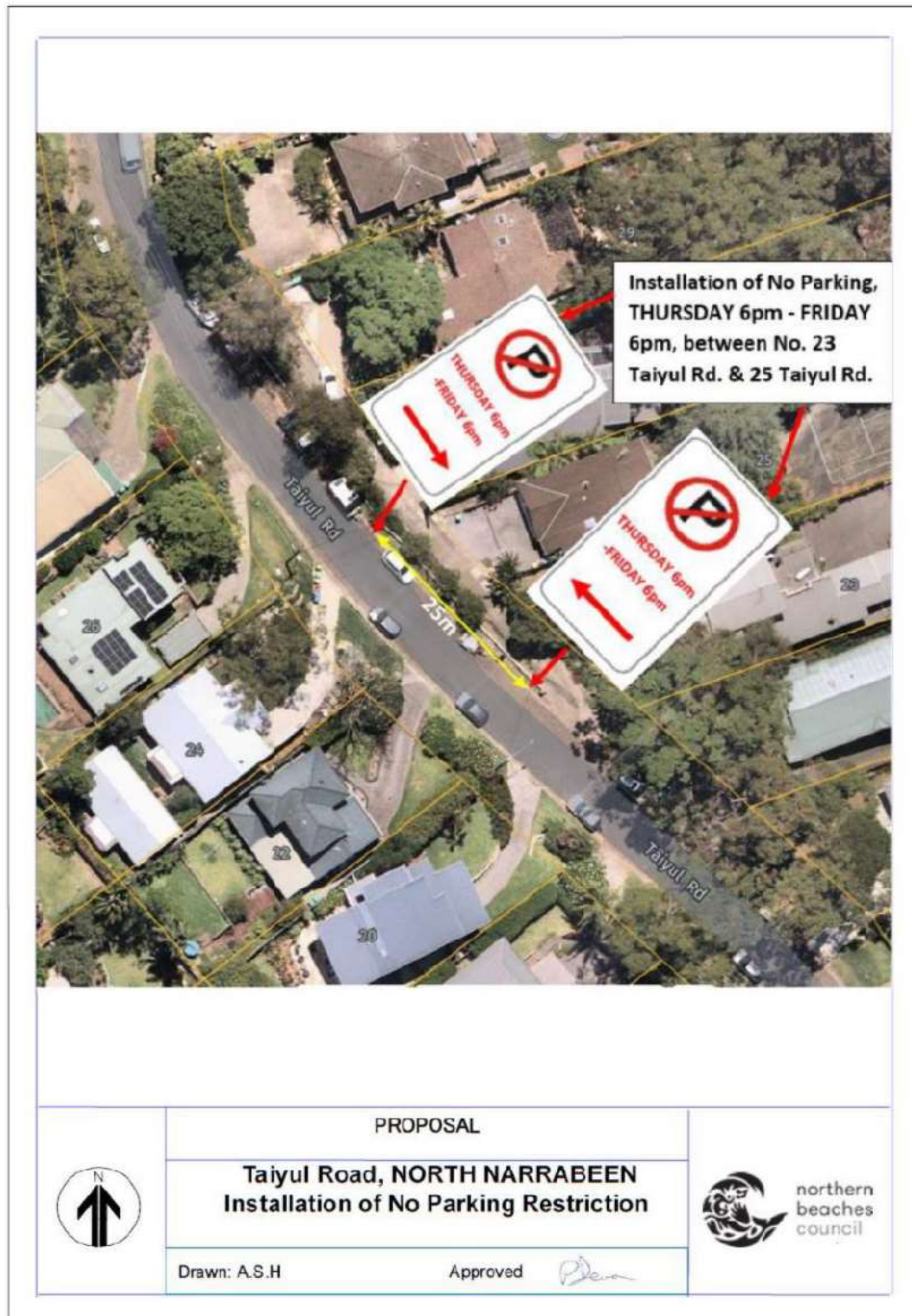
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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. The installation of a 25m length of “No Parking” restriction between 6:00pm Thursday and 6:00pm Friday on the frontage of No.23 Taiyul Road & No.25 Taiyul Road.





<b><u>Table of Consultation</u></b>		
<b>Address</b>	<b>Taiyul Road, North Narrabeen</b>	
<b>Proposal</b>	<b>Installation of No Parking Restriction</b>	
<b>Properties Consulted</b>	<b>17</b>	
<b>Responses Received</b>	<b>4</b>	
<b>Support</b>	<b>4</b>	
<b>Do Not Support</b>	<b>Nil</b>	
<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
<b>Lack of Bin Spaces</b>	Every Thursday I pop home from work to try and get a spot for my bins. It would be great if I didn't have to worry about this and stay at work.	Council proposes the installation of "(No Parking, THU 6PM - FRI 6PM) in order to resolve this issue by securing available spaces for the residences in order to place their bins without obstructions.

<b>ITEM 4.7</b>	<b>INMAN &amp; MIDDLETON ROAD, CROMER - TIMED PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/645601</b>
<b>ATTACHMENTS</b>	<b>1 Inman Road &amp; Middleton Road, Cromer - Plan</b> <b>2 Inman Road &amp; Middleton Road, Cromer - Table Of Consultation</b>

**GEOCODES: -33.736489, 151.286352 & -33.735160, 151.285816**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local business regarding the parking of box and boat trailers, caravans and heavy vehicles in sections of Inman & Middleton Road, Cromer affecting visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for visitors and staff.

### **LOCATION**

- Inman & Middleton Road, Cromer, are local roads that cater for two-way traffic, with speed limits of 50km/h. Inman & Middleton Roads are used by local traffic to reach Cromer and surrounding suburbs.
- On-street parking is generally unrestricted on the northern and southern sides of Middleton Road, with the exception of eight hour (8P) timed parking restrictions located between the intersections of South Creek Road and Thew Parade, Cromer.
- On-street parking is generally unrestricted on the eastern and western sides of Inman Road, with the exception of eight hour (8P) timed parking restrictions located between the intersections of South Creek Road and Orlando Road, Cromer.
- Inman & Middleton Road, Cromer is a bus route for the 158, these services allow transport to and from Cromer.
- Adjacent land use consists of industrial, commercial and mixed business on the northern and southern side of Middleton Road and east and western sides of Inman Road Cromer, correspondingly.
- Cromer Campus, Cromer Park, Manly Warringah Football Club, Manly Warringah Gymnastics Club, Dee Why Bowling Club, James Morgan Reserve and St Matthews Farm Reserve are located within walking distance of Inman & Middleton Road, Cromer.

### **ISSUES**

- Unrestricted parking of boat trailers, box trailers, caravans, trucks and vehicles affects the parking turnover for local business to attract customers.
- Abandoned vehicles and dumped waste.
- Limited on-street parking availability.
- Illegal Parking.



## PROPOSAL

Council has undertaken a review of the location proposes to install Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning on the western side of Inman Road outside No.1-5 approximately 145 metres north to the intersection of Inman and Middleton Road, outside No.11 Inman Road, Cromer.

Further, install Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning on the southern side of Middleton Road outside No.11 Inman Road approximately 133 metres west to outside No.24 Middleton Road, Cromer.

## 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 the pedestrian facilities or impacts on walking paths

## CONSULTATION

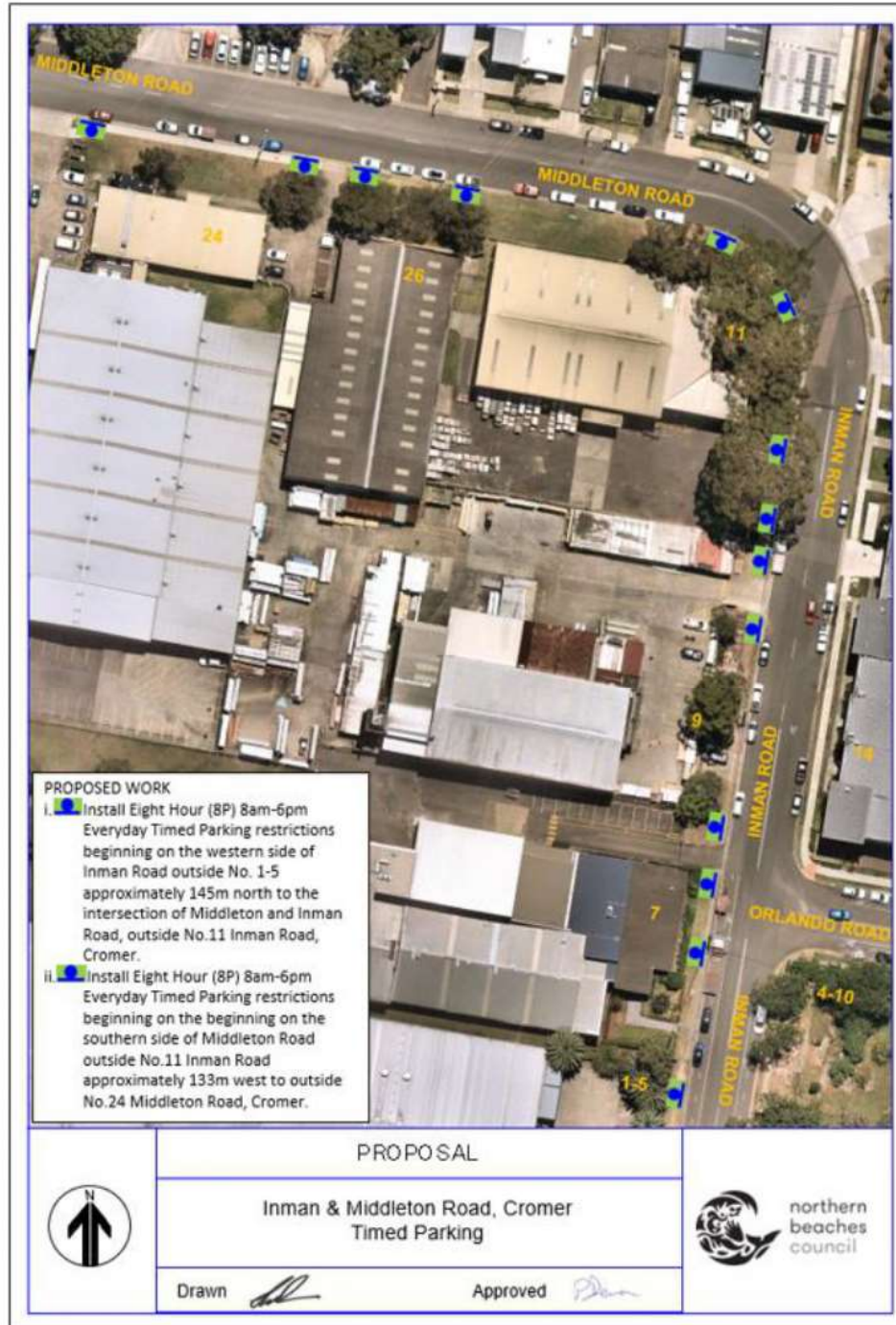
Consultation letters have been distributed to 449 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning on the western side of Inman Road outside No.1-5 approximately 145 metres north to the intersection of Inman and Middleton Road, outside No.11 Inman Road, Cromer.
- B. Installation of Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning on the southern side of Middleton Road outside No.11 Inman Road approximately 133 metres west to outside No.24 Middleton Road, Cromer.



## Table of Consultation

<b>Address</b>	<b>Inman Road &amp; Middleton Road, Cromer</b>
<b>Proposal</b>	<b>Timed Parking</b>

<b>Properties Consulted</b>	449
<b>Responses Received</b>	4
<b>Support</b>	2
<b>Do Not Support</b>	2

1 Support/Requesting amendments

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Affects Business	If you go ahead with these restrictions where do you think these items will be parked	The intention of the proposal is to improve existing access concerns and enhance sightlines. Council has completed this proposal consistent with approved eight hour timed parking restrictions in surrounding streets such as Thew Parade, Dymrna Street, Fisher Road North, South Creek Road, Inman and Middleton Road, Cromer which appear to have improved previous concerns.
Loss Of Parking	Staff start between 5:00 a.m. to 7:00 a.m. and finish between 3:30 p.m. to 5:00 p.m. giving the majority of our staff more than 8 hours on site. We are not opposed to timed parking as such, but request the parking restrictions are changed to 12P instead of 8P. This would accommodate the majority of business's in Inman and Middleton Roads and restrict the overnight parking of trailers and caravans etc.	Inman and Middleton Roads are public roads and the long term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking. Eight hour parking is consistent with the surrounding streets and appears to improve the movements of boat, box trailers and caravans, therefore, no amendment is required. Any extension to eight hours is difficult for Council Rangers to investigate.
Additional Comment	As a business and property owner at Orlando Rd, I feel we will feel a huge impact from this decision. It is very possible that all these parked vehicles could look for parking spots in other locations, such as Orlando Road – in which is currently even much more difficult to find a car spot on than Inman or Middleton Roads. Please don't make it even harder for us !	The movement of the vehicles is a possibility. Council will monitor and if required proceed with a similar proposal for Orlando Road in future.



<b>ITEM 4.8</b>	<b>DAVID PLACE, SEAFORTH - NO PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/645856</b>
<b>ATTACHMENTS</b>	<b>1 David Place, Seaforth - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES: from -33.80179, 151.23821 to -33.80296, 151.23650**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding cars parked along David Place, Seaforth, creating access difficulties to and from the driveways and sometimes leaving insufficient road width for other vehicles to pass safely.

### **LOCATION**

- David Place, Seaforth is a no-through local road that caters for two-way traffic serving only local homes, carrying very small amounts of traffic.
- David Place has an available kerb width of approximately 5m at its first section off from Richmond Road, which reduces down to 4.5m while travelling toward the end of the road, then increases back up to 5.2m.
- On-street parking is generally unrestricted in David Place, with the exception of No Parking restrictions in the cul-de-sac.
- Adjacent land use consists low density housing.
- There are no bus routes that service David Place.
- Footpaths are unavailable in David Place.

### **ISSUES**

- Parked vehicles along the road obstruct carriageway width, which constitute difficulties for residents to safely enter or exit from the driveways safely without obstructions.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install No Parking restrictions along the road. This will increase the available road width and improve access for residents, while maintaining parking space at suitable locations.

### **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 the pedestrian facilities or impacts on walking paths

**CONSULTATION**

Consultation letters have been distributed to 31 properties within the immediate vicinity of the location providing notification of the proposed changes. Over half of the responses object to this proposal and Council re-consulted the No Parking restriction be introduced at alternative locations. The locations have been amended and finalised according to the responses received.

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 No Parking restrictions along parts of both sides of David Place, Seaforth as indicated on the amended plan in Attachment 1.





# PROPOSAL

David Place, Seaforth  
No Parking

DRAWN	YR	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	A DATE 15/Sep/2021



northern  
beaches  
council



## **Table of Consultation**

<b>Address</b>	<b>David Place, Seaforth</b>
<b>Proposal</b>	<b>No Parking</b>

<b>Properties Consulted</b>	31
<b>Responses Received</b>	9
<b>Support</b>	1
<b>Conditional Support</b>	4
<b>Do Not Support</b>	1
<b>Do Not Support But The Issues Can be Resolved</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Enforcement	Compliance for visitors. Parking on wrong side of the road.	Rangers will be advised to patrol this area more often after the installation.
Off-street Parking	Council to be flexible in the interpretation of building regulations and to be sympathetic to owners who want to create off-street parking.	Off-street parking opportunities can expand with a development application lodged and Council will give thoughtful considerations when reviewing all application.
Road Width	Passing is not usually impossible or dangerous with cars parked on both sides.	With cars parked on both sides, the available road width will be reduced significantly and will be unsafe for most motor vehicles to pass safely.
Misleading Sign	A sign can be misleading to be placed at a driveway where the arrow indicates that it might be okay to park across the driveway.	Sign relocated to include the driveways.
Pedestrian Safety	Concerns for safety of pedestrians by not permitting parking on street.	Motorists will have a longer sight distance on the road and clearer visual for pedestrians.
Sign Location	The sign at 20 David Place on the outside of the road bend would be unnecessary.	Sign removed on the amended plan.
Additional Restrictions	Request of No Parking opposite to driveways of No. 4 and 11. Request of No Parking extension to include the frontage of No. 4 and 16.	Plan amended accordingly.
Waste Collection	Concerns about waste collections works.	Council will continue to monitor the parking conditions and may take actions accordingly when necessary.



<b>ITEM 4.9</b>	<b>GIRARD STREET, PALOMAR PARADE &amp; ROWE STREET, FRESHWATER - BOLLARDS, NO STOPPING &amp; TIMED PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/647948</b>
<b>ATTACHMENTS</b>	<b>1 Girard Street, Palomar Parade &amp; Rowe Street, Freshwater - Plan</b> <b>2 Girard Street, Palomar Parade &amp; Rowe Street, Freshwater - Table Of Consultation</b>

**GEOCODES: -33.780342, 151.278510 & -33.781036, 151.278572**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local business and residents regarding continued illegal parking and the parking of box & boat trailers and heavy vehicles at the intersection of Girard Street, Palomar Parade and Rowe Street, Freshwater. Further illegal parking issues exist and abandoned vehicles are located in Rowe Street, Freshwater.

### **LOCATION**

- Palomar Parade and Girard Street provide a link between Harbord Road and Pittwater Road and are the only streets that provide access to the residential area, as well as the commercial/industrial area, which is located at the southern end of the area near Pittwater Road. This includes Girard Street, Rowe Street and Palomar Parade. The northern end of Rowe Street becomes Lawrence Street near the intersection with Harbord Road.
- A 40km/h traffic calming scheme has been in place on Rowe Street for many years. This consists of entry thresholds as well as an intermediate raised threshold located near No.24 Rowe Street. A 40km/h local traffic speed limit applies to Girard Street, Rowe Street and Palomar Parade.
- Rowe Street is also subject to a 3 tonne load limit and the sign posting affecting this restriction has recently been renewed and upgraded.
- The grades on Rowe Street are steep with a low speed corner signposted with a 35km/h advisory speed sign, a raised threshold between the Palomar Parade intersection and the bend and a median island at the intersection with Waine Street and Palomar Parade.
- Girard Street has commercial/industrial uses on both sides, with 'No Stopping' restrictions on the western side of the street, due to the narrowness of the street. It provides the connection for Waine Street, Rowe Street and Palomar Parade to Pittwater Road.
- Rowe Street is a cul-de-sac which provides access to commercial/industrial properties located along the southern side of the street.

### **ISSUES**

- Ongoing illegal parking within 10 metres of intersections, double parking, parking on the road reserve and the nature strip in Girard Street and Rowe Street, Freshwater.
- Long term parking of boat and box trailers, caravans and heavy vehicles, abandoned vehicles and dumped waste.
- Trailers are left with the draw bar in and the tail section projecting out creating risks to pedestrians and motorists.

## PROPOSAL

Council has undertaken a review of the location and proposes to install Eight Hour (8P) Timed Parking restrictions to 8AM -6PM Everyday on the western side of Rowe Street between No.4 approximately 80 metres south to outside the northern side of No.380 Pittwater Road, North Manly and install No Stopping Unbroken Yellow Kerb Line in the cul de sac of Rowe Street, Freshwater.

Further, install Eight Hour (8P) Timed Parking restrictions to 8AM -6PM Everyday on the eastern side of Rowe Street between the southern side of the driveway outside No.3-No.5 and then south of the driveway from No.1 begin 90 degree angle Rear to Kerb restrictions vehicles 6 metres & under approximately 53 meters south to opposite No.380 Pittwater Road, North Manly.

Install No Stopping Unbroken Yellow Kerb Line and 10 x wooden bollards on Council Land at the intersection of Girard Street, Palomar Parade & Rowe Street, Freshwater. In addition, extend the existing yellow line to outside No.3-5 Rowe Street from the Palomar Parade intersection.

## 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 the pedestrian facilities or impacts on walking paths.

## CONSULTATION

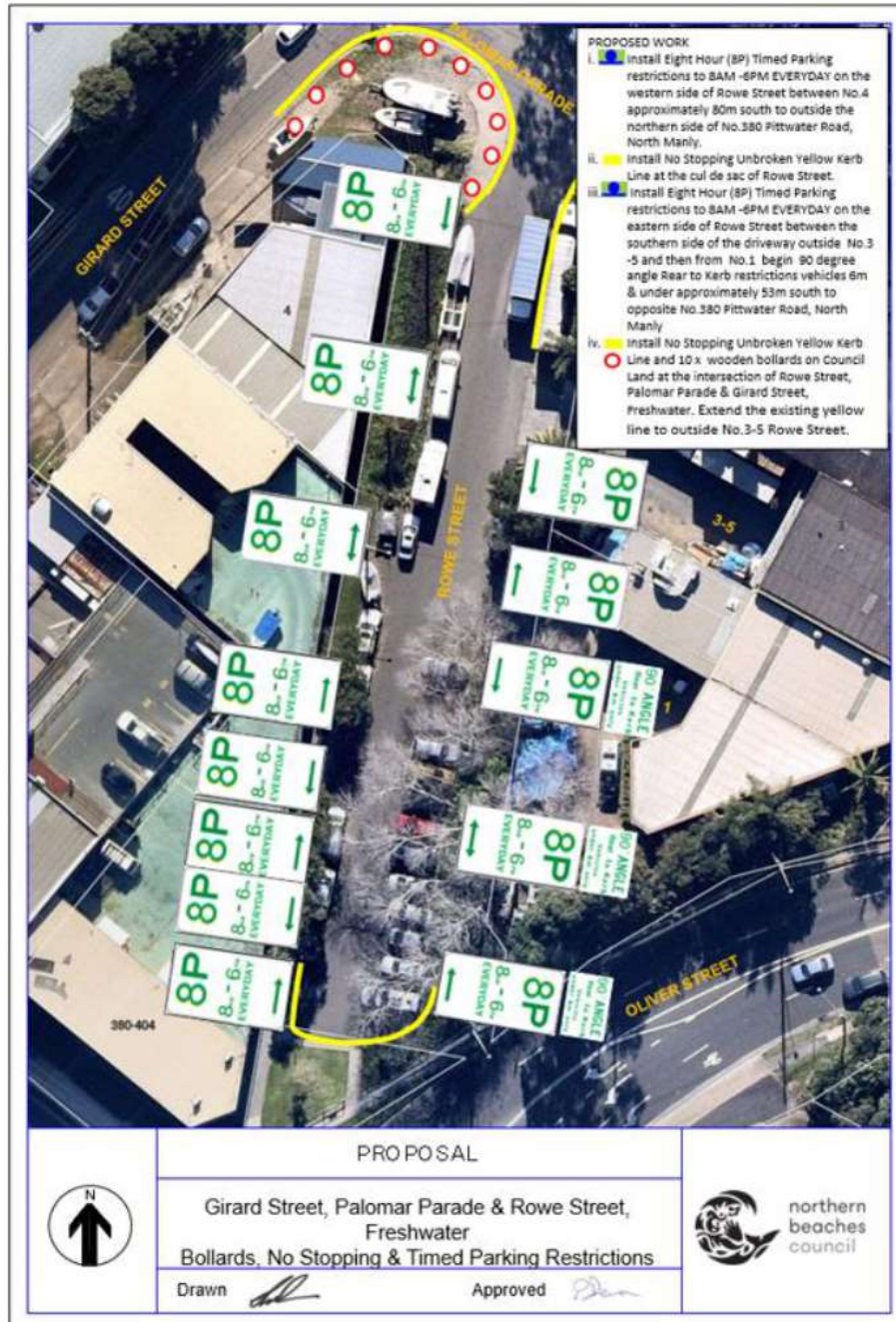
Consultation letters have been distributed to 156 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Eight Hour (8P) Timed Parking restrictions to 8AM -6PM Everyday on the western side of Rowe Street between No.4 approximately 80m south to outside the northern side of No.380 Pittwater Road, North Manly and install No Stopping Unbroken Yellow Kerb Line at the cul de sac of Rowe Street, Freshwater.
- B. Installation of Eight Hour (8P) Timed Parking restrictions to 8AM -6PM Everyday on the eastern side of Rowe Street between the southern side of the driveway outside No.3-No.5 and then south of the driveway from No.1 begin 90 degree angle Rear to Kerb restrictions vehicles 6m & under approximately 53m south to opposite No.380 Pittwater Road, North Manly.
- C. Installation of No Stopping Unbroken Yellow Kerb Line and 10 x wooden bollards on Council Land at the intersection of Girard Street, Palomar Parade & Rowe Street, Freshwater. In addition, extend the existing yellow line to outside No.3-5 Rowe Street from the Palomar Parade intersection, Freshwater.



## **Table of Consultation**

<b>Address</b>	<b>Girard Street, Palomar Parade &amp; Rowe Street, Freshwater</b>
<b>Proposal</b>	<b>Bollards, No Stopping &amp; Timed Parking</b>

<b>Properties Consulted</b>	156
<b>Responses Received</b>	4
<b>Support</b>	4
<b>Do Not Support</b>	0

1x Requesting amendment

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Affects Business	Part of the Concern is there are boats and other trailers that never move. Unfortunately, reducing parking in this area is a concern as it reduces the limited amount of parking spaces available for employees in the area. At our location in Rowe St. These company's employees rely on street parking in the area as there are limited spaces on the property relative to the size of the offices and warehouses	It is anticipated the bollards and timed parking will remove the boat and box trailers. Companies in industrial areas generally have DA conditions that include parking, off street parking is intended for all public road users.
Loading & Unloading	All of the businesses in the area have multiple couriers delivering goods throughout the day and instead of extending the no parking line it would be helpful to implement a loading zone rather than reducing parking in the area.	The proposal intends to improve on street parking availability and turnover, removing the limited parking caused by abandoned vehicles, boat and box trailers. Council will monitor if a Loading Zone is required.
Additional Comment	Signs are useless unless they are enforced. Box and boat trailers should be parked on the owner's private property.	Council Rangers can investigate all illegal parking concerns. Box and boat trailer legislation is the responsibility of the State Government and enforced under Council's Compliance & Enforcement Policy. Any changes to the legislation are completed at State Government level.



<b>ITEM 4.10</b>	<b>GONDOLA ROAD NORTH NARRABEEN- EXTENSION OF BUS ZONE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/648245</b>
<b>ATTACHMENTS</b>	<b>1 Table of Consultation</b> <b>2 Plan</b>

**GEOCODES: -33.708012, 151.295624**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding parked vehicles in the existing Bus Stop on Gondola Road. This prevents access to the bus stop for buses and creates unsafe conditions for vehicles, particularly trucks entering and exiting LIQUORLAND's driveway.

### **LOCATION**

Gondola Road is a local road of 9m in width, with medium volumes of two-way traffic. Gondola Road intersects Minarto Lane on its eastern side and it intersects Verona Street on its western side. A Bus route services Gondola Road. There is 1P parking restrictions on eastern side of the proposed location at No.1 Gondola Road.

### **ISSUES**

- Parked vehicles in the existing Bus Stop on Gondola Road prevent access to the bus stop for buses and create unsafe conditions for vehicles, particularly trucks entering and exiting LIQUORLAND's driveway.
- The length of the existing Bus zone on Gondola Road is not adequate, as it is less than 30m in length.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes the installation of "(BUS ZONE, 7.30AM – 9PM, 2.30PM – 4PM, SCHOOL DAYS ONLY", NO PARKING AT OTHER TIMES") restriction between western side of the driveway No.5 Gondola Road and 10m away from Minarto Lane.

### **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 the pedestrian facilities or impacts on walking paths

## CONSULTATION

Consultation letters have been distributed to 9 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 2 submissions were received with 2 objections and none supporting the proposal.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of “(BUS ZONE, 7.30AM – 9PM, 2.30PM – 4PM, SCHOOL DAYS ONLY”, NO PARKING AT OTHER TIMES”) restriction between western side of the driveway No.5 Gondola Road and 10m away from Minarto Lane.
- B. The relocation of the existing No Stopping (L) sign at 1 Gondola Road to 10m away from Minarto Lane.

Table of Consultation		
Address	Gondola Road, North Narrabeen	
Proposal	Extension of Bus Zone sign	
Properties Consulted	9	
Responses Received	2	
Support	Nil	
Do Not Support	2	
Issue	Resident Comment	Council Response
Lack of Parking Spaces	Your proposal removes all parking from the front of my property at all times and from the front of the adjacent property. This is unacceptable. People who visit our premises need somewhere to park in the street. Leave the 1 hour parking zone where it is	Council proposes the extension of the Bus Zone in order to create an standard and a safe bus zone no less than 30m in length. Council also proposes removing the existing 1P parking zone as it has been located within less than 10m away from the intersection.
Adequate Length Of The Existing Bus Zone	There is already adequate space for buses within the existing bus zone. A better solution is to send Council rangers to enforce no parking in the bus zone and enforce no reversing into the bottle shop	Council proposes the installation of "(BUS ZONE, 7.30AM – 9PM, 2.30PM – 4PM, SCHOOL DAYS ONLY", NO PARKING AT OTHER TIMES") restriction in order to enforce no parking restriction in the current Bus zone. Currently, there is no adequate space for buses within the existing bus zone as it has a length of less than 30m.





<b>ITEM 4.11</b>	<b>NANDI AVENUE, FRENCHS FOREST - NO STOPPING RESTRICTION</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/651096</b>
<b>ATTACHMENTS</b>	<b>1 Nandi Avenue, Frenchs Forest - Plan</b> <b>2 Nandi Avenue, Frenchs Forest - Table Of Consultation</b>

**GEOCODES: -33.748992, 151.236907**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents in regard to the parking of vehicles narrowing the road, affecting traffic flow and visibility, and motorists often drive into oncoming traffic entering and exiting Nandi Avenue, Frenchs Forest.

### **LOCATION**

- Nandi Avenue is a local road carrying two-way traffic with a 50km/h speed limit.
- Nandi Avenue has varying carriageway widths between approximately 6.6 metres and 7 metres.
- It intersects Frenchs Forest Road East to the south and Bimbadeen Crescent, Newell and Garie Place to the west.
- A footpath exists on the western side of the proposed section of road; however, no footpath is available on the eastern side.
- Adjacent land use in Nandi Avenue consists of low to medium density housing and neighbouring Frenchs Forest Road East consists of industrial, commercial, mixed business and low to medium density housing.
- Northern Beaches Hospital, Frenchs Forest Police Station, Forest High School, Skyline Shopping Centre and Forestway Shopping Centre are located within close proximity of Nandi Avenue, Frenchs Forest.

### **ISSUES**

- Vehicles parking on both sides of the street, particularly on the tight bends, restrict the traffic flow.
- Visibility is affected by parked vehicles in existing unrestricted parking areas which causes vehicles driving into oncoming traffic with limited sightlines, creating road safety concerns.

### **PROPOSAL**

Council has undertaken a review of the location and proposes to install a No Stopping Unbroken Yellow Kerb Line of the eastern side of Nandi Avenue beginning at the intersection of Bimbadeen Crescent & Nandi Avenue approximately 88 metres in length north to the intersection of Newell Place & Nandi Avenue, Frenchs Forest.

Further, install statutory No Stopping restrictions at the intersection of Newell Place & Nandi Avenue, 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 the pedestrian facilities or impacts on walking paths

**CONSULTATION**

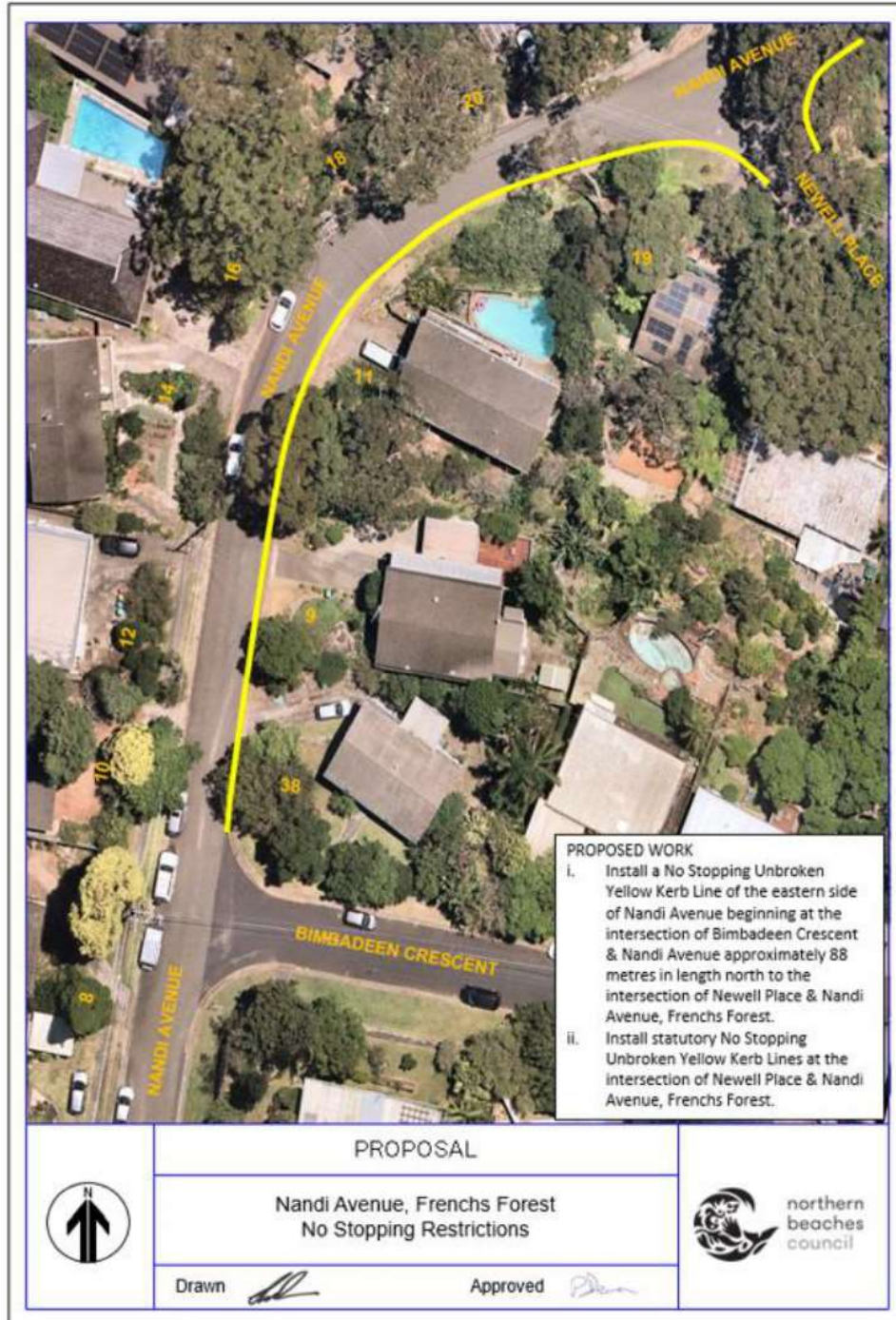
Consultation letters have been distributed to 39 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line of the eastern side of Nandi Avenue beginning at the intersection of Bimbadeen Crescent & Nandi Avenue approximately 88 metres in length north to the intersection of Newell Place & Nandi Avenue, Frenchs Forest.



### **Table of Consultation**

<b>Address</b>	<b>Nandi Avenue, Frenchs Forest</b>
<b>Proposal</b>	<b>No Stopping</b>

<b>Properties Consulted</b>	39
<b>Responses Received</b>	10
<b>Support</b>	6
<b>Do Not Support</b>	4

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Resident Concern	<p>Many residents believe that a 'no parking' / 'no stopping' restriction should be in place on both sides of the Nandi Ave hill between Bimbadeen Crescent and Garie Place. The hill has a series of steep, tight turns and with residents and visitors parking along this section of the street, forces traffic going both ways into the centre of the road which is highly dangerous. That there has not been a serious accident yet, is a minor miracle.</p> <p>I would like to request a review of the parking in Nandi Avenue between Bimbadeen Crescent and Garcia Place, and hope that common sense will prevail and a 'no parking' restriction be implemented on both sides of this section of Nandi Avenue.</p> <p>To ensure safety in our street, you really would need to stop cars altogether parking on both sides of the street as when 2 cars are going up and down near my house, many of them cannot fit at the same time when a car is parked opposite us, they still need to weave in and out, which they would be doing with trucks parked on either side. If cars were to be parked all along the other side of our house, the issue would not be resolved.</p>	<p>The intention of the proposal is to improve road safety by enhancing existing access concerns and enhance sightlines.</p> <p>To install restrictions on both sides of the road would appear to increase speed. The proposed section indicates limited sightlines coming from the northern end of Nandi Avenue in a southbound direction.</p> <p>Further removal of parking on the opposite side of the proposed section would restrict on street parking for visitors to residential properties.</p> <p>If the item is approved, Council will monitor any changes and may investigate further proposals for alternate locations on Nandi Avenue between Bimbadeen Crescent and Garcia Place. □</p>



Affects Residents	<p>My 82 year old mother may need to be dropped off. She does not feel safe crossing the road nor do her elderly friends. Coming in to our driveway is not the solution as too hard for them to reverse/ get out and secondly due to the speed that cars come roaring up the hill they may get hit in the rear end.</p> <p>Non residents/ hospital staff parking in our street and nowhere for tradesmen to stop quickly offloading stuff, not very frequent. You would then have to set up a residential permit system, so residents can actually park near their houses instead of hospital staff and construction staff. This will become even more of an issue when construction of the proposed town centre commences. Why should I have to pay to do this to satisfy speedsters from the bottom of the hill.</p> <p>Mirrors are needed on poles near blind spots, at the council's expense.</p>	<p>The residential area appears to provide sufficient off street parking for residents and visitors alike, therefore, indicates it may not meet the RMS guidelines for a residential parking scheme.</p> <p>It should be noted, Nandi Avenue is a public road and the long term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking. Council will monitor any changes that may be required to the existing speed limit.</p> <p>The current process is customers can apply to Council for a Traffic Mirror.</p>
Additional Comment	<p>No footpath from Newell place to Bimbadeen. A tree grown by council since 1980 blocks a possible passage.</p> <p>No footpath means when I get a bus I have to cross slippery hill outside my place twice, there and back, to get to Frenchs forest rd, very dangerous if yellow line as cars go faster and sometimes people walk this side on the slippery road.</p> <p>Nandi Ave VERY STEEP AND VERY SLIPPERY OUTSIDE so very hard to cross rd for my 82 year old self or friends of any age. Our road seems to lack grip on the tar.</p> <p>The gutter is also damaged in 2 locations which are yet to be fixed by the council. My daughter has sent a few emails to advise. This causes various trip hazards. To put a yellow line will give more incentive to speed as will be sure no one is there. Because of slippery surface, friends drop me off very quickly in front of my place, so need that option THAT I CAN BE DROPPED OFF as the drive is unsuitable.</p>	<p>A request was sent to Council Tree/Reserves team to investigate vegetation on the nature strip.</p> <p>The Transport Network team will investigate the request for a footpath on the eastern side of Nandi Avenue.</p> <p>An additional request sent to Council's Construction and Maintenance team to investigate the kerb, gutter and road surface concerns.</p>

<b>ITEM 4.12</b>	<b>WHITE STREET, BALGOWLAH - RAISED PEDESTRIAN CROSSING</b>
<b>REPORTING OFFICER</b>	<b>ENGINEERING INTERN</b>
<b>TRIM FILE REF</b>	<b>2021/653955</b>
<b>ATTACHMENTS</b>	<b>1 White Street, Balgowlah - Plan</b> <b>2 White Street, Balgowlah - Table of Consultation</b>

**GEOCODES: -33.795779, 151.257850**

## **REPORT**

### **BACKGROUND**

Council has received funding from the Federal Stimulus Program, in which 32 schools throughout the Northern Beaches will gain upgrades to infrastructure. A pedestrian crossing on White Street at the intersection with Wanganella Street, has been identified for improvement. This crossing is currently non-standard with islands covering part of the passageway and is primarily used by students at St Cecilia's Catholic Primary School. Additionally, there are future plans for a shared path through this location.

### **LOCATION**

- White Street is both a local road with a speed limit of 50km/h.
- The site is also within a 40km/h School Zone.
- The section of White Street in focus is governed by predominantly low-density residential buildings.
- White Street has timed parallel parking bays on the southern side of the road.
- Vehicles may not park here from 8am-9:30am, 2:30pm-4pm School days.

### **ISSUES**

- As there is an island in the centre of the crossing, this is blocking part of the passageway of the crossing.
- Concerns have been raised regarding overall speeding in the area.
- St Cecilia's Catholic Primary School has grown by 33% over the last 5 years, from 206 to 273 students.

### **PROPOSAL**

Council has undertaken a review of the location and proposes to upgrade the existing level pedestrian crossing into a raised pedestrian crossing. The threshold is proposed to be 100mm high. Furthermore, the islands in the centre of the road will be removed. Kerb Blisters will be constructed to improve visibility and retain the parking spaces. Additional width is proposed to allow for a future shared path.

The raised crossing is also part of Council's Active Schools Program, to improve and deliver safer infrastructure. This project will aim to promote walking or cycling to school for students.

Please Note: There is no loss of parking spaces.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- The proposal will allow for a future shared path.
- The proposal improves the safety of pedestrians.

**CONSULTATION**

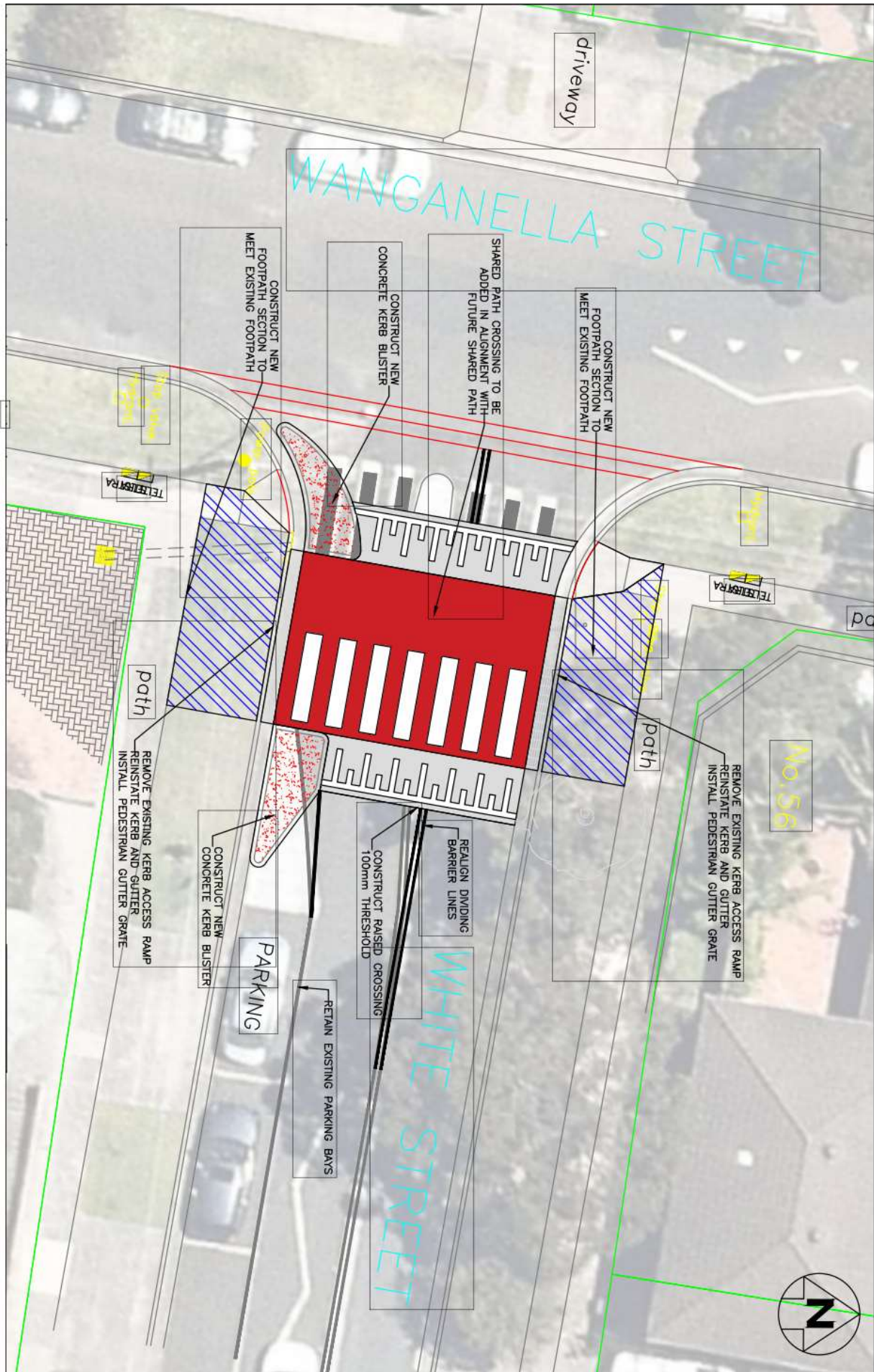
Consultation letters have been distributed to 24 properties within the immediate vicinity of the location, providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Removal of the refuge island.
  - B. Construction of a 100mm raised pedestrian crossing with additional width for a shared path crossing.
  - C. Construction of kerb blisters.
  - D. Construction to be conducted during school holidays and/or during lockdown.
-





### **Table of Consultation**

<b>Address</b>	<u>White Street, Balgowlah</u>
<b>Proposal</b>	<u>Raised Pedestrian Crossing</u>

<b>Properties Consulted</b>	24
<b>Responses Received</b>	6
<b>Support</b>	5
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Shared Path	"...crossing is in wrong spot should be more into White Street, opposes bike crossing "no one will use it", opposes visual pollution in bike stencils and signposts - more signs make them less acknowledged"	A Shared User Path creates a wider space for all users. With more room on the footpath, this improves the safety for pedestrians and bike riders. This supports Council's plan to improve overall Active Transport. In regard to sign posts and stencils, Council has Standards that we must meet, not just for Shared User Paths but for all other civil infrastructure.

<b>ITEM 4.13</b>	<b>GRIFFITHS STREET, BALGOWLAH - 10MIN PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2021/655156</b>
<b>ATTACHMENTS</b>	<b>1 Griffiths St, Balgowlah - cover letter and plan</b>

**GEOCODES: -33.792422, 151.267810**

## **REPORT**

### **BACKGROUND**

Council has received a request from the developer of the Giraffe Early Learning Centre at 81 Griffiths Street, Balgowlah for the introduction of 3 x spaces of 10min parking on the Childcare Centres Griffiths Street frontage. The creation of these 10min parking spaces is a condition of consent imposed by the recent Land and Environment Court approval for expansion of the childcare centre.

### **LOCATION**

Griffiths Street is a local road carrying daily traffic volumes of approximately 4,500 vehicles per day. It is approximately 10m in width with parking generally permitted on both sides of the road. The Manly West Public School is located on the north side of Griffiths Street in the block between Boyle Street and Hill Street and the Giraffe Early Learning Centre is located on its southern side at the intersection with Boyle Street.

### **ISSUES**

- The Early Learning Centre has an off-street carpark which caters for the majority of staff and parent parking activity generated by the childcare centre.
- The recent Court approval for expansion of the childcare centre has imposed a Condition of Consent requiring the childcare centre to seek approval for 3 x 10min parking spaces on the childcare centre's Griffiths Street frontage to offset a shortfall in off-street parking provision for the childcare centre.
- Given the age of the children attending the centre, parents need to accompany the children into the centre and a 10min restriction is considered to provide an appropriate balance between catering for this need and still encouraging regular turnover of the spaces.
- The 10min parking spaces will also be available for use by parents picking up children from Manly West Public School, so it will provide a broader community benefit than just serving the childcare centre.
- The 10min parking spaces would only be operational during the hours during the peak drop-off and pick-up hours of the school and child care centre and would revert to unrestricted parking at other times.

**PROPOSAL**

Council has undertaken a review of the location and issues and supports the creation of the 3 10min parking spaces recommended in the Court's Condition of Consent. The 10min P restriction will apply 6:30am to 9:30am and 2:30pm to 6:00pm Monday to Friday.

**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 the pedestrian facilities or impacts on walking paths.

**CONSULTATION**

Consultation has not been undertaken with regard to this matter as resident notification has taken place as part of the DA and Court liaison process with resident submissions taken into consideration by the Court in approving the DA and drafting the Conditions of Consent.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Creation of an 18m length of 10min P parking restriction on the south side of Griffiths Street between the driveway serving No.81 Griffiths Street and the existing No Stopping zone on approach to Boyle Street. The parking restriction to apply 6:30am to 9:30am & 2:30pm to 6:00pm Monday to Friday. All costs associated with installation of the restrictions to be met by the developer.

# MEMORANDUM

## Transport Engineering



**TO:** Northern Beaches Local Traffic Committee,  
James Brocklebank (Northern Beaches Council)

**FROM:** Rhys Hazell and Ashish Modessa

**DATE:** 17 September 2021

**OUR REF:** N106174

**PAGE 1 OF** 2

**RE:** GRIFFITHS STREET, BALGOWLAH – ON-STREET PARKING SIGNAGE

This memorandum has been prepared to outline the proposed changes to kerbside parking on the southern side of Griffiths Street east of Boyle Street, Balgowlah. The proposal seeks to implement 10-minute parking restrictions adjacent to Giraffe Early Learning Centre to better accommodate demand profiles in the weekday morning and evening periods.

The modified parking signage has been agreed with Northern Beaches Council and included in the Land and Environment Court of NSW *Notice of Orders Made, Annexure "A" - Determination of Development Application by Grant of Consent* (DA2020/0765) dated 16 September 2021. Conditions 9 and 18 are reproduced below.

**9. On-street Parking Plan**

*A plan for the required on-street parking restriction changes for the three spaces on Griffiths Street along the site frontage is to be prepared by a suitably qualified person and submitted to and approved by the Local Traffic Committee. The parking restrictions to apply 6:30am to 9:30am and 2:30pm to 6:00pm Monday to Friday.*

*Reason: to obtain approval for parking restriction changes within the road reserve*

**18. Signposting of On-Street Parking**

*A length of 10min P parking restriction is to be installed on the south side of Griffiths Street between the sites driveway and the No Stopping zone on approach to Boyle St to the satisfaction of Council's traffic engineer and subject to approval for the changes being received from the Local Traffic Committee.*

*Reason: To provide adequate parking for drop off and pick up from the childcare centre.*

The proposed signage modifications do not change parking supply from existing and aims to better cater for some peak period demand associated with the childcare centre. The signage is proposed to read as "10-minute Parking 6:30am to 9:30am (and) 2:30pm to 6:00pm Monday to Friday". The use of these three parking spaces is intended for short stay users during these periods and to cater for the known demand more appropriately. It also aims to concentrate such demand to this location adjacent to the childcare centre and slightly removed from surrounding residential dwellings. The existing supply of three spaces in this location will remain unchanged.

The existing and proposed Griffiths Street signage is included in Attachment 1.



# ATTACHMENT 1

## Griffiths Street Signage Plan



<b>ITEM 4.14</b>	<b>HIGHVIEW AVENUE, MANLY VALE - NO STOPPING &amp; NO PARKING MOTOR VEHICLES EXCEPTED</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2021/655447</b>
<b>ATTACHMENTS</b>	<b>1 Highview Avenue - Plan 2 Table of Consultation</b>

**GEOCODES: -33.785005, 151.265919**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding poor sight lines and dangerous conditions when exiting driveways and proceeding along Highview Avenue due to restricted road width and parking activity, particularly by boats and trailers in the vicinity of the bend near No's 16 & 18 Highview Avenue.

### **LOCATION**

Highview Avenue is a local road carrying low volumes of traffic. It is approximately 8m in width with parking permitted on both sides of the road. It is within easy walking distance of the Manly Vale B-Line bus stop and can have relatively high levels of commuter related parking activity.

### **ISSUES**

- When vehicles are parked on both sides of the road, less than 4m of carriageway is available for traffic. This is insufficient for two cars to pass.
- The bend in the road at No.16 & No.18 coupled with parking activity on the bend, does not permit sufficient forward visibility to oncoming traffic.
- No's 8 to 14 Highview Avenue are situated well above road level and accessed off a skewed common driveway,, which means there is a long length of kerb with no passing opportunities. This length of kerb has become popular for the long term parking of boat trailers which significantly impedes visibility.
- Council originally proposed a No Stopping restriction extending between the driveway at No.8 and the driveway at No.18 to improve visibility and provide passing opportunities. Residents have raised concerns about the amount of lost parking, however there has been support for a reduced length of restrictions and concerns raised about the long term parking of boats and trailers. An amended proposal for No Stopping over a shorter length of kerb between the driveways at No.16 & No.18, coupled with No parking Motor Vehicles Excepted over the remainder of this length of kerb is now proposed.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to introduce a length of No Stopping between the driveways at No.16 & No.18, coupled with No Parking Motor Vehicles Excepted between the driveway at No.16 and the common driveway serving No's 8 – 14 Highview Avenue.

**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 the pedestrian facilities or impacts on walking paths.

**CONSULTATION**

Consultation letters have been distributed to 13 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

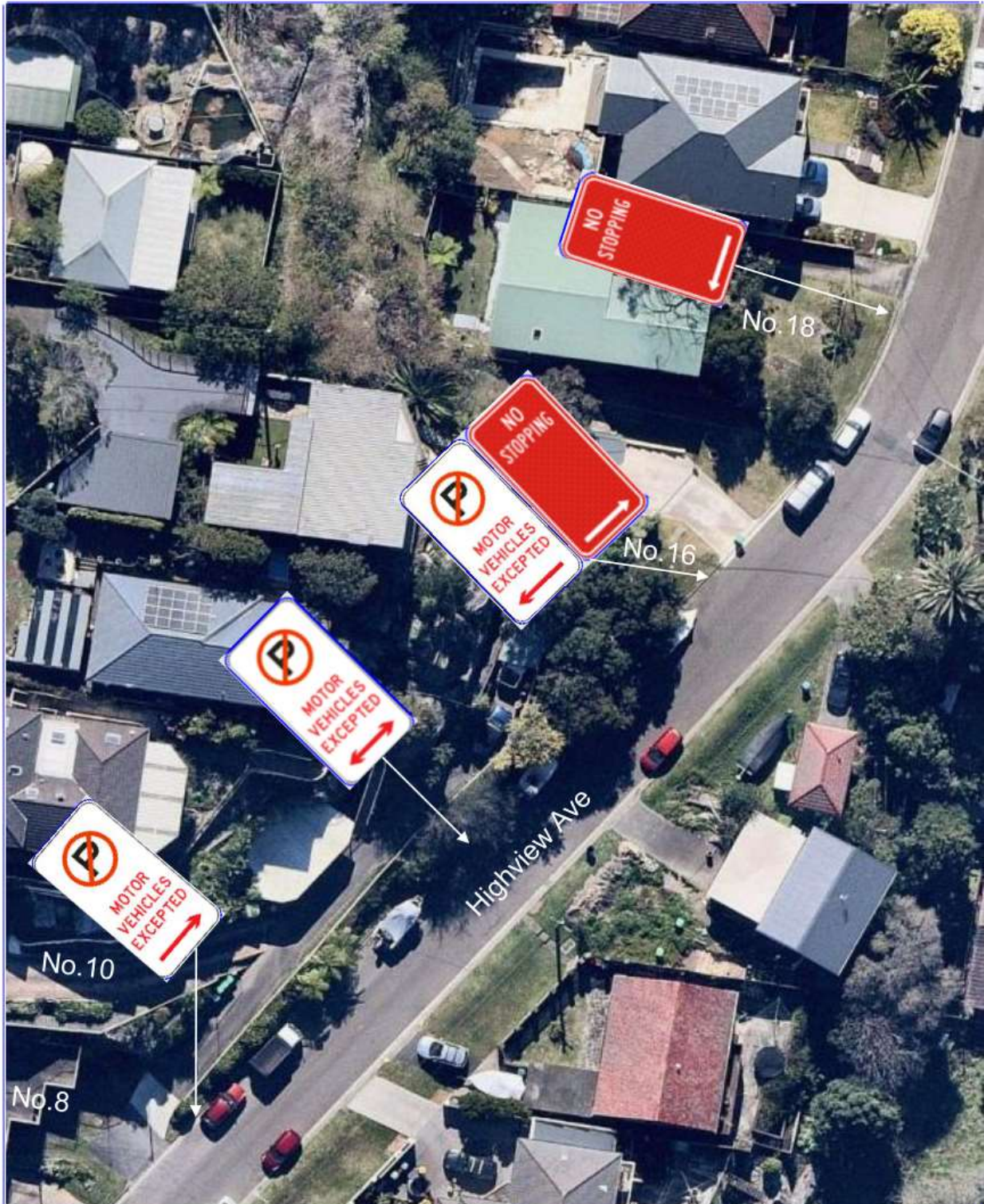
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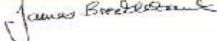
**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Introduction of a No Stopping restriction on the west side of Highview Avenue, Manly Vale between the driveways to No.16 & 18.
- B. Introduction of No Parking Motor Vehicles Excepted on the west side of Highview Avenue, Manly Vale between the driveways to No.8 & No.16.





	PROPOSAL		 northern beaches council
	Highview Avenue, Manly Vale No Stopping & No Parking Motor Vehicles Excepted		
	Drawn JB	Approved 	

## Table of Consultation

<b>Address</b>	Highview Avenue, Manly Vale
<b>Proposal</b>	No Stopping and No Parking Motor Vehicles Excepted

<b>Properties Consulted</b>	13
<b>Responses Received</b>	8
<b>Support</b>	2
<b>Conditional Support</b>	2
<b>Do Not Support</b>	4

Issue	Resident Comment	Council Response
Relocation of parked vehicles	The No Stopping will relocate the parked vehicles elsewhere in the street	The length of No Stopping has been reduced to minimise the amount of any parking shift
Extent of restrictions	proposed restrictions should extend over the full length proposed	The extent of the restrictions has been adjusted to cover only the driveways of those homes right on the bend and who have supported the installation of No Stopping
Increased Speed	The No Stopping will lead to increased speeds in the street	The length of the No Stopping has been reduced, minimising the ability for speeds to increase while providing adequate road width on the bend to allow two cars to pass
footpath	A bigger need is the lack of a footpath on Highview Avenue	This has been considered separately as part of the Walking Plan
permit parking	Permit parking restrictions would be a better solution to remove bus commuters and worker parking	Most homes have offstreet parking for multiple vehicles and the street would therefore be unsuitable for a permit parking scheme
boat parking	The parking of boats in the street in front of Nos 8-14 is a big issue as they block all visibility and occupy more road space	No Parking Motor Vehicles Excepted restrictions have now been added to the plan to address this concern



<b>ITEM 4.15</b>	<b>ALLAMBIE ROAD, ALLAMBIE HEIGHTS - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/671180</b>
<b>ATTACHMENTS</b>	<b>1 Allambie Road, Allambie Heights - Plan</b>

**GEOCODES: -33.760926, 151.245896**

## **REPORT**

### **BACKGROUND**

Council has received multiple concerns from local residents regarding the parking of boat trailers, limiting sight distances and restricting parking opportunities for residents and visitors to safely park and attend their properties and nearby facilities.

### **LOCATION**

- Allambie Road is a regional road with a posted speed limit of 60km/h that runs in a north-south direction between Kentwell Road and Warringah Road.
- This section of the road is a two-lane road with a width of approximately 12m between the kerbs.
- Kerbside parking is generally available on both sides of the street, however, No Parking Motor Vehicles Excepted restrictions exist between Mortain Avenue and Flers Street, Allambie Heights.
- A Light Vehicle '3 tonne Mass restriction' applies for all vehicles, except Buses, to prevent access to Allambie Road.
- This section of road is situated within close proximity of Allambie Village, Allambie Heights Public School, Allambie Heights Oval and Allambie Heights shopping centre on Allambie Road, Allambie Heights.
- Adjacent land use consists of low to medium density housing on the northern and southern side of Allambie Road, Allambie Heights.

### **ISSUES**

- Long term parking of Boat Trailers in Allambie Road, Allambie Heights.
- Visibility of pedestrians crossing the road, including children, is affected by the size and position of the Boat Trailers.
- Limited parking opportunities and parking turnover due to existing unrestricted parking.
- Abandoned vehicles and dumped waste.

### **PROPOSAL**

Council has undertaken a review of the location and proposes to install No Parking Motor Vehicles Excepted Restrictions, beginning on the existing power pole outside No.184 Allambie Road approximately 66 metres in length south to outside No.180 Allambie Road, Allambie Heights.

**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 the pedestrian facilities or impacts on walking paths.

**CONSULTATION**

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

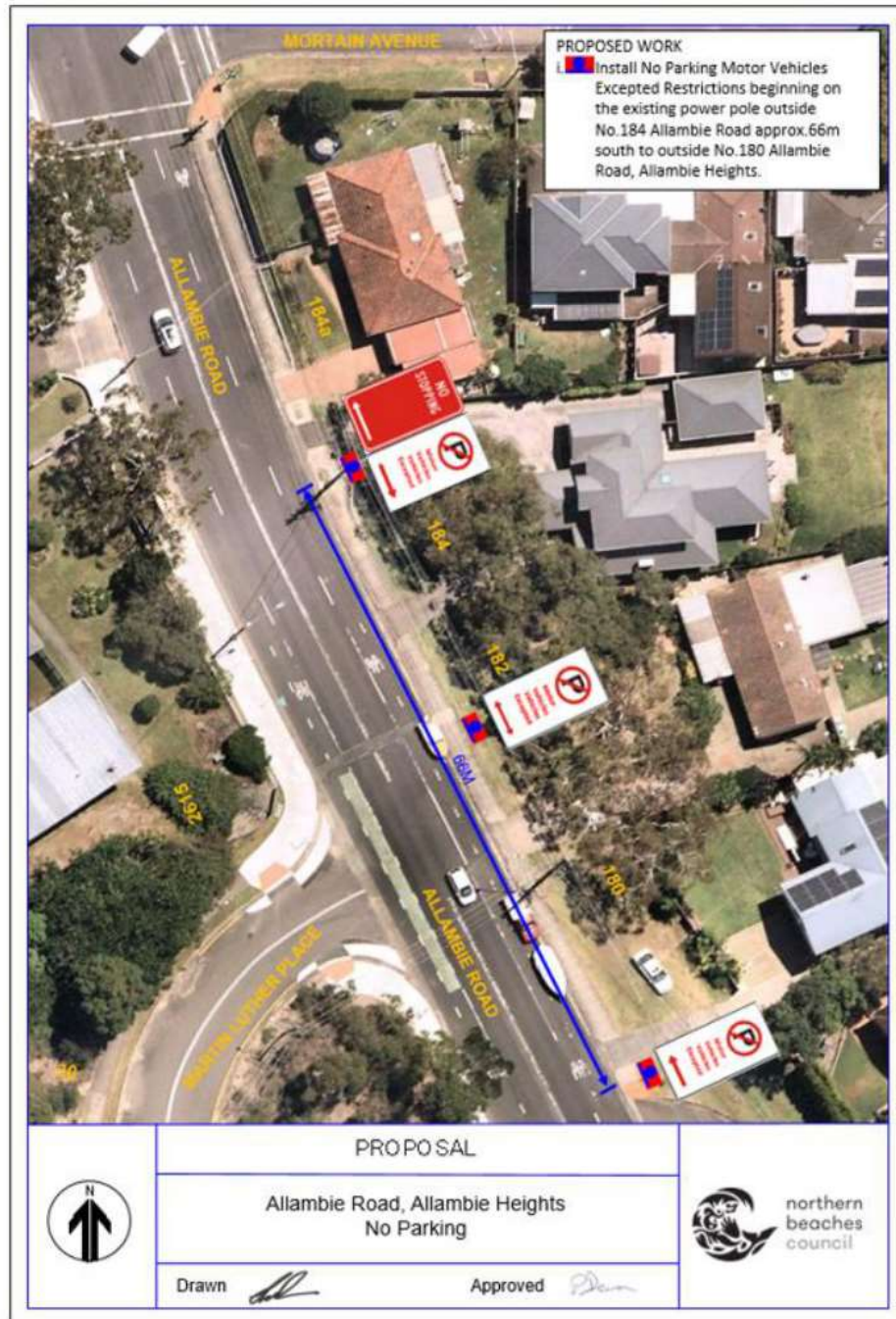
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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. The introduction of No Parking Motor Vehicles Excepted Restrictions beginning on the existing power pole outside No.184 Allambie Road approximately 66 metres in length south to outside No.180 Allambie Road, Allambie Heights.
-





## 5.0 MATTERS FOR NOTATION

<b>ITEM 5.1</b>	<b>REQUEST FOR WORKS ZONE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/642284</b>
<b>ATTACHMENTS</b>	<b>NIL</b>

**GEOCODES:** Various

### REPORT

#### BACKGROUND

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.

<b>Applicant</b>	<b>Location</b>	<b>Works Zone Length and Time</b>	<b>Requested Period</b>
Lyon Developments Pty Ltd 104 Felton Road CARLINGFORD NSW 2118	25 Pittwater Road, MANLY NSW 2095	Length: 11 metres  Time: 7:00am-5:00pm Mon-Fri  8:00am-1:00pm Saturday	12 Weeks approved, start date TBA
Lionel Henry Dooley 32 Bangor Road MIDDLE DURAL NSW 2158	12 Victoria Parade, MANLY NSW 2095	Length: 7.2 metres  Time: 7:00am-5:00pm Mon-Fri  8:00am-1:00pm Saturday	8 September 2021 to 29 September 2021
J & C G Constructions Pty Ltd 98 Maloney Street EASTLAKES NSW 2018	21 Whistler Street, MANLY NSW 2095	Length: 7.2 metres  Time: 7:00am-5:00pm Mon-Fri  8:00am-1:00pm Saturday	15 September 2021 to 27 October 2021
64 Darley Road MANLY NSW 2095	64 Darley Road, MANLY NSW 2095	Length: 8 metres  Time: 7:00am-5:00pm Mon-Fri  8:00am-1:00pm Saturday	20 September 2021 to 14 November 2021

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#### RECOMMENDATION TO TRAFFIC COMMITTEE

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