

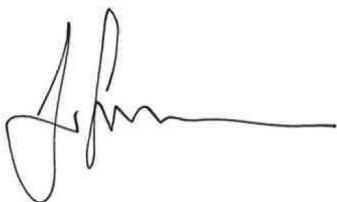
AGENDA

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 remote Teams on

TUESDAY 9 NOVEMBER 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 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 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
 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
 Mr Nicholas Murace
 Ms Caty Pilley
 Ms Sandra Calci

Visitors

TBA

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

to be held via remote Teams on Tuesday 9 November 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 5 October 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
4.1	80 Edgecliffe Boulevardde COLLAROY PLATEAU - Installation of No Stopping Yellow Lines	5
4.2	Parkland Way, Warriewood - Installation of No Parking Restriction.....	9
4.3	Wetherill Street NARRABEEN- Installation of No Stopping Yellow Line	13
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NEXT MEETING Tuesday 7 December 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 5 OCTOBER 2021

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 5 October 2021, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

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.

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	80 EDGECLIFFE BOULEVARDE COLLAROY PLATEAU - INSTALLATION OF NO STOPPING YELLOW LINES
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/730297
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.724041, 151.290131

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked trucks and vehicles on Edgecliffe Boulevard that are causing dangerous conditions due to the restricted road width and bend in the road, which impedes sight lines for oncoming traffic, passage of buses and for vehicles exiting driveways.

LOCATION

Edgecliffe Boulevard is a local road of 9m in width, medium volumes of two-way traffic. Edgecliffe Boulevard intersects Claudare Street on its western side and it meets Essilia Street on its western south side. A Bus route services Edgecliffe Boulevard. No Parking restriction is allocated on Edgecliffe Boulevard.

ISSUES

- Parked trucks and vehicles on Edgecliffe Boulevard are causing dangerous conditions due to the restricted road width and bend in the road, which impedes sight lines for oncoming traffic, passage of buses and for vehicles exiting driveways.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of No Stopping yellow lines on both sides of Edgecliffe Road between Claudare Street and No.80 Edgecliffe Boulevard.

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

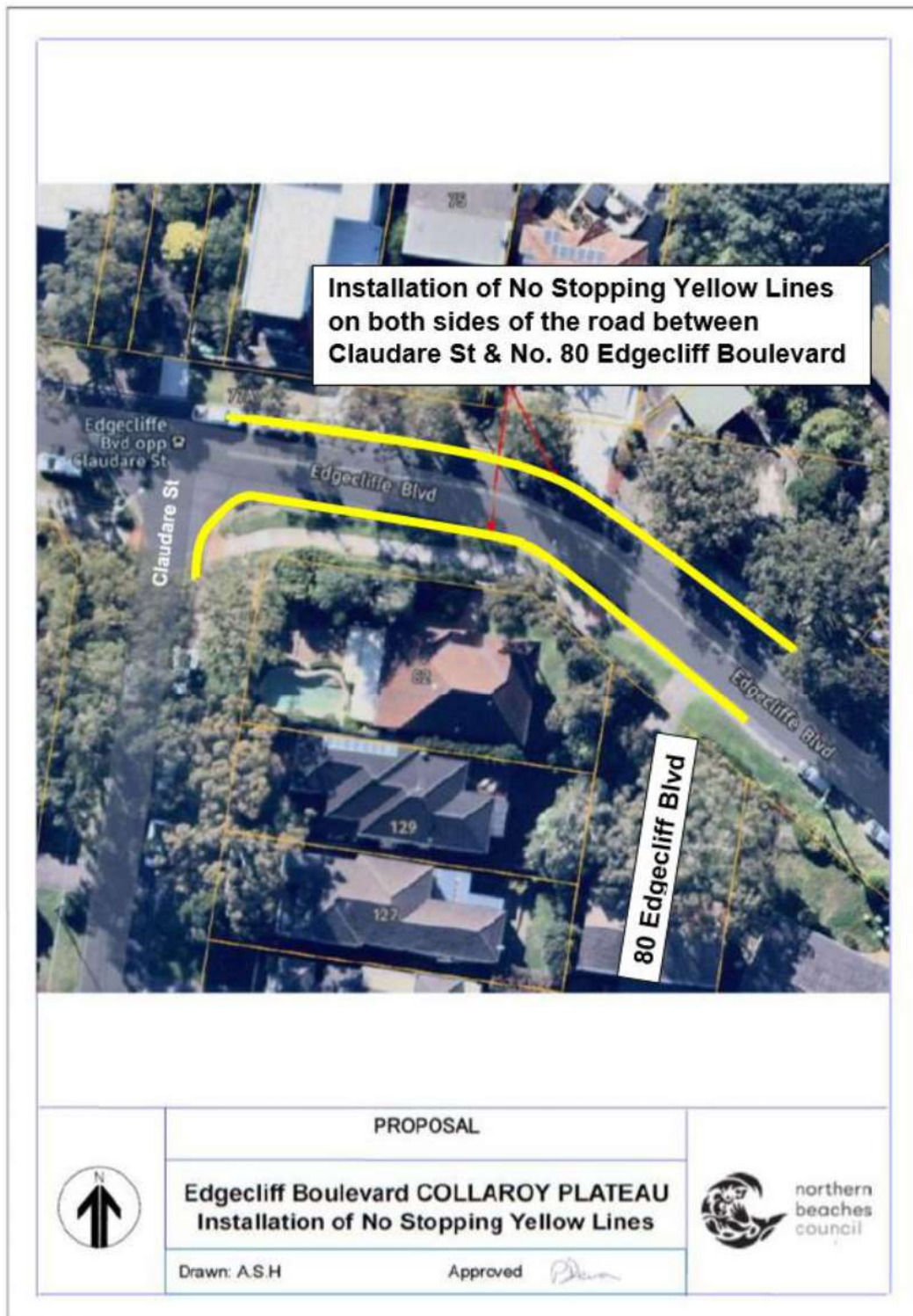
Consultation letters have been distributed to 18 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 3 submissions were received with no objections and 3 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of No Stopping yellow lines on both sides of Edgecliff Road between Claudare Street and No.80 Edgecliff Boulevard.



<u>Table of Consultation</u>		
Address	80 Edgecliff Boulevard, Collaroy Plateau	
Proposal	Installation of "Unbroken No Stopping Yellow Lines"	
Properties Consulted	18	
Responses Received	3	
Support	3	
Do Not Support	0	
Issue	Resident Comment	Council Response
Unsafty	Parked cars often hinder the safe passage of vehicles including buses along that particular curved section of Edgecliff Boulevard. Parked cars often hinder the safe passage of vehicles including buses along that particular curved section of Edgecliff Boulevard.	Council proposes the installation of unbroken No Stopping yellow lines on both side of the abovementioned section of the road in order to provide a safe passage for buses and large vehicles by restricting no stopping at that location.

ITEM 4.2	PARKLAND WAY, WARRIEWOOD - INSTALLATION OF NO PARKING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/730693
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.685001, 151.293411

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 meets Riverine Court on its eastern side and it meets Pittwater Road on its western side. No Bus route services Parkland Way. No Parking restriction is allocated on Parkland Way.

ISSUES

- Parked vehicles on Parkland Way causing difficulties gaining access along Parkland Way due to narrow width of the road. 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.

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.

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.



Table of Consultation		
Address	Parkland Way, Warriewood	
Proposal	Installation of No Parking Restriction	
Properties Consulted	18	
Responses Received	3	
Support	3	
Do Not Support	0	
Issue	Resident Comment	Council Response
Road Safety	How ridiculous to install signs restricting parking to the residents of merely five houses, and for a full 24 hours when garbage collection commences on Friday mornings. 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 “(No Parking, 6PM THU - 6PM FRI)”restriction in order to provide a reasonable and a Consistent solution regarding parking issues at the abovementioned location rather than providing a temporary solution.

ITEM 4.3	WETHERILL STREET NARRABEEN- INSTALLATION OF NO STOPPING YELLOW LINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/731538
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.724709, 151.295044

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles on Wetherill Street that prevent passage along the street by larger vehicles such as garbage trucks and impede the ability for residents to enter and exit driveways.

LOCATION

Wetherill Street is a local road of 7m in width, low volumes of two-way traffic. Wetherill Street meets Park Street on its eastern side and it ends to a cul-de-sac on its western side. No Bus route services Wetherill Street. There are two existing statutory No Stopping yellow lines at intersection of Wetherill Street and Park Street.

ISSUES

- Parked vehicles on Wetherill Street prevent passage along the street by larger vehicles such as garbage trucks and impede the ability for residents to enter and exit driveways.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of a 30m length of No Stopping yellow line on southern side of Wetherill Street between western side of the driveway No.32 Wetherill Street and the boundary of No.30A Wetherill Street and No.32 Park Street.

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 45 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 8 submissions were received with 4 objections and 4 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of a 30m length of No Stopping yellow line on southern side of Wetherill Street between western side of the driveway No.32 Wetherill Street and the boundary of No.30A Wetherill Street and No.32 Park Street.

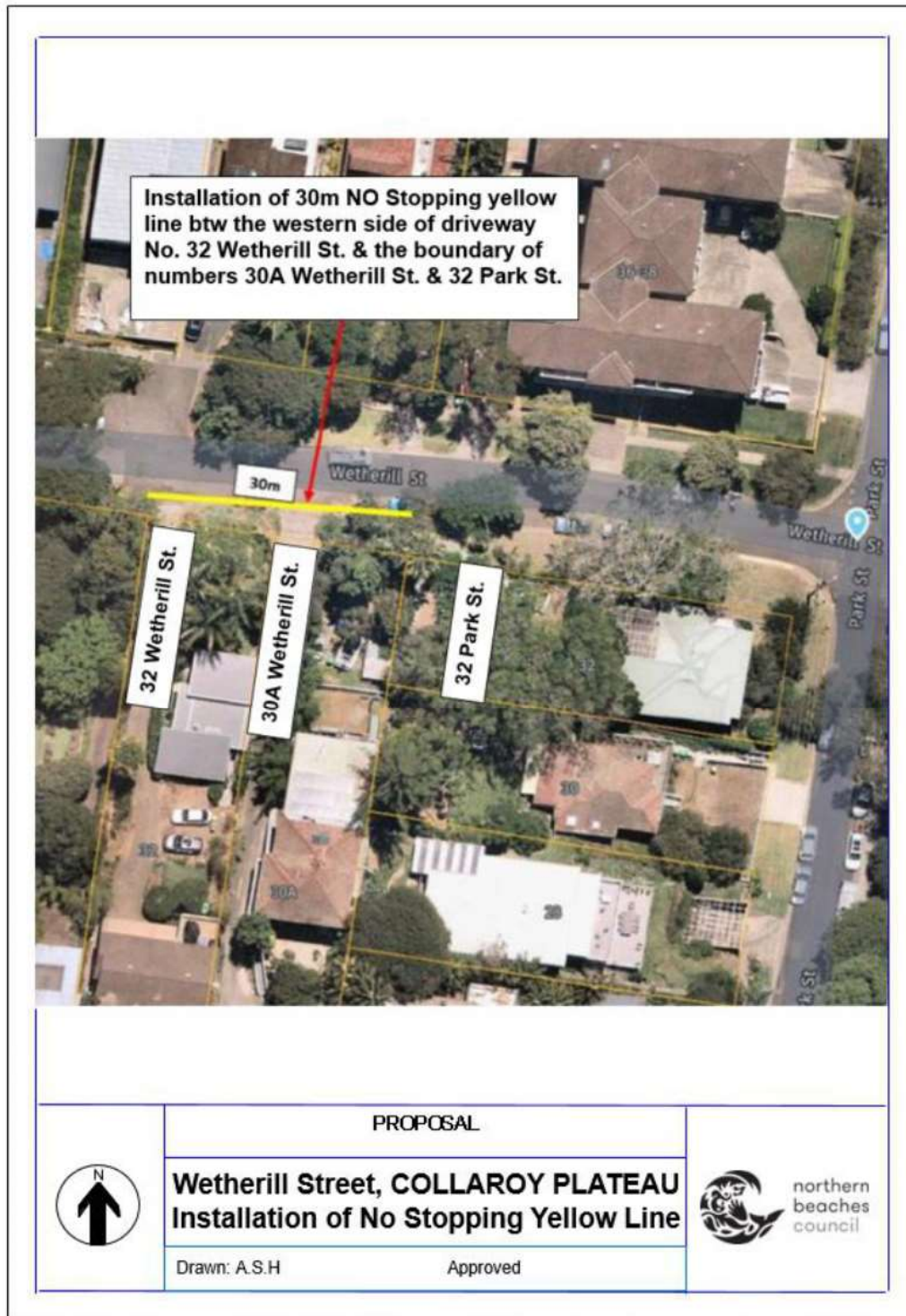


Table of Consultation		
Address	Wetherill Street, NARRABEEN	
Proposal	Installation of No Stopping Yellow Line	
Properties Consulted	45	
Responses Received	8	
Support	4	
Do Not Support	4	
Issue	Resident Comment	Council Response
Road Safety	Not only does this minimise lost parking spaces, and also frees up the accessibility to the public pedestrian concrete walkway and stairway, which runs from 32 Park Street driveway to 30 Wetherill Street driveway, which is normally always blocked by cars. This causes pedestrians to step into oncoming traffic.	The proposal will resolve this issue by providing a safe access around the existing concrete walkway and stairway for pedestrians.
Lack of Parking	It will cause too many parking spots to be lost. It is already hard enough at the end of a work day to find a spot as is. We have two vehicles and only one garage	Long term parking of private vehicles must be on private properties as the residents are responsible to utilise garages and existing driveways for off-street parking in case of increased parking demands.

ITEM 4.4	OGILVY ROAD, CLONTARF - NO PARKING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/731890
ATTACHMENTS	1 Ogilvy Road, Clontarf - Plan 2 Table of Consultation

GEOCODES: -33.811313, 151.261131

REPORT

BACKGROUND

Council has received concerns from local residents regarding congested conditions on Ogilvy Road particularly on weekends, due to parking activity related to people visiting Castle Rock Beach and the Spit to Manly walk.

In December last year, Council circulated a proposal for the implementation of weekend No Parking restrictions on the north side of Ogilvy Road to address concerns from local residents regarding congested conditions in the street. The majority of feedback considered that the circulated proposal impacted too much on the ability for residents and their visitors to park in the street.

LOCATION

Ogilvy Road is a local road of approximately 7.3m in width with parking currently permitted on both sides of the road over most of its length. It is approximately 200m in length terminating in a cul-de-sac at its western end. A set of steps at its western end provides access to Castle Rock Beach and the Spit to Manly Walk.

ISSUES

- When vehicles are parked on both sides of the road the available carriageway width is reduced to around 3.5m in width. This prevents two-way traffic flow and makes access for larger vehicles such as fire trucks difficult.
- On weekends, particularly in Summer, Castle Rock Beach is a popular destination and all available parking in the street on both sides of the street is often occupied. This can make access to and from driveways difficult and makes turning around in the street difficult for drivers unable to find a parking space.
- Some residents do not have off-street parking and despite the congested conditions in the street, do not want restrictions introduced.
- Council's most recent consultation letter proposed a No Parking restriction which applied on weekends and public holidays and only on parts of the southern side of the street to provide passing opportunities and limit loss of parking. Most residents who have responded have advised that their preference is either for a full time No Parking restriction on all of the southern side of the street OR for a weekend and Public holidays restriction which applies over all of the south side of the street.

PROPOSAL

Council has undertaken a review of the location and issues raised in consultation and proposes to introduce a No Parking restriction on all of the south side of the street. The restriction will apply only between 9am and 6pm on Saturdays, Sundays and Public Holidays.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect pedestrian facilities and should improve pedestrian safety as pedestrians will have more space available to walk on the road and better access to the nature strip on the south side of the road.

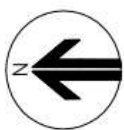
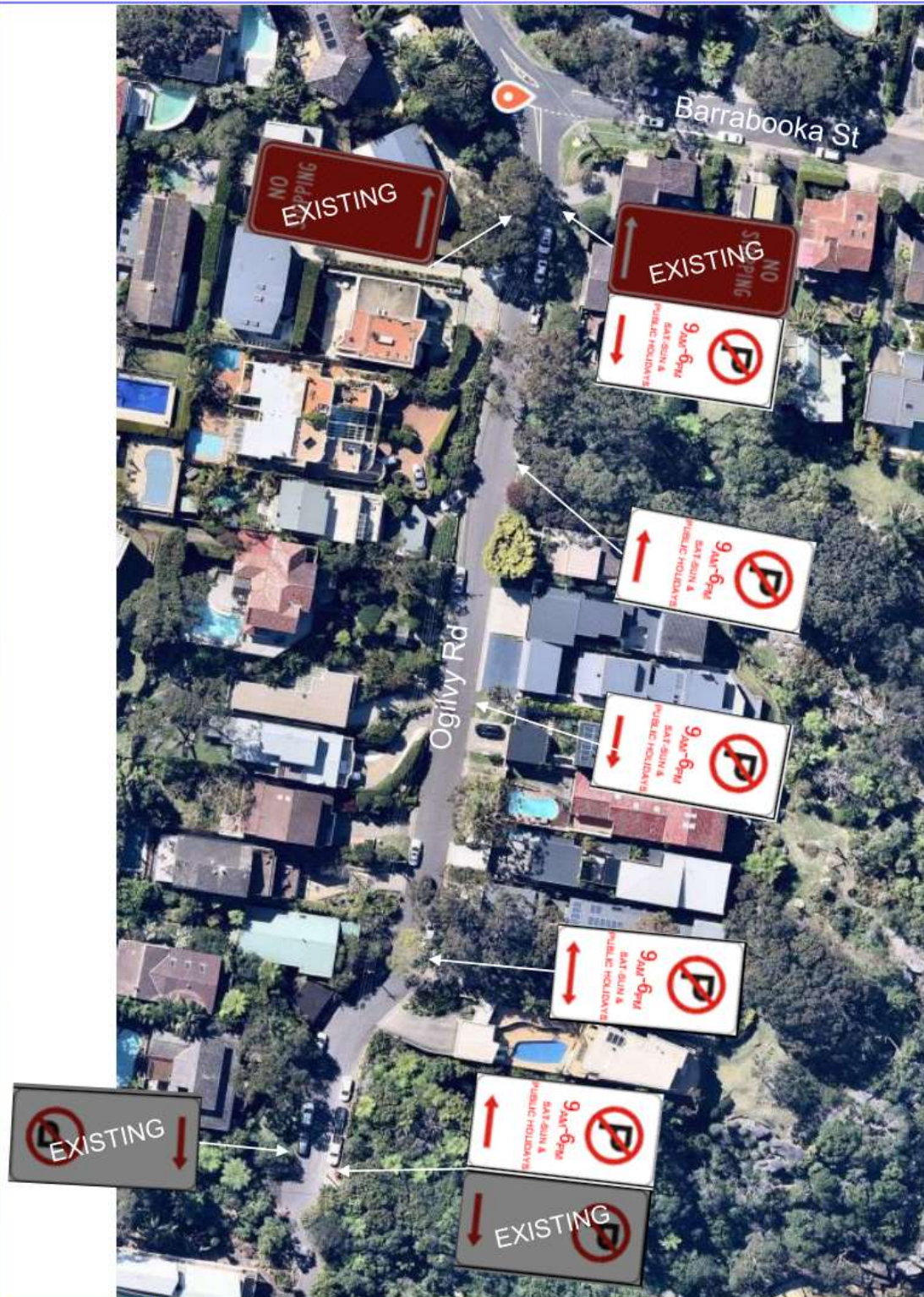
CONSULTATION

Consultation letters have been distributed to 26 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a No Parking restriction on the south side of Ogilvy Road. The restriction to apply 9am-6pm Saturday, Sunday & Public Holidays



PROPOSAL

Ogilvy Road, Clontarf
Weekend No Parking

Drawn JB

Approved *James Brackley*



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Table of Consultation

Address	Ogilvy Road, Clontarf
Proposal	No Parking - Weekends and Public Holidays

Properties Consulted	26
Responses Received	16
Support	3
Conditional Support	9
Do Not Support	4

Issue	Resident Comment	Council Response
Emergency service access	On busy days emergency service access would not be possible	If vehicles are parked both sides of Ogilvy Road emergency services access would be difficult
No offstreet parking	We have no offstreet parking and rely upon onstreet parking this proposal will increase competition for those spots	Some residents have no offstreet parking however most do.
Enforcement of parking	Increased Council attention to existing illegal parking (across driveways) in existing No Parking zones is all that is required	This street does require regular weekend parking enforcement
Resident permits	If Council insists on introducing restrictions residents will need permits to exempt them from restrictions	There is no provision for a resident exemption to a No Parking restriction and as most residents have offstreet parking a permit parking scheme would not be appropriate in this location
Marking of driveways	Council should also mark driveways in the street	Driveway delineation markings are installed at the resident's cost, subject to assessment after lodgement of a formal application. An application form is available on Council's website.
Full time restrictions	4 of the respondents have advised that they would prefer a full time No Parking restrictions on the whole of the south side of the street	During the week, parking activity in the street is generally low so a full time restriction is considered excessive.
Restrictions on all of south side	5 of the respondents have advised that they believe the proposed weekends and public holidays restrictions should apply on ALL of the south side of Ogilvy Road not just some of it	A restriction applying on all of the south side of the street would be more easily understood but would reduce parking availability in the street.
kerb and gutter	The south side of the street needs kerb and gutter where it is missing	This is beyond the scope of the current proposal. Council's Assets team have been requested to consider for inclusion in a future works program.

Shared Zone	Ogilvy Road should be considered for introduction of a Shared Zone given absence of footpath and number of pedestrians using the street at times	Consideration can be separately given to a 10km/h Shared Zone.
Defibrillator	A defibrillator machine should be installed on the steps leading to Castle Rock Beach in case there is an incident	A request for this work has been raised with Council's Parks & Reserves team .

ITEM 4.5	SUNSHINE STREET, MANLY VALE - 5 MIN P PARKING RESTRICTION
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/732201
ATTACHMENTS	1 Sunshine Street, Manly Vale - Plan 2 Table of Consultation

GEOCODES: -33.783759, 151.261183

REPORT

BACKGROUND

Council has received concerns from local residents and parents of children attending Manly Vale Public School regarding the inadequacy of the before and after school No Parking restrictions on the north side of Sunshine Street which many parents are reluctant to use.

The No Parking zone often remains empty for long periods of time with parents preferring to use 5-minute parking zones on Sunshine Street or Gibbs Street

LOCATION

Sunshine Street is a local road of approximately 9.8m in width carrying low volumes of two-way traffic other than during school drop-off and pick-up times when traffic volumes increase sharply. Parking is generally permitted on both sides of Sunshine Street, however, before and after school restrictions are present both sides of the road to cater from drop-off and pick-up activity at the adjacent Manly Vale Public School. Sunshine Street is used by the 145 Bus Route and also by school bus services. Sunshine Street joins Gibbs Street at a 90-degree elbow and given the narrow width of both streets plus the regular use of the streets by buses, dividing barrier lines have been introduced on the bend to assist in keeping traffic to the correct side of the road and improve safety.

ISSUES

- The existing before and after school No Parking zone is underutilised.
- Parents of younger children need to leave their vehicle to collect their children from the gate. Parents of some older children would still prefer to do this. The safest way for this to happen is by having time restricted parking with a short duration such as 5 minutes which allows for turnover of parking.
- Some residents oppose the use of parking restrictions before and after school, believing they don't work and take away parking that could be used for longer term uses. The proposed restrictions only apply for 1.5 hours in the morning and 1.5 hours in the afternoon and only on school days. The parking is available for residents and their visitors at all other times.
- If parking was unrestricted, it would inevitably be occupied on a long-term basis by residents or school staff, meaning the kerb space would be unavailable for parents to safely collect their children.
- The Manly Vale Public School has expanded its student numbers from less than 350 students to more than 550 students and additional and efficient drop-off and pick-up areas are required to serve the school.

- One resident has requested the reinstatement of previously existing part time No Stopping restrictions on the inside radius of the bend at the junction of Sunshine Street and Gibbs Street. This is not considered appropriate given the narrow width of the road and the regular use of the streets by buses.
- A reduction in the length of the yellow No Stopping lines and removal of some of the dividing barrier lines is proposed to reinstate some parking and correct some signposting anomalies

PROPOSAL

Council has undertaken a review of the location and issues and proposes to change the No Parking restriction to a 5-minute parking restriction to match those on the south side of Sunshine Street. While a No Parking restriction does not allow the parent to leave the vehicle, a 5-minute restriction will allow the parent to walk to the school to collect their children and walk back to the vehicle.

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 and will assist school aged pedestrians and their parents to safely get to and from the school.

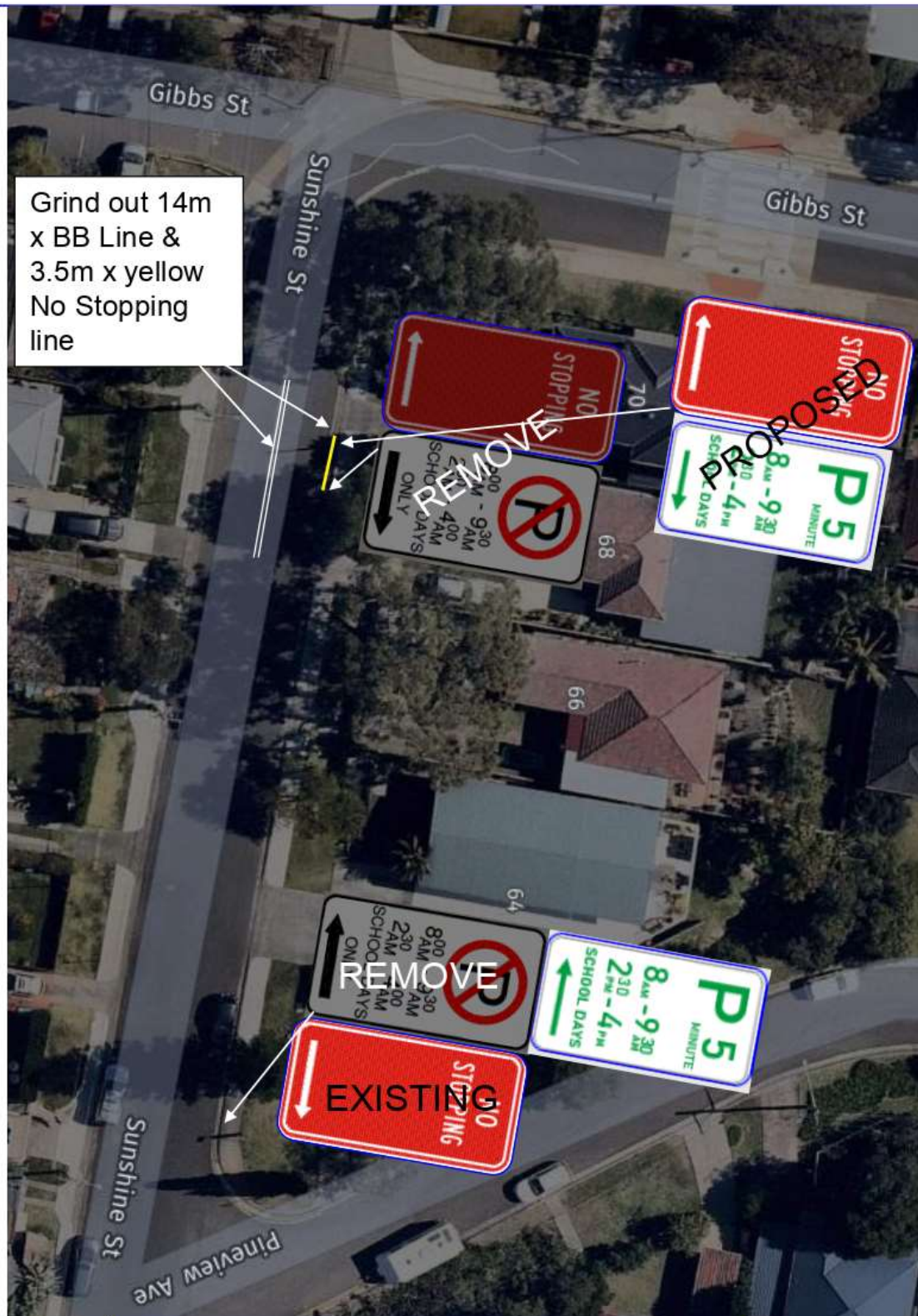
CONSULTATION

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.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following changes to parking and linemarking restrictions on Sunshine Street, Manly Vale:

- A. Removal of existing before and after school No Parking restrictions from the north side of Sunshine Street.
- B. Installation of P5 Minute Parking restrictions on the north side of Sunshine Street between Gibbs Street and Pineview Avenue.
- C. Reducing the length of the unbroken double separation lines on Sunshine Street by 14m from the eastern end of the lines (to finish west of the driveway to No.70).
- D. Reducing the length of the existing unbroken yellow No Stopping line on the north side of Sunshine Street by 3.5m (to finish east of the driveway to No.70).



PROPOSAL

Sunshine Street, Manly Vale – 5 minute parking

DRAWN JB

APPROVED

LAYOUT 1 OF 1

REVISION NO.

A

DATE

19/Oct/2021



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Table of Consultation

Address	Sunshine Street, Manly Vale
Proposal	5 Minute parking

Properties Consulted	17
Responses Received	3
Support	0
Do Not Support	3

Issue	Resident Comment	Council Response
Non observance of restrictions	Parents don't adhere to the No parking restrictions and won't adhere to the 5min P either	with regular enforcement activity there is no reason why a 5min P restriction won't be effective
5 Min P will make things worse	A 5 minute restriction will make things worse choking the area around the school. There should be no restrictions on parking.	Parents want to be able to pick up their children from close to the school and providing short term parking restrictions allows that to happen while maximising turnover of parking. Unrestricted parking would lead to an absence of vacant parking spaces resulting in higher levels of illegal parking across driveways, in No Stopping zones, on pedestrian crossings, doubled parking etc.
more footpaths	Council should build more footpaths to encourage walking and cycling to school.	This is agreed. New footpaths have already been built on the approaches to the school. Further footpaths are planned in line with Council's footpath priority program and available funding.
reinstate part time No Stopping	The part time No Stopping restriction which previously applied on the inside radius of the junction of Sunshine St and Gibbs Street should be reinstated	The narrow width of Sunshine Street and Gibbs Street and the use of these streets by larger vehicles does not allow parking to occur on the inside radius of this bend without making access unsafe for through traffic
Reduce length of No Stopping	The length of the No Stopping zone on Sunshine Street east of Gibbs Street is excessive	The length of the No Stopping zone will be reduced to allow some reinstatement of parking
Reduce length of unbroken separation lines	The length of the unbroken separation lines on Sunshine Street is excessive and results in vehicles parking within 3m of those lines	The separation lines keep traffic to the correct side of the road. The length of the unbroken separation lines will however be reduced while not reducing their effectiveness.

ITEM 4.6	ARANA STREET, MANLY VALE - 10 MIN P PARKING RESTRICTION
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/732204
ATTACHMENTS	1 Arana Street, Manly Vale - Plan 2 Table of Consultation

GEOCODES: -33.782613, 151.260781

REPORT

BACKGROUND

Council has received concerns from local residents and school parents regarding congested parking conditions in school drop-off and pick-up periods at Manly Vale Public School. In conjunction with recent school expansion work, changes to parking around the school have occurred but parking observations suggest some additional short-term parking at peak times is required.

LOCATION

Arana Street is a local road of approximately 7.3m in width with parking currently permitted on both sides over most of its length. It runs east-west between Gibbs Street and King Street. The Manly Vale Public School which has recently undergone significant expansion, is sited immediately to the south of Arana Street. The 145 bus route proceeds west along Arana Street

At the April 2021 Local Traffic Committee, approval was given to the installation of a No Parking restriction on the south side of Arana Street over its full length. This restriction will apply between the hours of 9:45am and 4:45pm Mon-Fri to facilitate access for the bus and other larger vehicles.

ISSUES

- Arana Street is sited adjacent to the Manly Vale Public School and congested conditions can occur in the street during school drop-off and pick-up periods.
- There is a shortage of drop-off and pick-up space close to the school which can lead to parents parking illegally in No Stopping or No Parking zones for extended lengths of time.
- If 2 vehicles are parked opposite each other close and parallel to the kerb, around 3m of carriageway remains available for through traffic. Buses need 3.5m to be able to safely proceed.

PROPOSAL

Council has undertaken a review of the location and issues and originally proposed to introduce a length of 10-minute parking on the south side of Arana Street applying between the hours of 8am to 9:45am and 2:30pm to 4:45pm on School Days. Resident submissions have highlighted that part of the proposed parking on the south side would require children to alight from the vehicle onto a steep embankment and that gradients were flatter on the northern side of Arana Street. It is now proposed to introduce a length of 10min parking on the north side of Arana Street.

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 11 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Replacement of existing part time No Stopping restrictions on the north side of Arana Street with a P10 minute parking restriction applying 8am-9:45am and 2:30pm-4:45pm School Days



Table of Consultation

Address	Arana Street, Manly Vale
Proposal	10 minute parking restrictions

Properties Consulted	11
Responses Received	2
Support	1
Do Not Support	1

Issue	Resident Comment	Council Response
Relocate to north side of street	While I agree that more parking for school drop off and pick up is required, it would be better sited on the north side where children can more easily get out of the car on the nature strip side of the road	The embankment on the southern side of the road gets quite steep and it has overgrowth on it. The northern side of the road is better suited to "drop off" and "pick up" activity.
Will lead to traffic chaos in the street	The proposal will lead to traffic chaos in the street as it will attract parents to park there.	The primary focus for "drop off" and "pick up" activity will remain in Gibbs Street and Sunshine Street. This small zone is sited further from the school and is intended to be a supplementary longer term parking area for times when no vacant space is available in the other zones. Hence its 10 minute time restriction.

ITEM 4.7	WATERVIEW STREET, MONA VALE - SPEED CUSHIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/732697
ATTACHMENTS	1 Waterview Street, Mona Vale - Plan 2 Table of Consultation

GEOCODES: -33.670272, 151.310328; -33.670381, 151.312347

REPORT

BACKGROUND

Council has received concerns from local residents regarding inappropriate speed of vehicles travelling along Waterview Street and traffic safety at the intersection with Crescent Road, Mona Vale.

LOCATION

- Waterview Street is a collector road with a 50km/h speed limit. The road is approximately 800m in length and connects Mona Street with Barrenjoey Road in Mona Vale.
- The section of Waterview Street west of the intersection with Crescent Road is approximately 9m wide between kerbs and 10m wide on the eastern section.
- There are four existing raised thresholds which have been constructed as part of an approved Local Area Traffic Management (LATM) scheme along the full length of Waterview Street.
- Crescent Road intersects Waterview Street on a bend and crest in the road.
- The 'Give Way' controls have previously been upgraded to 'Stop' controls on both sides of the Waterview Street/Crescent Road intersection, to prioritise the eastbound traffic in Waterview Street.
- A painted median island is located immediately west of the intersection with a raised threshold located 20m further west.
- Double separation lines extend approximately 20m east of the 'Stop' controls in Waterview Street, and northwards along Crescent Road to a raised threshold.
- There are no signposted parking controls in the immediate area, however, the existing pavement width does not permit parking opposite dividing barrier lines where 'No Stopping' yellow lines have also been installed.
- The constructed footpath is located on the southern side of the road between Mona Street and Barrenjoey Road.

ISSUES

- Residents have reported that many motorists travelling through the Waterview Street/Crescent Road intersection do not adhere to the 'Stop' controls.
- Sight distances for traffic in each direction are limited when approaching the intersection due to the bend and crest in the road.
- The disregard of the existing traffic controls and reduced sight distances increases the risk of head-on collisions.
- Local residents have also reported a number of off-road crashes on the bend near Kariboo Close, including a recent incident where a vehicle loss control due to inappropriate speeds.

- Council arranged for traffic counts to be undertaken on both sides of the road outside No.10 and No.25 Waterview Street, where traffic volumes and traffic speed data were recorded over a one week period. The combined weekly 85th percentile speed was measured as 37km/h outside No.10 Waterview Street and 48km/h outside No.25 Waterview Street.
- The traffic count outside No.10 was situated 15m from the 'STOP' line. The 85th percentile speed for traffic approaching the intersection was calculated as 36km/h, which is slightly lower than the opposite direction, however a stopping distance of approximately 23m is required for an average size vehicle to stop at this speed. The speed data therefore indicates that the majority of vehicles would not be able to stop before the intersection if they have to brake to avoid a crash.
- The traffic count outside No.25 was situated 50m north-west of the intersection with Kariboo Close. Although the measured 85th percentile speed is slightly below the existing 50km/h speed limit, the road is on the approach to the curve and intersection where sight distances are restricted and a reduced travel speed is advised when driving to these conditions.

PROPOSAL

- Council has undertaken a review of Waterview Street, between Barrenjoey Road and Kariboo Close, and proposes that speed cushions 1.6m wide be installed on both sides of the road (outside No.25 and No.36) west of the curve and intersection with Kariboo Close. A speed cushion 1.8m wide is to be installed on the eastern approach to the intersection with Crescent Road (outside No.10) to slow vehicles on the approach to the 'Stop' controls. The wider cushion is proposed to provide greater traffic calming at this location. New traffic islands will be installed in conjunction with the devices to separate the opposing traffic flows.
- The proposal will help reduce traffic speeds on the approach to the curve and enhance traffic safety at the Waterview Street/Crescent Road intersection. A plan of the proposal is shown in Attachment 1 - Waterview Street, Mona Vale - Plan.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Waterview Street is part of the Road Cycling and Safe Cycling Network. The proposed treatments will improve safety for road users including people cycling on the road, by reducing traffic speeds. A minimum 1m wide gap will be provided between the speed cushion and the kerb or traffic island to enable people cycling on the road to travel through the area without travelling over the devices.
- The proposal does not affect future pedestrian facilities or impacts on walking paths.

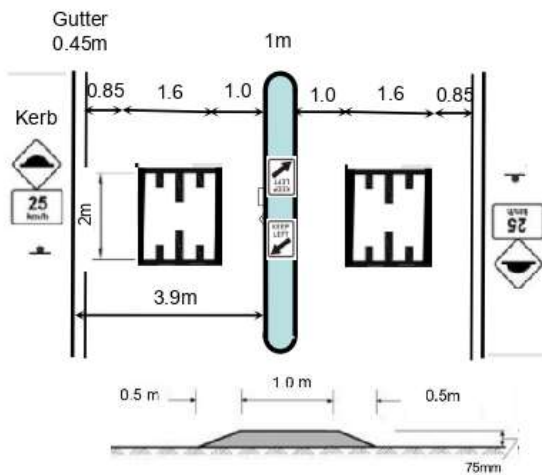
CONSULTATION

Consultation letters have been distributed to 33 properties within the immediate vicinity of the location providing notification of the proposal. A summary of the responses is noted in Attachment 2 - Table of Consultation

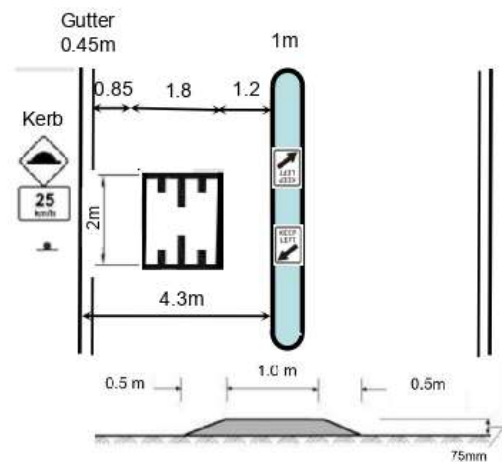
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Waterview Street, Mona Vale:

- A. Installation of speed cushion 1.8m wide with traffic island on the approach to the 'STOP' line outside No.10 (westbound).
- B. Installation of speed cushions 1.6m wide outside No.36 (westbound) and No.25 (eastbound) with traffic island.



Traffic devices outside
No.36 & No.25 Waterview Street



Traffic devices outside
No.10 Waterview Street



	PROPOSAL		 northern beaches council
	WATERVIEW STREET, MONA VALE SPEED CUSHIONS		
	Drawn RK	Approved 	

Table of Consultation

Address	Waterview Street, Mona Vale
Proposal	Speed Cushions

Properties Consulted	33
Responses Received	7
Support	5
Do Not Support	2

Issue	Resident Comment	Council Response
Speed Cushions	<p>- I fully support the proposed traffic changes to the street- long overdue. Something also needs to be done to slow those using the street as they turn onto Waterview from number 10 and also Crescent Road. We have experienced for years cars failing to stop at both stop signs and come around the corner at speed. I have nearly been hit on numerous occasions trying to get into my car if I have parked on the street, and it is equally as difficult reversing out of our driveway without being rear ended. This road is also a school bus run, which means there are children crossing etc- it really should be a 40 speed limit.</p> <p>- I support the proposed 'traffic cushions' for Waterview st, personally I think a round-about at Waterview/Crescent intersection would be better than current stop signs. The main reason I am emailing about this is our concern for access entering/exiting our driveway with the traffic island being put in, access is difficult already with the speed people fly out of Crescent Rd without stopping so would appreciate if our access was not made harder or more dangerous for us.</p> <p>- We do have concerns about the proposed speed cushions in regards to increased noise & increased visual impairment. With so many people working from home, including myself & direct neighbours, traffic noise is noticeable & a worry so having speed cushions directly outside our homes only adds to this. Also currently when exiting our driveway there is a clear view towards Kariboo Close. The concern is by adding in road structures & traffic islands that this will only increase the visual load of navigating oncoming cars & the high foot traffic. Instead of the proposed speed cushions would council consider reducing the current speed limit instead? Or the use of chicanes? Would you consider making Waterview Street one way at certain times of the day? Or installing speed enforcement cameras or radar speed display?</p> <p>- If I could request for the speed bump to be placed further up the street outside a house that isn't so close to the road? I have attached a map and dropped a red pin at a location where there's a yellow corner sign placed. I feel that a speed bump at this position is preparing drivers to slow down and thus having the speed bump there makes more sense.</p>	<p>- Non-compliance of the 'STOP' controls frequently occurs at the intersection where Waterview Street continues westwards and a speed cushion has been provided on the approach to the 'STOP' line. The location of the device would also benefit properties located further west approaching the bend with improved traffic calming effects.</p> <p>- TfNSW is the responsible authority for setting speed limits in NSW. Any proposal for reduced speed limits are ineffective unless there are changes to the road which provide a self-enforcing environment. The proposal could assist with future applications for a reduction in the speed limit.</p> <p>- The proposed traffic island will maintain access to properties, however minor adjustments may also be considered. Council has no current proposals for a roundabout at the intersection, which would require the reconfiguration of the intersection and potentially increase access difficulties for some properties, as there are 4 driveways located in close proximity of the intersection.</p> <p>- The use of speed cushions can have noise impacts, however there are limited options available to Council to address inappropriate vehicle speeds along local roads.</p> <p>- TfNSW is the responsible authority for the installation and management of speed camera programs which are generally used on State Roads. The use of chicanes are likely to impact driveway accesses and require additional traffic islands and the removal of more on-street parking. Chicanes are also ineffective in reducing traffic speeds on bus routes as the additional road width required for buses to negotiate the devices do not slow passenger vehicles.</p> <p>- New traffic calming devices should be installed where there are good sight distances and street lighting. It is not possible to relocate the device to the existing sign as it would affect access to the driveways located on the opposite side of the road. The location of the device however could be repositioned further away on the northern side of the streetlight without affecting driveway access.</p>

Issue	Resident Comment	Council Response
Suggestion	- We propose that a No Right Turn from Barrenjoey Road into Waterview Street between 6am to 10am and 3pm to 7pm, school buses and emergency vehicles exempted. This would make our street much safer.	- Waterview Street is classified as a collector road which distributes traffic to and from local streets to arterial roads. Any restrictions to traffic on Barrenjoey Road (State Road) such as a 'No Right Turn' needs to be considered and approved by TfNSW due to the impacts on the overall road network. These restrictions may reduce the volume of traffic but do not address inappropriate traffic speeds. Access and speed limit restrictions can only be enforced by the Police, and are unlikely to be effective without ongoing enforcement.

ITEM 4.8	VILLIERS PLACE, CROMER - LOADING ZONES & TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/734189
ATTACHMENTS	1 Villiers Place, Cromer - Plan 2 Villiers Place, Cromer - Table Of Consultation

GEOCODES: -33.736132, 151.287678

REPORT

BACKGROUND

Council has received concerns from local residents regarding ongoing illegal parking and limited access to and turnover of on-street parking caused by the long term parking of boat and box trailers and trucks in Villiers Place, Cromer.

LOCATION

- This section of Villiers Place is a local road that caters for two-way traffic, with a speed limit of 50km/h. Villiers Place is used by traffic to reach Cromer and the surrounding suburbs.
- On-street parking is generally unrestricted on Villiers Place, with the exception of No Stopping restrictions at the intersection of Orlando Road and Villiers Place, Cromer.
- Two No Stopping Unbroken Yellow Kerb Lines outside No.4-7 Villiers Place, to provide an additional turning circle area and an additional line approximately 20m in length located on the kerb outside No.17 Villiers Place, Cromer, were approved by Northern Beaches Council Local Traffic Committee in March 2021.
- Villiers Place is located adjacent to the Cromer Industrial area and in close proximity of Cromer Park and Cromer Campus.
- Adjacent land use consists of industrial, business and low to medium density housing along Villiers Place, Cromer.

ISSUES

- Recent development and timed parking changes throughout the Cromer industrial area has increased illegal parking across driveways, double parking, parking on the nature strip and within 10m of the intersection of Villiers Place and Orlando Road, Cromer.
- Limited access to and turnover of on-street parking caused by the long term parking of boat and box trailers and trucks.
- Pedestrian and road safety issues, in particular, the ongoing use of forklifts and unloading of trucks on the road.
- Vehicles often need to drive into oncoming traffic to manoeuvre around the double-parked vehicles.
- Abandoned vehicles and dumped waste.

PROPOSAL

Council has undertaken a review of the location and proposes install Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning on the western side of Villiers Place, outside No.17 Orlando approximately 13 metres north to the proposed Loading Zone 8am- 6pm Mon-Fri located between the two driveways outside No.17 Orlando Road, on Villiers Place, Cromer.

Extend the proposed Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions from the proposed Loading Zone outside No.17 Orlando Road on Villiers Place to the south western side of the driveway at No.4-7. Continue from the north-eastern side of the driveway at No.4-7 to the proposed Loading Zone 8am- 6pm Mon-Fri located outside 17 Villiers Place. Further, install Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions to begin on the eastern side of Villiers Place south of the existing No Stopping Unbroken Yellow Kerb Line Road approximately 45 metres south to the northern side of the existing No Stopping Unbroken Yellow Kerb Line outside No.15 Orlando Road, on Villiers Place, 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 436 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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 Villiers Place, outside No.17 Orlando approximately 13 metres north to the proposed Loading Zone 8am- 6pm Mon-Fri located between the two driveways outside No.17 Orlando Road, on Villiers Place, Cromer.
- B. An extension of the proposed Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions from the proposed Loading Zone outside No.17 Orlando Road on Villiers Place to the south western side of the driveway at No.4-7. Continue from the north-eastern side of the driveway at No.4-7 to the proposed Loading Zone 8am- 6pm Mon-Fri located outside 17 Villiers Place.
- C. The installation of Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions to begin on the eastern side of Villiers Place south of the existing No Stopping Unbroken Yellow Kerb Line Road approximately 45 metres south to the northern side of the existing No Stopping Unbroken Yellow Kerb Line outside No.15 Orlando Road, on Villiers Place, Cromer.



Table of Consultation

Address	Villiers Place, Cromer
Proposal	Loading Zones & Timed Parking

Properties Consulted	436
Responses Received	5
Support	2
Do Not Support	3

Issue	Resident Comment	Council Response
Affects Business	This is an industrial area, intended to create work for people. To do this we need to be able to continue to operate. Council has approved the development of over 11 industrial units at the corner of Villiers Place going through Inman Road and has not allowed parking for this purpose. I understand the residential people in an industrial area would have to accept the conditions of life in an industrial setting.	The intention of the proposal is to improve parking turnover for residents and visitors alike. Council has completed this proposal consistent with approved eight hour timed parking restrictions in surrounding streets such as Thew Parade, Dympna Street, Fisher Road North, Southe Creek Road, Inman Road and Middleton Road, Cromer which appear to have improved previous concerns similar to those raised.
Affects Residents	It's extremely unfair for residents to have to abide by the 8P rule every day of the week, with no exemptions for shift workers. Support the introduction of loading zones, especially outside the upper driveway of 17 Villiers Place, would be helpful so the business operating there can unload large deliveries in a safe manner than they currently do. Not completely blocking residential access with their delivery trucks, forklifts and pallets of materials. If the rooftop of # Villiers Place was used as a carpark as intended and not garages full of surfboards from # Villiers Place, perhaps the street parking wouldn't be in such demand. As for the parking of trailers, boats and large trucks, Fine them! Fine the owners, don't punish the residents with parking restrictions because of the selfish behaviour of others.	Villiers Place is a public road and 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, the proposal should improve on street parking turnover. Given there is sufficient off street parking available, it appears Villiers Place would fail to meet RMS guidelines for a resident parking scheme. Council Rangers investigate all abandoned vehicle and illegal parking requests. Any alleged illegal land use can be investigated by Council's Building Compliance team.

Additional Comment	Your proposed loading zones - How will the offside of the trucks be unloaded?	The unloading of vehicles in Loading Zones should be completed in a safe manner and the unloading of trucks is the responsibility of the business and truck driver on private property. Trucks parked in the middle of the road unloading excavators or using forklifts to load and unload is illegal and a breach of the NSW Road Rules.

ITEM 4.9	REDMAN ROAD, DEE WHY - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/735893
ATTACHMENTS	1 Redman Road, Dee Why - Plan 2 Redman Road, Dee Why - Table Of Consultation

GEOCODES: -33.753299, 151.281308

REPORT

BACKGROUND

Council has received a petition from local residents regarding on street parking, in particular, in the cul-de-sac area of Redman Road, Dee Why. The existing unrestricted parking reduces the road width, restricts waste operators and emergency vehicle access and often vehicles drive into incoming traffic.

LOCATION

- This section of Redman Road is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- Redman Road consists of two sections, the western side is located between Victor Road and a cul-de-sac. A Council walkway separates the two sections and provides stair access for pedestrians to the eastern end located between Burne Avenue and Fisher Road, Dee Why.
- The approximate road width of the proposed section of Redman Road measures 7.2 metres.
- On-street parking is generally unrestricted in this section of Redman Road, Dee Why.
- Redman Road is located in close proximity of Beverley Job Reserve and Dee Why Town Centre.
- Adjacent land use consists of low to medium density housing in this section of Redman Road, Dee Why.

ISSUES

- Vehicles parking on both sides of the street reduce road width and restrict traffic flow.
- Visibility is affected by parked vehicles and often vehicles have difficulty entering and exiting driveways and drive into oncoming traffic with limited sightlines.
- Vehicles parking in the cul-de-sac affect the turning circle, in particular, entry and exit for waste operators.

PROPOSAL

Council has undertaken a review of the location and proposes install a No Stopping Unbroken Yellow Kerb Line approximately 55 metres in length, beginning on the northern side outside the boundary of No.39 & No.37 throughout the cul-de-sac to the southern side, outside the western side of the driveway of No.32 Redman Road, Dee Why.

Further, install statutory No Stopping Unbroken Yellow Kerb Lines at the intersection of Selby Avenue and Redman Road, Dee Why.

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 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.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line approximately 55 metres in length, beginning on the northern side outside the boundary of No.39 & No.37 throughout the cul-de-sac to the southern side, outside the western side of the driveway of No.32 Redman Road, Dee Why.
- B. Installation of statutory No Stopping Unbroken Yellow Kerb Lines at the intersection of Selby Avenue and Redman Road, Dee Why.



Table of Consultation

Address	<u>Redman Road, Dee Why</u>
Proposal	<u>No Stopping</u>

Properties Consulted	24
Responses Received	10
Support	7
Do Not Support	3

Issue	Resident Comment	Council Response
Affects Residents	It is common knowledge that it is not desirable to park at the end of the cul-de-sac, however it is important that it remains available as a drop off and for deliveries and taxis to be able to stop there momentarily while they pick up drop off or deliver & for visitors to bring elderly guests. It is essential that our guests are able to stop at the end of the cul-de-sac to drop off and assist and pick up our elderly relatives who are unable to climb the stairs from Burne Avenue.	The intention of the proposal is to improve existing access concerns and enhance sightlines. Sections of Redman Road, Selby Avenue, Whaddon Avenue and Burne Avenue have unrestricted parking and provide on street parking for pick up and drop off.
Loss Of Parking	I feel that our household in particular would be most affected by this suggestion as our house resides at the very end of the cul-de-sac and right in the centre of the proposed no parking zone of the cul-de-sac This would leave us with absolutely zero street parking spots within a fair distance of our home. The suggestion to remove the 3x closest parking spaces to our home would have significant negative impact for our lifestyle, our visitors and any trades people to ours and our immediate neighbours from both a health and safety perspective and general practicality.	Redman Road and Burne Avenue are public roads and the parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking.
Additional Comment	To emphasise the problem associated with heavy goods delivery- if the end of the cul-de-sac was made NO STOPPING - Most delivery drivers would not stop there and would stop further up in Redman Road & call us and ask us to help carry the goods with them. I feel it should be that the street should be widened as much as possible in order to facilitate safe transit/parking for residents and local services. I understand the scale of this suggestion is no small task but that would be the ideal scenario in my opinion. Perhaps a compromise could be a no parking zone on the rubbish collection day(Wednesday) during business hours. This would achieve the desired result without permanent negative impacts to residents.	The primary concern is the existing parking approaching, in and exiting the cul-de-sac. The parking restricts access to emergency vehicles on a full time basis and waste operators on a short term on collection day. Widening the road is not a short term solution and if feasible would require a period of time to investigate, an approval process, cost of install and installation itself. Therefore, any compromise would be full time No Parking restrictions that allow pick up and drop off.

ITEM 4.10	SYDENHAM ROAD, BROOKVALE - LOADING ZONE, NO STOPPING & TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/737394
ATTACHMENTS	1 Sydenham Road, Brookvale - Plan 2 Sydenham Road, Brookvale - Table Of Consultation

GEOCODES: -33.764547, 151.274962

REPORT

BACKGROUND

Council has received concerns from local business regarding illegal parking and the long term parking of abandoned vehicles, caravans, box and boat trailers and heavy vehicles in Sydenham Road, Brookvale. The concerns raised affect traffic flow and visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for customers and visitors.

LOCATION

- Sydenham Road is a local road with a pavement width of approximately 12.5m between kerbs.
- The section of Sydenham Road under consideration is located between the cul-de-sac and Mitchell Road. The Pittwater Road/Sydenham Road intersection is controlled by traffic lights, and a roundabout is located at the intersection of Sydenham Road and Mitchell Road.
- Sydenham Road is zoned as 'General Industrial' and comprises a mix of businesses including breweries, café's, car detailing and smash repairers.
- There are existing Timed Parking 1P 8:30am-6:00pm Mon-Fri and 8:30am-12:30pm Sat restrictions installed for approximately 150m on both sides of the road, with the remaining parking unrestricted at the proposed section of the eastern end between the intersection with Mitchell Road and cul-de-sac.
- The 159, 176X, 177X, E76 and E77 bus services operate along Sydenham Road.
- There are existing footpaths on both sides and for the full length of Sydenham Road.

ISSUES

- Parking use in Sydenham Road is shared between the businesses, customers and staff.
- The variety of businesses in Sydenham Road have different parking needs and some businesses have requested additional on-street timed parking for their customers.
- Limited access to and turnover of on-street parking caused by the long term parking of boat and box trailers and trucks.
- Vehicles often need to drive into oncoming traffic to manoeuvre around the double-parked vehicles.
- Abandoned vehicles and dumped waste.

PROPOSAL

Council has undertaken a review of the location and proposes to install Eight Hour (8P) Timed Parking restrictions 8AM -6PM Everyday on the northern side of Sydenham Road, beginning outside No.21-27 Mitchell Road (Sydney Water) east to No.47a Sydenham Road, Brookvale.

A Loading Zone 9am-4pm Mon-Fri and 8P at other times approximately 17m in length, is proposed outside No.25-27 Mitchell Road, on Sydenham Road, Brookvale and install a No Stopping Unbroken Yellow Kerb line in the cul-de-sac between No.47a & No.52-54 Sydenham Road, Brookvale.

On the southern side of Sydenham Road, install Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning outside No.52-54 west to No.29-31 Mitchell Road, on Sydenham Road, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 75 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

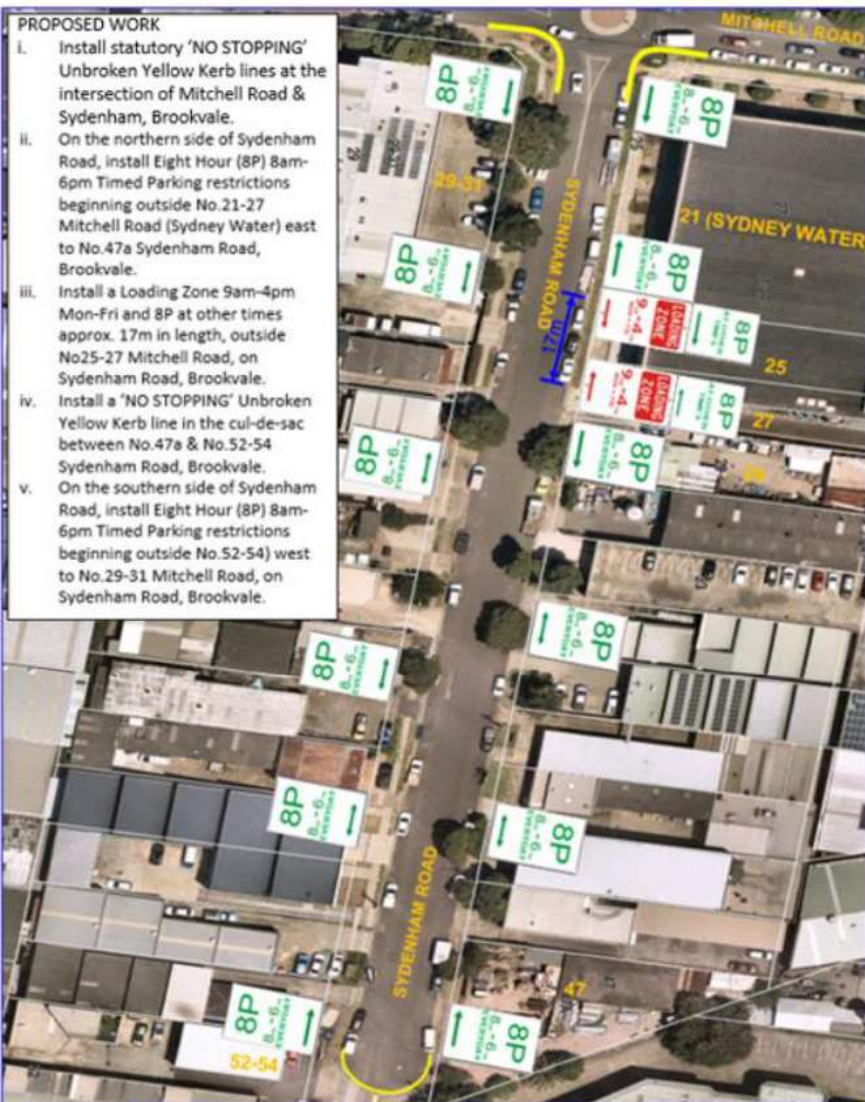
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Eight Hour (8P) Timed Parking restrictions 8AM -6PM Everyday on the northern side of Sydenham Road, beginning outside No.21-27 Mitchell Road (Sydney Water) east to No.47a Sydenham Road, Brookvale.
- B. Introduction of a Loading Zone 9am-4pm Mon-Fri and 8P at other times approximately 17m in length, is proposed outside No.25-27 Mitchell Road, on Sydenham Road, Brookvale and install a No Stopping Unbroken Yellow Kerb line in the cul-de-sac between No.47a & No.52-54 Sydenham Road, Brookvale.
- C. Installation of Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions on the southern side of Sydenham Road, beginning outside No.52-54 west to No.29-31 Mitchell Road, on Sydenham Road, Brookvale.

PROPOSED WORK

- i. Install statutory 'NO STOPPING' Unbroken Yellow Kerb lines at the intersection of Mitchell Road & Sydenham, Brookvale.
- ii. On the northern side of Sydenham Road, install Eight Hour (8P) 8am-6pm Timed Parking restrictions beginning outside No.21-27 Mitchell Road (Sydney Water) east to No.47a Sydenham Road, Brookvale.
- iii. Install a Loading Zone 9am-4pm Mon-Fri and 8P at other times approx. 17m in length, outside No.25-27 Mitchell Road, on Sydenham Road, Brookvale.
- iv. Install a 'NO STOPPING' Unbroken Yellow Kerb line in the cul-de-sac between No.47a & No.52-54 Sydenham Road, Brookvale.
- v. On the southern side of Sydenham Road, install Eight Hour (8P) 8am-6pm Timed Parking restrictions beginning outside No.52-54 west to No.29-31 Mitchell Road, on Sydenham Road, Brookvale.







PROPOSAL		 northern beaches council
	Sydenham Road, Brookvale Loading Zone, No Stopping Restrictions & Timed Parking	
Drawn 	Approved 	

Table of Consultation

Address	<u>Sydenham Road, Brookvale</u>
Proposal	<u>Loading Zone, No Stopping & Timed Parking</u>

Properties Consulted	75
Responses Received	9
Support	8
Do Not Support	1

Issue	Resident Comment	Council Response
Affects Business	There are no businesses along this stretch of road that require street parking for customers, they all have off street parking and they are not retail businesses	The intention of the proposal is to improve parking turnover, Council has received a submission to reduce 8P hours to improve existing parking conditions.
Loss Of Parking	While yes there are some boats and caravans outside the Sydney Water facility, perhaps a vehicle only parking at this site would be more appropriate, however in my opinion parking restrictions of any kind are not required.	Inspections of the location indicated boat and box trailers parked in sections of the proposed area, including a caravan that has been parked long term. The proposals intention is to provide additional on street parking to assist businesses and visitors.
Additional Comment	I am particularly against the proposed loading zone, this is totally unnecessary at this location and will only become a parking / waiting bay for courier trucks servicing the area.	The proposal is to improve safe loading/unloading of trucks and reduce illegal parking and unloading of trucks on the road.

ITEM 4.11	CHARD ROAD, BROOKVALE - LOADING ZONES, NO STOPPING & TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/737755
ATTACHMENTS	1 Chard Road, Brookvale - Plan

GEOCODES: -33.763541, 151.275678

REPORT

BACKGROUND

Council has received concerns from local residents regarding illegal parking and the parking of abandoned vehicles, caravans, box & boat trailers and heavy vehicles in Chard Road, Brookvale. The concerns raised affect traffic flow and visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for customers and visitors.

LOCATION

- Chard Road is a local road with a pavement width of approximately 12.5m between kerbs.
- The section of Chard Road under consideration is located between the cul-de-sac and Mitchell Road. A roundabout is located at the intersection of Chard and Mitchell Road.
- Chard Road is zoned as 'General Industrial' and comprises a mix of businesses including breweries, café's, car detailing and smash repairers.
- There are existing Timed Parking 1P 8:30am-6:00pm Mon-Fri and 8:30am-12:30pm Sat restrictions installed for approximately 150m on both sides of the road, with the remaining parking unrestricted at the proposed section of the eastern end between the intersection with Mitchell Road and cul-de-sac.
- Winbourne Road Carpark is located at the western end of Chard Road providing 75 timed parking spaces.
- There are existing footpaths on both sides and for the full length of Chard Road.

ISSUES

- Parking use in Chard Road is shared between the businesses, customers and staff.
- The variety of businesses in Chard Road have different parking needs and some businesses have requested additional on-street timed parking for their customers.
- Limited access to and turnover of on-street parking caused by the long term parking of boat and box trailers and trucks.
- Vehicles often need to drive into oncoming traffic to manoeuvre around the double-parked vehicles.
- Abandoned vehicles and dumped waste.

PROPOSAL

Council has undertaken a review of the location and proposes to install Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions on the northern side of Chard Road, beginning outside No.30 east to No.58 Chard Road, Brookvale and install a Loading Zone 9am-4pm Mon-Fri and 8P at other times approximately 8 metres in length, outside No.42-44 Chard Road, Brookvale.

Further, install a No Stopping Unbroken Yellow Kerb line in the cul-de-sac between No.51 & No.58 Chard Road, Brookvale.

On the southern side of Chard Road, install Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning outside No.51 west to No.13 Mitchell Road, on Chard Road, Brookvale. An additional Loading Zone 9am-4pm Mon-Fri and 8P at other times approximately 7.8 metres in length, is proposed outside No.29-31 Chard Road, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

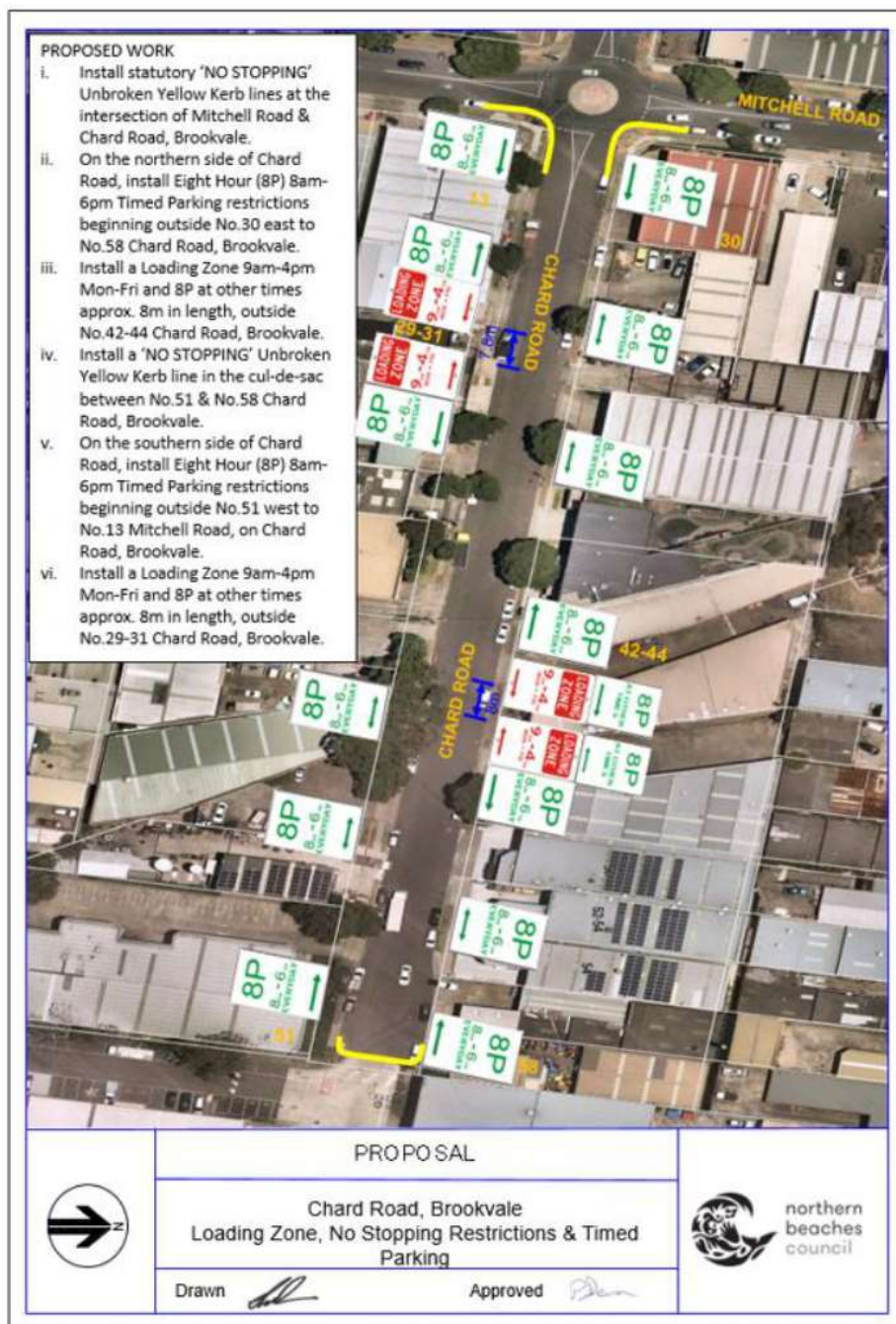
CONSULTATION

Consultation letters have been distributed to 59 properties within the immediate vicinity of the location providing notification of the proposed changes. All responses received were in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions on the northern side of Chard Road, beginning outside No.30 east to No.58 Chard Road, Brookvale and install a Loading Zone 9am-4pm Mon-Fri and 8P at other times approx. 8 metres in length, outside No.42-44 Chard Road, Brookvale.
- B. Installation of a No Stopping Unbroken Yellow Kerb line in the cul-de-sac between No.51 & No.58 Chard Road, Brookvale.
- C. Installation of Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions on the southern side, beginning outside No.51 west to No.13 Mitchell Road, on Chard Road, Brookvale. An additional Loading Zone 9am-4pm Mon-Fri and 8P at other times approximately 7.8 metres in length, is proposed outside No.29-31 Chard Road, Brookvale.



ITEM 4.12	BALGOWLAH ROAD, BALGOWLAH - SPEED CUSHIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/743531
ATTACHMENTS	1 Balgowlah Road, Balgowlah - Plan

GEOCODES: -33.7905711605123, 151.26802821740267

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles failing to stop for pedestrians and/or travelling too fast through the marked pedestrian crossing on Balgowlah Road near Boyle Street.

At the December 2020 Local Traffic Committee, consideration was given to a report seeking approval for a concept design for a raised pedestrian crossing to help reduce speed and raise awareness of the crossing. Detailed design work has found that a raised crossing is difficult to install in this location due to site constraints

LOCATION

Balgowlah Road is a local road carrying high volumes of two-way traffic in an east-west direction. East of its intersection with Boyle Street, is an existing "at grade" marked pedestrian crossing. The crossing facilitates pedestrian access between the Balgowlah Industrial Area and the residential area to the south of Balgowlah and is also intended to provide a safe crossing point for students going to and from the Manly West Public School. Bus Stops are sited on either side of Balgowlah Road to the east of the pedestrian crossing and the marked crossing assists bus passengers to safely cross the road.

ISSUES

- Balgowlah Road carries around 800 vehicles per hour in peak periods and crossing the road through this volume of traffic can be difficult.
- Traffic congests on Balgowlah Road on approach to Condamine Street and around the Balgowlah Industrial Area and traffic can be reluctant to stop for pedestrians.
- There is a roundabout at the intersection of Balgowlah Road and Roseberry Street approximately 75m west of the pedestrian crossing. Traffic has a tendency to accelerate as they depart the roundabout.
- At some times of the day, usage of the pedestrian crossing can be low and some traffic that regularly uses the road can be accustomed to not having to stop for pedestrians.
- There are trees on Balgowlah Road which cast shadows onto the crossing and at certain times of the day, it can be difficult to see.
- Zig-zag markings have been added to the road to assist in raising awareness of the crossing.

- Many reports of near misses on the crossing have been received, mainly from parents of children attending Manly West Public School. Some advise that it is colloquially called “suicide crossing”.
- The close proximity of the crossing to driveways, to a bus stop and to the Boyle Street intersection, make a workable design for a raised crossing difficult to achieve.
- The use of Balgowlah Road by buses means a raised crossing would need to be constructed at a height of no more than 75mm to facilitate use by buses. Speed cushions can be straddled by buses and would be a more effective means of slowing other than traffic that a 75mm raised crossing.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce raised speed cushions on the immediate approach to the existing “at grade” crossing rather than a raised crossing. This will achieve the same objectives of slowing traffic, improving safety on the crossing and raising awareness of its presence. By siting the speed cushions close to the crossing, it reduces the chance of drivers trying to drive around the speed cushions.

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 as they can ride past rather than over the speed cushions and does not affect any future planned facilities.
- The proposal improves safety of pedestrians using the crossing and does not affect pedestrian facilities or impact on walking paths.

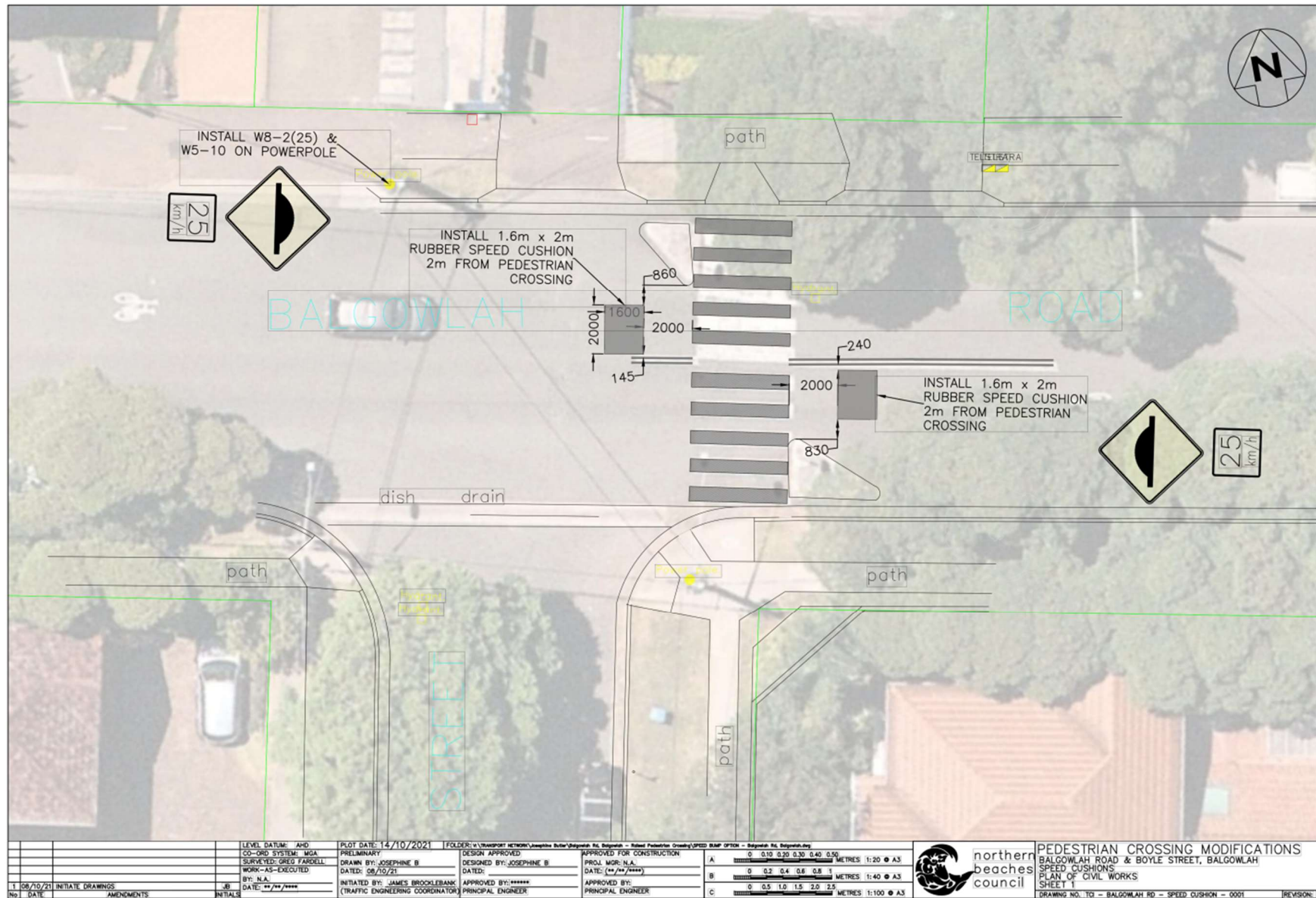
CONSULTATION

Consultation letters have been distributed to 58 properties within the immediate vicinity of the location providing notification changes to the crossing. Only positive responses have been received. In addition, numerous letters requesting measures to raise awareness of the crossing and reduce speed have been received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of raised speed cushions on both approaches to the existing marked crossing on Balgowlah Road at Boyle Street.



5.0 MATTERS FOR NOTATION

ITEM 5.1	REQUEST FOR WORKS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/725495
ATTACHMENTS	NIL

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.

Applicant	Location	Works Zone Length and Time	Requested Period
Rawson Homes Pty Ltd Po Box 3099 RHODES NSW 2138	28 Maretimo Street, BALGOWLAH NSW 2093	Length: 11 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	17 November 2021 to 14 September 2022
Reds Building & Carpentry Pty Ltd E11/13-15 Forrester Street KINGSGROVE NSW 2208	1A Queenscliff Road, QUEENSCLIFF NSW 2096	Length: 6 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	25 October 2021 to 22 April 2022
Hacer Group NSW Pty Ltd Level 6 Suite 6.06 55 Miller Street PYRMONT NSW 2009	38 Park Street MONA VALE NSW 2103	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	11 October 2021 to 8 May 2022
Northside Constructions Level 4, 924 Pacific Highway GORDON NSW 2072	24 Darley Street East MONA VALE NSW 2103	Length: 25 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	1 November 2021 to 8 May 2022

RECOMMENDATION TO TRAFFIC COMMITTEE

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