



northern
beaches
council

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

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

TUESDAY 5 JULY 2022

Beginning at 10.00 am for the purpose of considering and determining matters included in this agenda.

Jorde Frangoples
Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor
 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 Jose Menano-Pires
 Mr Andrew Johnston
 Mr Phil Corbett
 Mr Toby Williams
 Ms Adele Heasman
 Mr Peter Carruthers
 Sergeant Nino Jelovic

Non Voting Members

Keolis Downer Northern Beaches Bus Operations
 ComfortDelgro Company (ex Forest Coach Lines)

Mr James Makasiale
 Mr Robert Bicakcian

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
 Road Safety Officer
 Strategic Transport Coordinator
 Traffic Engineering Trainee
 Transport Projects Officer
 Traffic Engineering Intern
 Manager - Rangers
 Coordinator - Rangers
 Specialist Administration Officer

Mr Jorde Frangoples
 Mr Craig Sawyer
 Mr Phil Devon
 Mr James Brocklebank
 Mr Ricky Kwok
 Mr Velsamy Sankaran
 Mr Scipio Tam
 Mr Luke Nickson
 Mr Brian Duong
 Mr Yuan Ren
 Mr Jenzy Ocampo
 Ms Robynann Dixon
 Ms Michelle Carter
 Mr Nicholas Murace
 Ms Sandra Calci
 Mr Michael Kennedy
 Mr Paul Crossan
 Mr Michael Davey
 Ms Caty Pilley

Visitors

Speaker #1 – Ms Tina Olter - Beacon Hill Resident
 Speaker #2 – Mr Simon Duckworth - Beacon Hill Resident
 Speaker #3 – Ms Cecilia Gannon - Beacon Hill Resident
 Speaker #4 – Ms Edelvine Rigato – Beacon Hill Resident

Re:Item 4.8 – Beacon Hill Road
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Agenda for a meeting of the Northern Beaches Council Local Traffic Committee

to be held on Tuesday 5 July 2022

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10.00 am

1.0	APOLOGIES	
2.0	CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST	
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2.2	Declaration of Pecuniary and Conflicts of Interest	
3.0	REPORTS TO PROCEED TO COUNCIL FOR APPROVAL	
	Nil	
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NEXT MEETING Tuesday 2 August 2022

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 JUNE 2022

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 7 June 2022, 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	THE ESPLANADE- INSTALLATION OF NO STOPPING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/343471
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.719170, 151.288483

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles on The Esplanade that cause unsafe conditions for passage of various vehicles that are forced to cross over the double barrier centre line creating unsafe road conditions.

LOCATION

The Esplanade is a local road of 9.5m in width, carrying high volumes of two-way traffic. This road meets Walker Avenue on its eastern side and it meets Nioka Road on its western side. The proposed location consists of 300m double barrier centreline that restricts overtaking of vehicles at all times. No parking restrictions have been allocated on The Esplanade. There is no bus route that services Yulong Avenue.

ISSUES

- Parked vehicles on The Esplanade that cause unsafe conditions for passage of various vehicles that are forced to cross over the double barrier centre line creating unsafe road conditions.

PROPOSAL

Council has undertaken a review of the location and proposes the relocation of the double barrier centrelines and to install sections of No Stopping yellow lines to provide additional legal parking spaces in order to improve traffic flow through the "The Esplanade" between Walker Avenue and Nioka 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

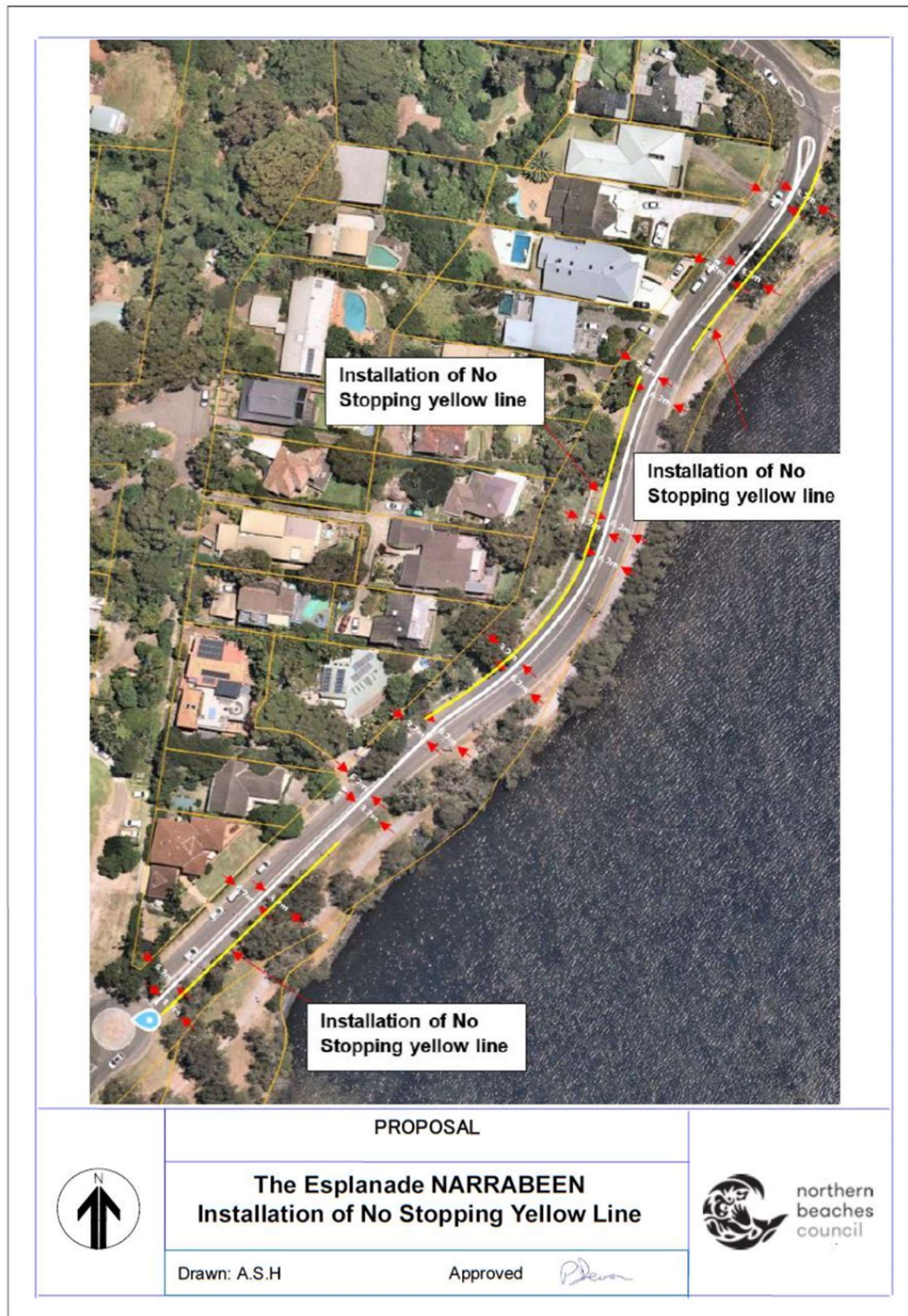
Consultation letters have been distributed to 18 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 2 submissions were received with no objections and 2 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Relocation of the double barrier centrelines and to install sections of No Stopping yellow lines to provide additional legal parking spaces in order to improve traffic flow through the “The Esplanade” between Walker Avenue and Nioka Road.



<u>Table of Consultation</u>		
Address	<u>The Esplanade</u>	
Proposal	<u>Installation of No Stopping Yellow Lines</u>	
Properties Consulted	18	
Responses Received	2	
Support	2	
Do Not Support	Nil	
Issue	Resident Comment	Council Response
Lack of Safety/Visibility	The Esplanade is used regularly by fire trucks and ambulances so we feel no parking should be allowed from numbers.	Council proposes the installation of No Stopping restrictions in order to provide a clear lane for passage of emergency vehicles and trucks in order to provide more safety.

ITEM 4.2	BANTRY BAY ROAD, FRENCHS FOREST - TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/356978
ATTACHMENTS	1 Bantry Bay Road, Frenchs Forest - Plan 2 Bantry Bay Road, Frenchs Forest- Table Of Consultation

GEOCODES: -33.752661, 151.233036

REPORT

BACKGROUND

Council has received concerns from local residents regarding illegal parking and the long term parking of, box & boat trailers, caravans and heavy vehicles in sections of Bantry Bay Road, between Warringah Road and Fitzpatrick Avenue East, Frenchs Forest.

LOCATION

- Bantry Bay Road is a two-way road with a speed limit of 50km/h, running north-south between Warringah Road and a cul de sac located adjacent to Garigal National Park.
- Bantry Bay Road is located within the Northern Beaches Hospital precinct and there is a high demand for on-street parking spaces. There are generally unrestricted parking areas in Bantry Bay Road by boat & box trailers and caravans.
- Parking near the intersection of Bantry Bay Road and Warringah Road is controlled by No Stopping restrictions and Two Hour timed parking (9:00am- 6:00pm MON-FRI & 8:30am- 12:30pm SAT) restrictions exist in approximately 8 parking spaces on Bantry Bay Road, Frenchs Forest.
- The 137 Bus service operates on Bantry Bay Road, Frenchs Forest.
- Adjacent land use consists of Brick Pitt Reserve, Bantry Bay Reserve, Frenchs Forest Anglican Church and low to medium density housing.

ISSUES

- Limited access to and turnover of on-street parking caused by the long-term parking of boat and box trailers, caravans and trucks.
- Existing State Government legislation.
- Abandoned vehicles and dumped waste.

PROPOSAL

Council has undertaken a review of the location and proposes to install Eight Hour Timed Parking Areas (8P 8am-6pm Everyday) outside Brick Pitt Reserve, on the eastern side of Bantry Bay Road, between opposite No.44 & No.58 Bantry Bay Road, 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 25 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 Timed Parking Areas (8P 8am-6pm Everyday) outside Brick Pitt Reserve, on the eastern side of Bantry Bay Road, between opposite No.44 & No.58 Bantry Bay Road, Frenchs Forest.



Table of Consultation

Address	Bantry Bay Road, Frenchs Forest
Proposal	Timed Parking

Properties Consulted	25
Responses Received	6
Support	5
Do Not Support	0

1 x

Conditional support

Issue	Resident Comment	Council Response
Hours of Parking	I'm afraid the eight hour timed parking will provide people with a loophole to park there all day/night. Please consider reducing the hours as currently we have people who park there and go to the hospital to work.	The proposal intends to improve on street parking availability and turnover, removing the limited parking caused by abandoned vehicles, boat and box trailers. Bantry Bay Road is a public road and available to all road users. Council Rangers can investigate all illegal parking concerns. Council will continue to monitor the location and review if a reduction in timed parking hours is required.
Additional Comments	I would like to point out that buses have been parking on the opposite side particularly outside 46-50 Bantry Bay Road. I've spoken to the bus depot and emailed them but no resolve. 1.Buses blocking the driveway, sometimes two of them back to back. 2.Buses obstructing view causing a safety issue when exiting my driveway. 3.Large potholes caused by constant heavy vehicles driving up and down the street particularly in the middle of the road and currently a couple outside of 46 Bantry Bay Road. It appears the bus depot isn't relaying the message to their drivers as this continues to happen daily.	Council Rangers can investigate all illegal parking concerns. A request has been sent to Council's Road Maintenance team to repair the customers concerns. The customer concerns have been forwarded to Keolis Downer who are responsible for bus services in Bantry Bay Road, Frenchs Forest.

ITEM 4.3	OCEAN STREET, NARRABEEN - REPLACEMENT OF 30 MINUTES TIME PARKING WITH 15 MINUTES
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/358740
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.708790, 151.301940

REPORT

BACKGROUND

Council has received concerns from local residents regarding inadequate provision for short term parking to support the corner shop at No.166 Ocean Street. The existing restrictions allow parking for up to 30 minutes and do not apply on Saturday afternoons or Sundays when the shop is open for business. This has resulted in shop customers parking in inappropriate locations that has created issues for local residents and visitors.

LOCATION

Ocean Street is a local road of 12m in width, carrying medium volumes of two-way traffic. Ocean Street intersects Octavia Street on its southern side and it intersects Tourmaline Street on its northern side. There are statutory No Stopping and ½ time parking restrictions on frontage of No.166 Ocean Street. There is a Buse Zone on opposite side of the proposed location on Ocean Street. There is a Bus route that services Ocean Street.

ISSUES

- There is an inadequate provision for short-term parking to support the corner shop at No.166 Ocean Street.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the replacement of the existing ½ P parking restriction in Ocean Street with "P 15 Minute, 8:30am - 6pm, EVERYDAY".

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 61 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. Replacement of the existing ½ P parking restriction on Ocean Street with “P 15 Minute, 8:30am - 6pm, EVERYDAY”.



<u>Table of Consultation</u>		
Address	<u>Ocean Street, Narrabeen</u>	
Proposal	<u>Replacement of 30 Minutes Time Parking with 15 Minutes</u>	
Properties Consulted	61	
Responses Received	3	
Support	3	
Do Not Support	0	
Issue	Resident Comment	Council Response
Supportive Comments	<ul style="list-style-type: none">• We would like to nominate our support for the changes to the current 30 minutes parking restrictions.• I want to Support the changed parking sign.• I support the proposed parking changes.	Council's proposal will provide more parking availabilities for the visitors of the area due to shortage of parking spaces on the frontage of No. 166 Ocean Street.

ITEM 4.4	FORESTVILLE AVENUE, FORESTVILLE - NO PARKING & NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/360080
ATTACHMENTS	1 Forestville Avenue, Forestville - Plan 2 Forestville Avenue, Forestville - Table Of Consultation

GEOCODES: -33.762417, 151.209432

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of boat and box trailers narrowing the road, affecting visibility and access to the southern end of Forestville Avenue, Forestville.

LOCATION

- The proposed section of Forestville Avenue is a local road located between Warringah Road and Forestville War Memorial Carpark.
- Forestville Avenue caters for two-way traffic with a posted speed limit of 50km/h.
- No Stopping restrictions and double barrier lines exist to the intersection of Warringah Road. Further, No Stopping restrictions exist on the southern side from No.10 to the intersection of Forestville Avenue and Warringah Road. Statutory No Stopping restrictions exist at the intersection of Riverhill Avenue and Forestville Avenue, Forestville.
- The proposed section of road measures from approximately 6m to 7m and features an existing speed bump and roundabout at the intersection of Forestville Avenue and Forestville War Memorial Carpark.
- Adjacent land uses consist of low-medium density housing and is located within walking distance of Forestville Public School, Forestville RSL & War Memorial Carpark, Forestville Scouts and Melwood Oval, Forestville.

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.
- Long-term parking of boat and box trailers on street and in the existing Council Carpark.
- No existing restrictions or enforcement of the existing Council Carpark.
- Waste collection has been affected due to parked vehicles.
- Illegal Parking

PROPOSAL

Council has undertaken a review of the location and proposes No Parking Motor Vehicles Excepted restrictions on the eastern side between the Council Carpark & the southern side of the driveway at No.17 Forestville Avenue, Forestville. Additional restrictions to be introduced on the western side outside No.32 Forestville Avenue, Forestville.

Further, No Stopping Yellow Kerb Lines to be installed at the entry & exit of the roundabout at the southern end of Forestville Avenue, Forestville.

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 48 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. No Parking Motor Vehicles Excepted restrictions on the eastern side between the Council Carpark & the southern side of the driveway at No.17 Forestville Avenue, Forestville.
- B. No Parking Motor Vehicles to be introduced on the western side outside No.32 Forestville Avenue, Forestville.
- C. No Stopping Yellow Kerb Lines to be installed at the entry & exit of the roundabout at the southern end of Forestville Avenue, Forestville.

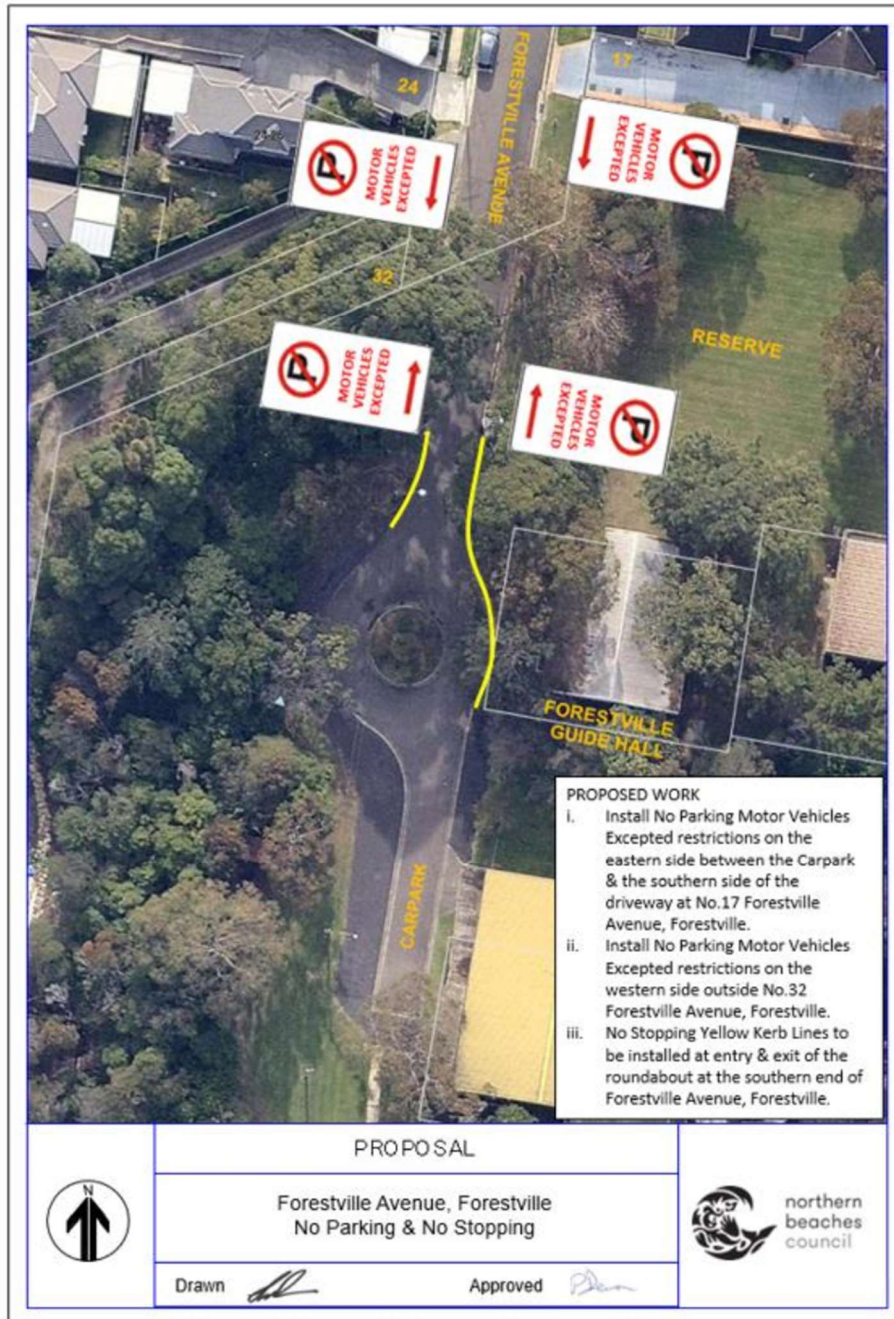


Table of Consultation

Address	Forestville Avenue, Forestville
Proposal	No Parking & No Stopping

Properties Consulted	48
Responses Received	15
Support	13
Do Not Support	2

Issue	Resident Comment	Council Response
Affects Residents	<p>As for banning trailers in this area this has nothing to do with safety. The proposal states that the reason for banning trailers is due to "Narrowing the road and affecting visibility". A trailer is no wider than a car so banning trailers but not cars does not affect the width of the road.</p> <p>This isn't an area that needs additional visibility. There are no joining roads, no driveways it is the end of a quiet dead end. The fact of the matter is that whilst some people don't like the look of trailers if they are registered and legally parked then I don't see the problem. In the end the trailers will just move up the street and be parked outside someone's house. They seem to be in a good spot at the moment.</p> <p>I must say that some of the trailers do not look like they are roadworthy. Perhaps this is more what people are against.</p> <p>The proposal will only push the parking of boat and box trailers further northwards on Forestville Avenue.</p>	<p>The proposal intends to improve road safety, in particular, the proposed section where the road narrows, enters and exits a roundabout, includes multiple trailers parked back to back adjacent to a reserve and can affect visibility. A driveway and the entrance and exit to a Council Carpark is located adjacent to the proposed section of road.</p> <p>Forestville Avenue is a public road and available to all road users.</p> <p>Council Rangers can investigate any abandoned vehicle concerns. NSW Police can investigate unroadworthy vehicles.</p> <p>Previous investigations in similar locations indicate boat and box trailer owners are reluctant to park in front of private residential properties.</p>
Additional Comments	<p>Any vehicles or trailers parked on the east side of Forestville Ave (your proposed No Parking Motor Vehicles Excepted Area) severely impacts accessibility to the four driveways opposite.</p> <p>We would strongly suggest and support a No Parking restriction for any vehicles in this area.</p> <p>Regarding your proposed No Parking Motor Vehicles Excepted Area on the western side of Forestville Avenue. We kindly ask to have a line drawn to stop drivers from parking across/into our driveway at Forestville Avenue. This is a frequent occurrence which regularly impacts access to our driveway.</p>	<p>The road width can accommodate legal parking and any loss of parking may affect residents and their visitors and increase speed.</p> <p>Due to the existing NSW Road Rules, Council does not install signs or lines across/near driveways. Council Rangers can investigate any illegal parking concerns.</p>

ITEM 4.5	BERTANA CRESCENT, WARRIEWOOD- INSTALLATION OF UNBROKEN NO STOPPING YELLOW LINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/361026
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.682700, 151.297060

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles on both sides of the road near the 90 degree bend in Bertana Crescent. This restricts the road width and creates potentially unsafe conditions for opposing traffic meeting at the bend.

LOCATION

- The proposed location of installation of No Stopping yellow line has been located on southern side of Bertana Crescent on the frontage of No.3 Bertana Crescent.
- This section of Bertana Crescent is a local road carrying medium volumes of two-way traffic.
- Bertana Crescent intersects Alameda Way on its western side and it intersects Elimatta Road on its eastern side.
- Bertana Crescent has a carriageway width of 7m.
- There is no parking restriction at the proposed location on Bertana Crescent.
- No Bus route services Bertana Crescent.

ISSUES

- Vehicles park on both sides of the road near the 90 degree bend in Bertana Crescent.
- Parking of vehicles on both sides of the road near the 90 degree bend in Bertana Crescent restricts the road width and creates potentially unsafe conditions for opposing traffic meeting at the bend.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of No Stopping yellow line on the inside radius of the bend to provide more space for vehicles to pass.

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 affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

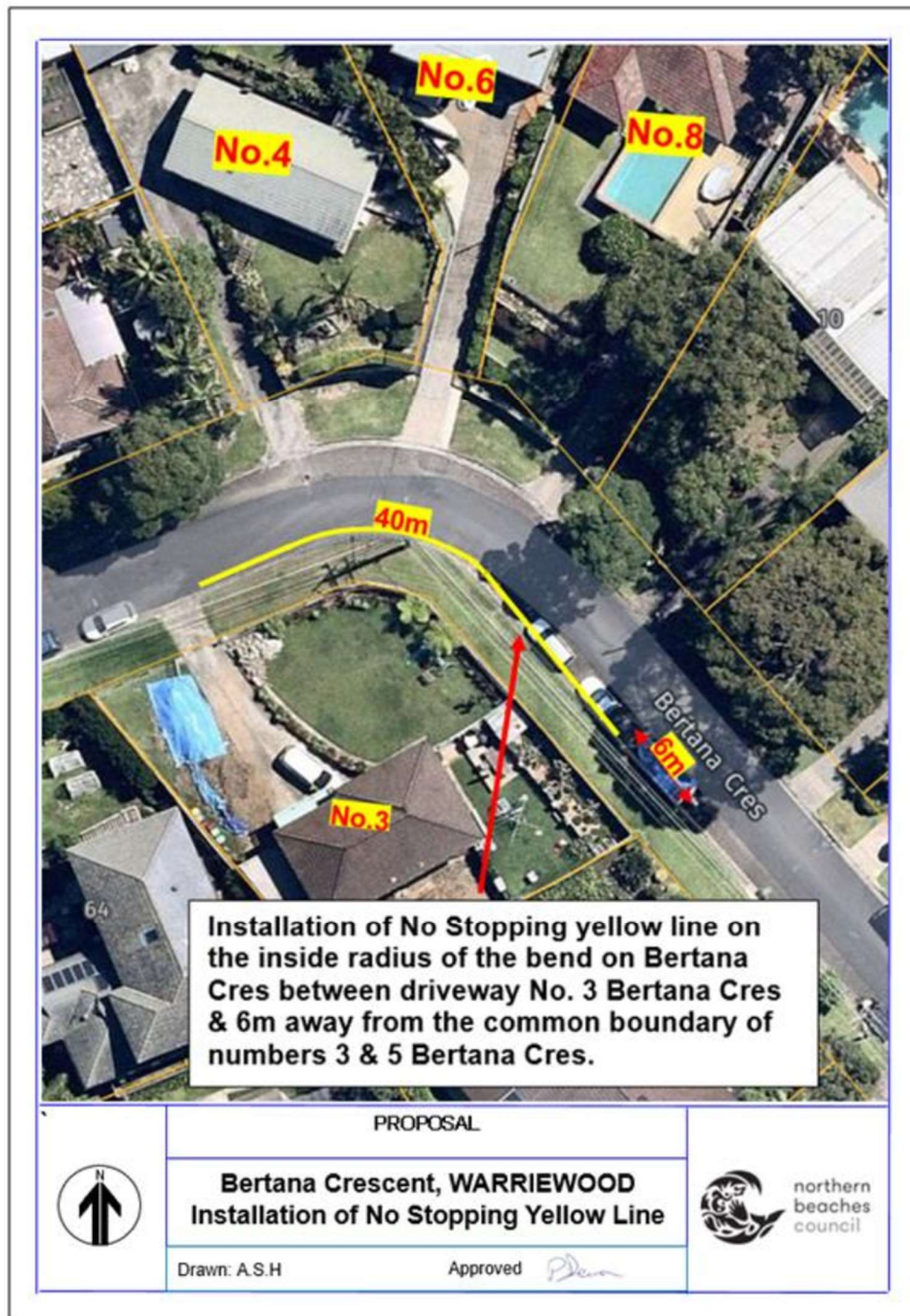
Consultation letters have been distributed to 10 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 5 submissions were received with 3 objections and 2 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A- Installation of a 40m in length No Stopping yellow line on the inside radius of the bend.



<u>Table of Consultation</u>		
Address	<u>Bertana Crescent, WARRIEWOOD</u>	
Proposal	<u>Installation of Unbroken No Stopping Yellow Line</u>	
Properties Consulted	10	
Responses Received	5	
Support	3	
Do Not Support	2	
Issue	Resident Comment	Council Response
Parking Issues	If a no stopping line is implemented on the inside of the bend, cars will now park on the outside of the bend. Leading to the same issue.	Due to existence of a sharp bend at the proposed location parking of vehicles on inner part of the bend create more risks and hazards for passage of vehicles compared with the outer part of the bend that it benefits from a greater radius that it creates more visibility for oncoming vehicles.
Safety Issues	This is a very narrow corner and when cars are parked either side of the road it is dangerous for cars as there is only room for one car to travel and generally the cars coming down off the hill of Bertana Crescent cannot see cars coming from Alameda Way.	Council proposes the installation of a 40m in length No Stopping yellow line on the inside radius of the bend to provide a clear carriage way on inner section of the bend to improve vision of oncoming vehicles on Bertana Crescent.

ITEM 4.6	MCKILLOP ROAD & PRINCESS MARY STREET, BEACON HILL - NO PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/362094
ATTACHMENTS	1 McKillop Road & Princess Mary Street, Beacon Hill - Plan

GEOCODES: -33.751928, 151.266685

REPORT

BACKGROUND

Council has received concerns from local residents regarding parking of box trailers narrowing the road and affecting visibility outside Princess Mary Street Reserve on Princess Mary Street and McKillop Road, Beacon Hill.

LOCATION

- Princess Mary Street and McKillop Road are local roads that cater for two-way traffic, with a speed limit of 50km/h.
- On-street parking is unrestricted on Princess Mary Street and McKillop Road, with the exception of statutory restrictions at the intersection on Princess Mary Street and McKillop Road Beacon Hill.
- Adjacent land use consists of medium density housing, with Princess Mary Street Reserve located adjacent to the intersection on Princess Mary Street and McKillop Road Beacon Hill.

ISSUES

- Visibility is affected by parked trailers and often vehicles have to drive into oncoming traffic with limited sightlines.
- Long term parking of box trailers on street.
- Abandoned vehicles.
- Illegal Parking

PROPOSAL

Council has undertaken a review of the location and proposes to install approximately 28m of No Parking Motor Vehicles Excepted restrictions outside Princess Mary Street Reserve between the boundary of the reserve and No.25 McKillop Road to the statutory restrictions 10m from intersection of McKillop Road & Princess Mary Street, Beacon Hill.

Additionally, install approximately 40m of No Parking Motor Vehicles Excepted restrictions outside Princess Mary Street Reserve between the boundary of the reserve and No.45 Princess Mary Street to the statutory restrictions 10m from intersection of McKillop Road & Princess Mary Street, Beacon Hill.

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. All responses received were in support of the proposal, in particular, improvements in child safety with the proximity of the reserve/ playground to the subject location.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of approximately 28m of No Parking Motor Vehicles Excepted restrictions outside Princess Mary Street Reserve between the boundary of the reserve and No.25 McKillop Road to the statutory restrictions 10m from intersection of McKillop Road & Princess Mary Street, Beacon Hill.
- B. Installation of approximately 40m of No Parking Motor Vehicles Excepted restrictions outside Princess Mary Street Reserve between the boundary of the reserve and No.45 Princess Mary Street to the statutory restrictions 10m from intersection of McKillop Road & Princess Mary Street, Beacon Hill.



ITEM 4.7	CROSS STREET, BROOKVALE - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/362452
ATTACHMENTS	1 Cross Street, Brookvale - Plan

GEOCODES: -33.765730, 151.267356

REPORT

BACKGROUND

Council has received concerns from local business regarding the parking of vehicles on the southern side of Cross Street in the existing 1P 8:30am-6:pm MON-FRI 8:30am-12:30pm SAT timed parking area between Dale Street and Green Street, Brookvale affecting traffic flow to the western end of Cross Street, Brookvale.

LOCATION

- Cross Street is a local road with a speed limit of 50km/h is a local road running east-west between Pittwater Road and Old Pittwater Road, Brookvale. It carries high volumes of traffic to and from Westfield Warringah Mall.
- It is intersected by Dale Street and Green Street, both of which are controlled by traffic signals. The intersection with Pittwater Road is also signalised. At its western end, a large roundabout has been installed which controls movements to and from the Westfield Warringah Mall car parks.
- Both sides of Cross Street are mostly signposted as either No Stopping or No Parking; however, the south side at the western end (between Green Street and the roundabout) has a mix of Bus Zone and 1P Timed Parking restrictions.
- This section of Cross Street is located adjacent to the industrial area of Brookvale to the north and Westfield Warringah Mall shopping centre to the south.
- Cross Street has an existing 1.25m wide footpath on both sides of the roads.

ISSUES

- The existing 1P 8:30am-6:pm MON-FRI 8:30am-12:30pm SAT timed parking area between Dale Street and Green Street, Brookvale is affecting traffic flow to the western end of Cross Street, Brookvale.
- Limited enforcement in the Brookvale area indicates vehicles are overstaying the existing timed parking restrictions.

PROPOSAL

Council has undertaken a review of the location and proposes to establish a full-time No Stopping zone along the south side of Cross Street and remove approximately seven (7) 1P 8:30am-6:pm MON-FRI 8:30am-12:30pm SAT timed parking spaces between Dale Street and Green Street, 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 9 properties within the immediate vicinity of the location providing notification of the proposed changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a full time No Stopping zone along the southern side of Cross Street and remove approximately seven (7) 1P 8:30am-6:pm MON-FRI 8:30am-12:30pm SAT timed parking spaces between Dale Street and Green Street, Brookvale.

		<p>PROPOSED WORK</p> <p>i. The establishment of a full time No Stopping zone along the south side of Cross Street will remove of approximately seven (7) legal 1P 8:30am-6:pm MON-FRI 8:30am-12:30pm SAT timed parking spaces between Dale Street and Green Street, Brookvale.</p>
		<p>PROPOSAL</p> <p>Cross Street, Brookvale No Stopping</p>
	<p>Drawn </p>	<p>Approved </p>
 northern beaches council		

ITEM 4.8	BEACON HILL ROAD, BEACON HILL & BROOKVALE - NO PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/363175
ATTACHMENTS	1 Beacon Hill Road, Beacon Hill & Brookvale - Plan 2 Beacon Hill Road, Beacon Hill & Brookvale - Table Of Consultation

GEOCODES: -33.760873, 151.268141 & -33.762213, 151.269257

REPORT

BACKGROUND

Council has received concerns from both the local community and broader community regarding ongoing traffic delays and congestion in the local road network, due traffic volume and delays on Beacon Hill Road. The lack of peak capacity along Beacon Hill Road due to the existing parking restrictions on Beacon Hill Road, Beacon Hill & Brookvale at morning and afternoon peak times daily, is partly the cause of these issues.

Additional issues with the intersection and traffic signal performance is also contributing to the issues. These issues are being addressed by TfNSW as a separate part of the project being undertaken to improve network efficiency in the area. The supporting parking changes need to be considered by the Northern Beaches Council Local Traffic Committee, whereas the other works are completed by TfNSW under their network operations provisions.

LOCATION

- Beacon Hill Road is a Regional Road with a 50 km/h speed limit, connecting Warringah Road, Beacon Hill to Old Pittwater Road, Brookvale. The road is generally 13m wide and is marked with two lanes on the approaches to Old Pittwater Road and Warringah Road, which are both under traffic signal control. It carries high volumes of traffic to and from Westfield Warringah Mall and the Brookvale industrial area.
- Adjacent land use consists of medium density housing and Brookvale Public School is located adjacent to the intersection of Beacon Hill Road and Old Pittwater Road, Brookvale.
- The level of traffic congestion experienced in Beacon Hill Road is dependent on the traffic signal operations at Warringah Road, Beacon Hill and at Old Pittwater Road, Brookvale.
- Beacon Hill Road is intersected by Kalianna Crescent, Beacon Avenue (north), Aperta Place, Beacon Avenue (south), Ryan Place, Beacon Hill and Consul Road and Elizabeth Place, Brookvale.
- Historic Traffic Committee reports indicate vehicle queuing occurs for the southbound traffic during the morning peak hours on the approach to Old Pittwater Road and on the approach to Warringah Road in the afternoon peak hour. Observations of traffic conditions at several intersections along Beacon Hill Road show that drivers in queued traffic along Beacon Hill Road do generally allow traffic to enter from the side streets along Beacon Hill Road as traffic gradually moves.

- At the September 2020 meeting, the Local Traffic Committee approved a No Stopping Unbroken Yellow Kerb Line from the existing statutory No Stopping restrictions at the intersection of Consul Road and Beacon Hill Road, approximately 51m to the existing statutory No Stopping restrictions at the intersection of Beacon Hill Road and Elizabeth Place, Brookvale in September 2020.
- At the April 2021 meeting, the Local Traffic Committee has also approved the existing No Parking 6.30am-9.30pm/3.30pm-6.30pm MON-FRI & 8.30am-12.30pm SAT (Right Arrow) restrictions moved from outside No.20 Beacon Hill Road, approximately 35m north to power pole FF44210 between No.24 - No.26 Beacon Hill Road, Beacon Hill.
- Beacon Hill Road is subject to a 3 tonne load limit due to the steep topography and road vertical grading.

ISSUES

- Traffic conditions along Beacon Hill Road have been subject to several reports to the Traffic Committee and correspondence between Council and local residents over a number of years.
- The issues predominantly relate to:
 - Traffic counts indicate 7-Day AADT volumes as 22,286 (combined) per day.
 - Traffic counts indicate the 85th percentile speed as 55 kmh. (Speed limit on street is 50kmh).
 - Crash data indicates 11 reported road accidents since 2015, from Warringah Road, Beacon Hill to Old Pittwater Road, Brookvale.
 - Delays and congestion particularly at the signalised intersection with Warringah Road, Beacon Hill and Old Pittwater Road, Brookvale.
 - Road safety, including heavy vehicles consistently ignoring the '3 Tonne' load limit restriction.
 - Peak hour traffic using roads to the west to by-pass the Warringah Road/Beacon Hill Road intersection i.e. Ryan Place, Beacon Avenue, Elliot Street, Kandra Road, Kalianna Crescent and Willandra Road (south of Warringah Road), including the 'Left Turn on Red' provision at the intersection of Willandra Road and Warringah Road, Beacon Hill.
 - Beacon Hill Road operates as a four-lane two-way road for the southern and northern ends of the road with a two-way two lane configuration on the mid sections as residents use the on-street parking in this section.
 - Existing unrestricted parking conditions allowing vehicle parking and vehicles often need to change lanes to manoeuvre around the parked vehicles.

PROPOSAL

Council has undertaken a review of the location and proposes to amend the existing restrictions and existing unrestricted parking areas on Beacon Hill Road, Beacon Hill & Brookvale.

Introduce No Parking 06:00am to 10:00am Everyday on the northern side of Beacon Hill Road; from Warringah Road, Beacon Hill to Old Pittwater Road, Brookvale.

Additionally, No Parking 03:00pm to 07:00pm Everyday to be introduced on the southern side of Beacon Hill Road, between Old Pittwater Road, Brookvale and Warringah Road, Beacon Hill.

The restrictions will apply every day and replace any existing restrictions in the proposed area. The proposed restrictions apply to all road users and residents will not be exempt.

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 182 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 No Parking 06:00am to 10:00am Everyday on the northern side of Beacon Hill Road; from Warringah Road, Beacon Hill to Old Pittwater Road, Brookvale.
- B. Introduction of No Parking 03:00pm to 07:00pm Everyday to be introduced on the southern side of Beacon Hill Road, between Old Pittwater Road, Brookvale and Warringah Road, Beacon Hill.

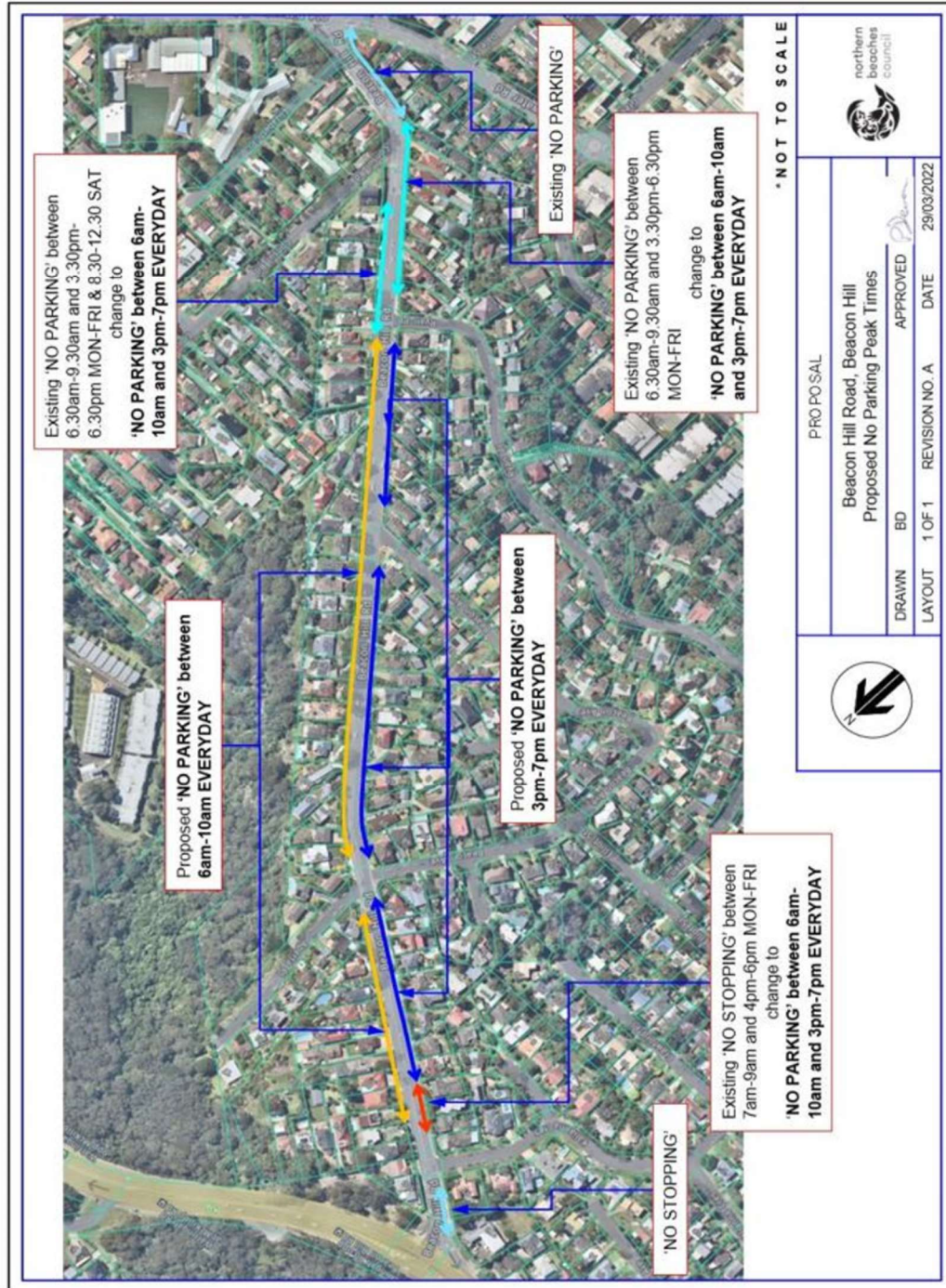


Table of Consultation

Address	<u>Beacon Hill Road, Beacon Hill & Brookvale</u>
Proposal	<u>No Parking</u>

Properties Consulted	182
Responses Received	132
Support	0
Do Not Support	132

Includes a Petition - 130 x Signatures

Issue	Resident Comment	Council Response
Road Classification	<p>Beacon Hill Road is a local road. Clearways do not belong on local roads or a residential road, it is not an arterial road. It is used by private motorists and not public transport or freight/heavy vehicles. The road is essentially a rat run for vehicles to access the recently extended Warringah Mall and Brookvale industrial area.</p> <p>We strongly believe the introduction of clearways in this area will not resolve traffic congestion or flow due to pinch points at the top and bottom of the hill. How will traffic be mitigated out of Beacon Hill Road on the north and south end?</p>	<p>Beacon Hill Road is a Regional road and Traffic counts indicate 7-Day AADT volumes as 22,286 (combined) per day. Transport for NSW are reviewing the signal operations at the intersections on Warringah Road, Old Pittwater Road and Beacon Hill Road to improve existing congestion and traffic flow concerns.</p>
Road Condition	<p>It is important for Council to note the current costs of resurfacing Beacon Hill Road and consider what impacts the Proposal will have on the costs of maintaining the road. The recent wild weather in Sydney saw a massive pothole develop on the northern side of Beacon Hill Road near Aprea Place where water was able to get under a layer of the recently resurfaced road and cause ballooning which ultimately resulted in the pothole forming from volume and weight of traffic which drove over the water damage. It is reasonable to conclude that the increased volume and weight of traffic will require more regular resurfacing and maintenance to the road, including filling potholes.</p> <p>The traffic disruption, including from road closures, caused by resurfacing Beacon Hill Road more frequently will render the operation of the Proposal ineffective.</p> <p>Road works were completed in mid 2021. Torrential rains in March 2022 created multiple potholes and the newly updated road indicates poor drainage and construction. Any increase in damage creates further risk to motorists and further road damage.</p>	<p>The road structure complies with the classification as a regional road and maintenance is partly funded by Transport for NSW. The recent pavement failure was created by a Sydney Water pipe issue and will be addressed as part of that matter.</p>
Road Width	<p>Is the road wide enough to accommodate three lanes of traffic, at its gradient combined with its proximity to houses?</p>	<p>The road formation is wide enough to accommodate 4 lanes of traffic.</p>

Affects Residents	<p>Many houses along Beacon Hill Road must reverse into the parking lane to exit their property. Reversing directly into oncoming traffic will increase the risk to residents and motorists.</p> <p>Many houses along Beacon Hill Road have narrow and/or blind driveways. This would be a large safety risk entering Beacon Hill Road at these proposed times.</p> <p>Three months ago a car lost control travelling down the hill jumping into our neighbours front yard then back onto Beacon Hill Road causing damage to their property. They do not have a front fence as many of the other residents on this road.</p> <p>This also happened one year or so ago on Beacon Hill Road to our friends neighbour. On that occasion the car landed at the bottom of their front garden and they were lucky that it didn't hit their house as it was located below street level. Imagine what may have happened if there were two lanes or their children were playing in the yard. An Ambulance was called.</p> <p>It's only a matter of time until there is a serious incident with schools and day cares around.</p>	<p>The Beacon Hill Road corridor provides a connection to the Brookvale area from the west. This proposal is design to allow the road network to function more efficiently, and not to increase traffic volumes above background growth levels.</p> <p>Driver behaviour will be monitored and reported to NSW Police if warranted.</p>
Increase Speed	<p>Beacon Hill Road has an ongoing history of dangerous driving and speeding issues. This will change Beacon Hill Road from an already overused through road to a main road. We will have a 4 lane race track. Already as residents are trying to pull out of driveways, we are on a daily basis, faced with speeding cars roaring down the hill. My son's car has been wiped out and all other family members have had near misses.</p>	<p>Speeding, both up and down Beacon Hill Road is a historical issue that Council and TfNSW are also working on as a separate project in the Beacon Hill precinct.</p>
Pedestrian Safety	<p>Everyday school children and parents walk up and down the hill to go to the child care centre, Saint Augustines or Brookvale Public School. Not to mention family members who walk dogs, walk down to the shops, walk down to Brookvale for a coffee or a lunch at the hotel. Safety of pedestrians would be compromised. So many pedestrian accidents in the last couple of years have been caused by speeding drivers mounting the footpaths. Whole families of children have been wiped out this way.</p> <p>We often spend a lot of time in our front yard, with children playing. Due to our positioning on the low side of the street, I would fear that having car traffic in what is now a "parking lane" would dramatically increase the risk of cars crashing into our yard with a direct trajectory into where kids/adults play and would like to know what safety studies the council has undertaken on this risk.</p> <p>At least with past experience in over 22 years I have lived on Beacon Hill Road, with the cars parked on Beacon Hill, we have had some protection when there has been an accident as the parked cars have taken the brunt of the hit and in fact may have saved a life.</p>	<p>The proposal does not affect the safety of pedestrians where the risk is from speeding cars travelling along the carriageway.</p>

Subdivision of Land	<p>The Council also approved subdivision of land including my property and the other new lane way road to reach the other sub divided properties. The two roads servicing the subdivisions are one way, so in and out is one way and often the car coming in has to reverse back onto the road and park in the designated parking spots to allow the car coming up the driveway to get out.</p> <p>Yesterday, we had to abort our turn into our driveway as another neighbour was facing us head on at the top of the private road aiming to drive onto Beacon Hill Road. Aborting the turn caused the car behind to almost slam into the back of our car.</p> <p>We then had to drive down the bottom of Beacon Hill Road, cross into Roger street, do a three point turn and approach our house again.</p>	Driver behaviour access ing private property is not affected by the proposal.
Traffic Congestion	<p>There are no undue delays travelling along Beacon Hill Road and this proposal is not necessary.</p> <p>The congestion is a result of the natural filtering at either end by traffic light sequencing. While there is congestion at peak times along Beacon Hill Road, it has a predictable, consistent and controlled flow from the traffic lights.</p> <p>The single lane peak time traffic along Beacon Hill road enables the un-zipping of traffic for single lane exits west and east at either end. Expecting 2 lanes of traffic to merge at each end of Beacon Hill Road will increase congestion, incidents, traffic delays and the safety risk to residents and motorists.</p> <p>Taking away the ability to utilize the parking lane when incidents occur on Beacon Hill Road will have a gridlock effect to Beacon Hill and Brookvale.</p> <p>Congestion can be improved through better timing of traffic lights at the top/bottom of Beacon Hill Road. Alternatively, remove the traffic light replaced by turn left with care, westbound vehicles can go smoothly. (Cromer residents can use Willandra Road to Cromer.)</p> <p>Weekends, there is no flow problems during the weekend and it would be extreme measure to introduce parking restrictions on the weekend.</p>	The project is part of the congestion response to the current peak hour conditions along Beacon Hill Road and forms part of a broader project to improve the function of the road network in partnership with TfNSW including the intersections and traffic signals.
Loss of Parking	<p>This proposal would affect at least 30 residents across at least 10 homes, maybe more, who live in these subdivided areas, not to mention every other family who lives on Beacon Hill Road. Already all residents are facing difficulties getting in and out of their properties.</p> <p>Visitors and family member parking. Most of the older homes along Beacon Hill have parking for one vehicle but many families have three to four vehicles with older children still living at home. The council has also approved granny flats so additional people are already living on the on the street.</p> <p>In addition, we all like to have visitors. Making the road a clear way would hamper our rights to host our family and friends at our house and would also lower the property values as families and friends in suburban areas need and expect to be able to visit houses and park nearby. This is not the inner city, nor is this a major road.</p> <p>It is especially unfair to those who live on this road with multiple residents living in one home and only a single use driveway.</p>	Street parking is not provided of the exclusive use of the residents and the proposal. The proposal is for peak direction No Parking only and is not a clearway, which has certain other restrictions. The corridor is a regional road catering for a higher number of vehicles.

Road Rage	Some houses on Beacon Hill Road have no option but to reverse out of their driveway. This is dangerous enough now, but at least with parking allowed you can ease out into the parking lane and merge with the traffic as appropriate. You are then facing the same direction as the traffic rather than blindly backing out. Even being able to drive out is difficult enough due to road rage.	This is no different to other roads in the area where vehicles need to enter the carriageway.
Compliance	Beacon Hill Road has a 3 tonne limit, however we often see overweight vehicles including heavy trucks, semi trailers and buses using the road. The drivers of such vehicles completely disregard the weight restrictions in place and risk the lives of other road users (in addition to their own) as well as risk damage to property and harm to pedestrians and residents. It does not take long to find photos and news reports of some of the catastrophic accidents which have occurred on Beacon Hill Road from overweight vehicles losing control as they travel down the winding hill. Residents can also attest to the number of times the southern side of the road has been blocked by overweight vehicles which have broken down as they attempted to scale the hill. I drove past today were an out of control truck hit seven cars going down Beacon Hill Rd. Consultation and coordination with NSW Police to provide weekly speed monitoring. With respect to the last point, we would hope that the Council will consult with NSW Police, who rely on the cover of parked cars on both the northern and southern sides of Beacon Hill Road to undertake their speed monitoring activities covertly, before raising the matter to the Northern Beaches Council Local Traffic Committee.	The management of the 3 tonne limit is a matter of compliance and is unlikely to be affected by this proposal.
Traffic Calming	Until the Council implements appropriate safety measures, backed by an independent expert report, the Proposal should be rejected. Possible measures for consideration by an independent expert could include: The installation of an additional traffic light on Beacon Hill Road to provide a safe path for crossing for pedestrians. I think slowing traffic, with chicanes, speed cameras or large vehicle cameras, would be a much better and safer option for the whole community. By adding traffic calming elements such as street lights, speed bumps or roundabouts you can successfully divert some of the through traffic to the collector roads in the road network, roads that are designed to have a higher volume of traffic. Beacon Hill Road with its residential setting with a high number of driveways and steep slope and it is not suited for this configuration.	The proposal is supported by TfNSW and is in line with the requirements of the classification of the road corridor
Transport Strategy	Council's Move 2038 Transport Strategy seeks to set the policy direction for transport in the area into the future. The Proposal arguably does not align with this broader strategy as it fails to uphold the key Transport Vision principles of safety, efficiency and sustainability. The Council should be advocating for more transport links in the Beacon Hill area so that more people commute during peak hours using public transport.	The proposal is supported by TfNSW and is in line with the requirements of the classification of the road corridor and in line with the directions in the Move Strategy.

Flow on Effects	<p>Removing the current parking will force residents and guests to park their cars in Kalianna Crescent, and other side roads further down the hill, such as Aperta Place, Beacon Avenue and Ryan Place. These roads already have many cars parked on them and are 2-way roads. Adding more parked cars will completely overcrowd these roads, making them near impossible to navigate with oncoming traffic as there is not enough space for cars to pass each other when cars are parked on both sides of these roads.</p> <p>Three nights ago I counted 80 vehicles parked on Beacon Hill Road, and can only reason they will all be parked on side streets if we are outvoted by council.</p> <p>All of our side streets if vehicles are parked each side, only permit one vehicle at a time in one direction, due to the narrowness of the remaining street. With additional vehicles from Beacon Hill Road residences parked in our streets, it will be worse.</p>	<p>The parking is only removed in one direction in the morning and the opposite direction in the afternoon. Council is also working on additional improvements in the local roads to the west of the Beacon Hill Road. Parking in Beacon Hill Road will still be permitted between 7pm and 6am allowing residents to park overnight.</p>
Additional Impacts	<p>A quick Google search reveals that the expected walking time up the incline is approximately 18 minutes and both residents and locals would be able advise that this timing is even longer for anyone who does not exercise regularly, anyone who is walking with their child or dog in tow, older members in the community and those with physical disabilities. Broadly, it is often impractical for pedestrians to walk all of the way to the top or down to the bottom of Beacon Hill Road in order to cross the road. To that end, pedestrians rely on the cover provided by the parked cars on both the northern and southern sides of Beacon Hill Road.</p> <p>Pollution is a concern, particularly to the Brookvale public school at the bottom of Beacon Hill Road.</p>	<p>Residents will still be able to park locally and all properties have off street parking available.</p>
Additional Comments	<p>Rest assured any further attempts to make these changes will be met with a class action lawsuit from all residents involved, as the aggregate loss to quality of life will be significant and property value loss will be in the tens of millions of dollars.</p> <p>The new proposal violates the value of Australian families and their assets. Our property value will be reduced and less visitors are willing to come.</p> <p>I actually believe the road should already be zoned R3 medium density as the existing levels of traffic make it inappropriate for low density "family homes" with the road being unsafe for children and pets.</p> <p>Rezoning this area would help restore value in the properties and support the council's clear plans to continuously make this a major traffic area or "Connector Road" as referenced on the Brookvale Structure Plan.</p> <p>Since your current proposal, this had created significant levels of anxiety for me, to the point of consideration of sale, dependant on your outcome.</p>	<p>The proposal meets the requirements for the existing road classification and the land zoning matter is a secondary consideration. The regional road function has been in place for a significant period prior to the proposal being development and has limited connection to any future development of the Brookvale Structure Plan project.</p>

ITEM 4.9	ANZAC AVENUE, COLLAROY - 'NO STOPPING'
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/365662
ATTACHMENTS	1 Anzac Avenue, Collaroy – Plan

GEOCODES: -33.738880, 151.303236

REPORT

BACKGROUND

Council has received a Development Application for demolition works and construction of Shop Top Housing comprising 7 residential apartments and 2 retail tenancies at 17 Anzac Avenue. The Development Application has been approved and a Condition of Consent has been imposed requiring the installation of a 6m length of 'No Stopping' parking restriction to the east of the proposed driveway. This parking restriction improves sight lines for traffic exiting the driveway and minimises the impact of the proposed vehicular crossing on the operation of adjacent intersections.

LOCATION

- Anzac Avenue is a local road with a speed limit of 50km/h.
- The average width of Anzac Avenue is 13m.
- Anzac Avenue is a two-way road with parking facilities on both sides of the road.
- The proposed development is about 30m away from the signalised intersection of Pittwater Road / Anzac Avenue towards the east.

ISSUES

- The proposed vehicular access adversely impacts the adjacent intersections.
- Visibility is compromised especially in the curved section.

PROPOSAL

The Council assessed the Development Application and imposed the condition to install a 6m length of 'No Stopping' parking restriction to the east of the proposed driveway. This parking restriction improves sight lines for traffic exiting the driveway and minimises the impact of the proposed vehicular crossing on the operation of adjacent intersections.

To comply with the condition, the Developer proposes to:

- Install 6m 'No Stopping unbroken yellow kerb line' to the east of the proposed driveway.

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

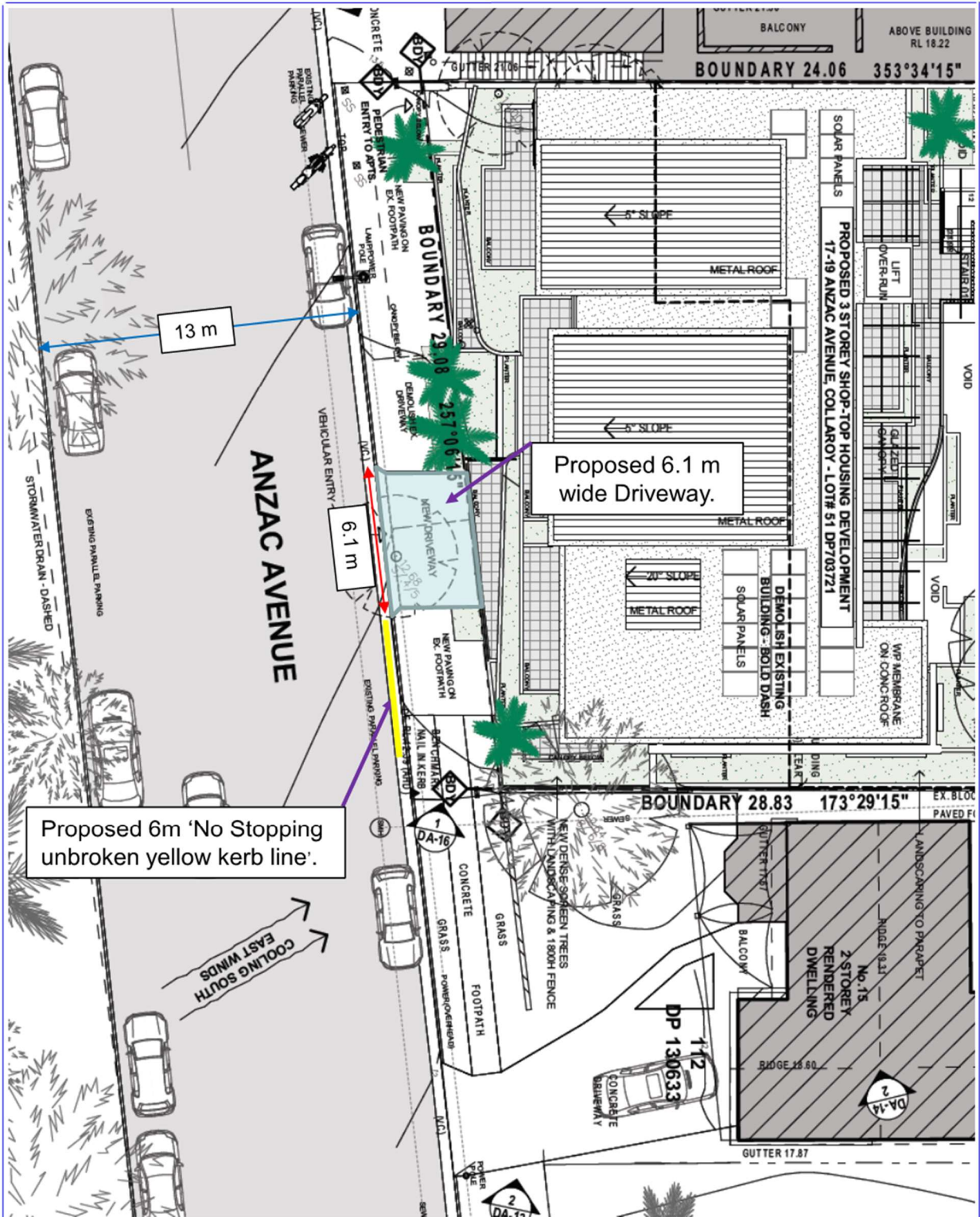
CONSULTATION

Public consultation is not necessary as the proposal is part of the Council's Development Condition. Therefore, Notification letters have been distributed to 9 properties within the immediate vicinity of the location providing notification of the proposed changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Stopping unbroken yellow kerb line' to the east of the proposed driveway.



PROPOSAL

17 Anzac Avenue, Collaroy
'No Stopping'

Drawn: VS

Approved

P. Devon



northern
beaches
council

**ITEM 4.10 KENNETH ROAD, MANLY VALE - NO STOPPING
(AMENDMENT)****REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2022/367805****ATTACHMENTS 1 Kenneth Road, Manly Vale - Plan
2 Table of Consultation****GEOCODES: -33.78652, 151.26625****REPORT****BACKGROUND**

Council has received concerns from local residents regarding through access for westbound traffic on Kenneth Road, Manly Vale, being blocked by queued vehicles waiting to enter the KFC restaurant.

LOCATION

- Kenneth Road is a collector road that intersects Condamine Street in Manly Vale, catering for two-way medium traffic with a speed limit of 50km/h.
- The intersection of Kenneth Road and Condamine Street is controlled by traffic lights and the section under consideration is within 40m of the intersection.
- The studied location of Kenneth Road has an available road width of approximately 12.4m, divided by double unbroken centre lines.
- The studied location of Kenneth Road is on the north side of the construction site of No.267 Condamine Street, Manly Vale.
- On-street parking is currently unrestricted on the south side of the road before 5pm outside the abovementioned construction site.
- Adjacent land use consists of industrial, commercial and mixed business.
- There are no bus routes that service the section under consideration.
- A footpath is available only on the north side of the road.

ISSUES

- Observations performed in mid-2021 suggest that congestion is worse in the late afternoon where queues can extend back to Condamine Street. Confirmed delays are due to westbound vehicles queuing and waiting to enter the KFC restaurant. With cars parked at the studied location, no available width exists for other westbound vehicles to pass around the queuing vehicles.
- Council has consulted local residents and business in 2021 and proposed No Stopping, 5pm - 9 pm restrictions on the south side of the road. The proposal was approved by Local Traffic Committee in 2021 and the No Stopping signs were installed in January 2022.

- Council continued to receive concerns from residents regarding queueing vehicles on Kenneth Road blocked by vehicles waiting to enter the KFC restaurant before 5pm.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to change the No Stopping restriction on the south side of Kenneth Road outside No.267-269 Condamine Street and 1 Kenneth Road from 5pm – 9pm to 12pm – 9pm. This will assist westbound vehicles to proceed past vehicles waiting in the queue which will reduce congestion during both lunch and dinner time.

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 108 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 the existing No Stopping restrictions on the south side of Kenneth Road outside No.267-269 Condamine Street and 1 Kenneth Road by No Stopping, 12pm - 9pm

Replace existing No Stopping signs as illustrated approximately every 20 metres outside the construction sites with amended duration time from 5pm – 9pm, to **12 pm – 9 pm** everyday





PROPOSAL			
		Kenneth Road, Manly Vale No Stopping – Amendment	
		<div> <div>DRAWN</div> <div>YR</div> <div>APPROVED</div> <div></div> </div>	
LAYOUT	1 OF 1	REVISION NO.	A DATE 2/June/20202

Table of Consultation

Address	Kenneth Road, Manly Vale
Proposal	No Stopping Part-time, amendment

Properties Consulted	108
Responses Received	5
Support	4
Do Not Support	1

Issue	Resident Comment	Council Response
Construction	Construction traffic activities will take place during these hours	Building company may apply for permits to stand plant, implement traffic control plans or others for the purpose of construction.
Traffic Rule	Request to install No Right Turn into KFC restriction	A Right Turn ban is likely to result in drivers turning around in driveways to double back and KFC, an existing development, may oppose such a restriction.

ITEM 4.11	POWELLS ROAD, BROOKVALE - NO PARKING RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/367695
ATTACHMENTS	1 Powells Road, Brookvale - Proposed signage plan

GEOCODES: -33.766565, 151.273634

REPORT

BACKGROUND

As part of the Development Consent (DA2021/1839) for Property No.4 Powells Road, Brookvale, the applicant has requested Council's Local Traffic Committee approval for the proposed Public Domain Works, as per applicant's Condition of Approval. Proposed Public Domain works includes an afterhours 'No Parking' zone on Powells Road, Brookvale, along the frontage of Property No.4.

LOCATION

Powells Road is a local road with a 12.5m wide carriageway, facilitating two-way east-west traffic direction between Mitchell Road to the east and Powells Lane to the west. Statutory 10m 'No Stopping' has been signposted at its intersection with Mitchell Road and a 6m 'Mail Zone' is currently signposted on the southern side of Powell Street, 80m west of its intersection with Mitchell Street. Aside from the aforementioned parking restrictions, Powells Road provides unrestricted kerbside on-street parking on both sides of the road. Powells Road is a local road, therefore the speed limit is 50km/h.

ISSUES

As part of the Development Application review, it was identified on-street afterhours short-stay on Powells Road, along the frontage of Property No.4 would facilitate safer pick-up and drop-off activity.

PROPOSAL

Council Officers have reviewed the signage plan submitted by the applicant and have deemed appropriate to address applicant's Development Consent Condition.

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

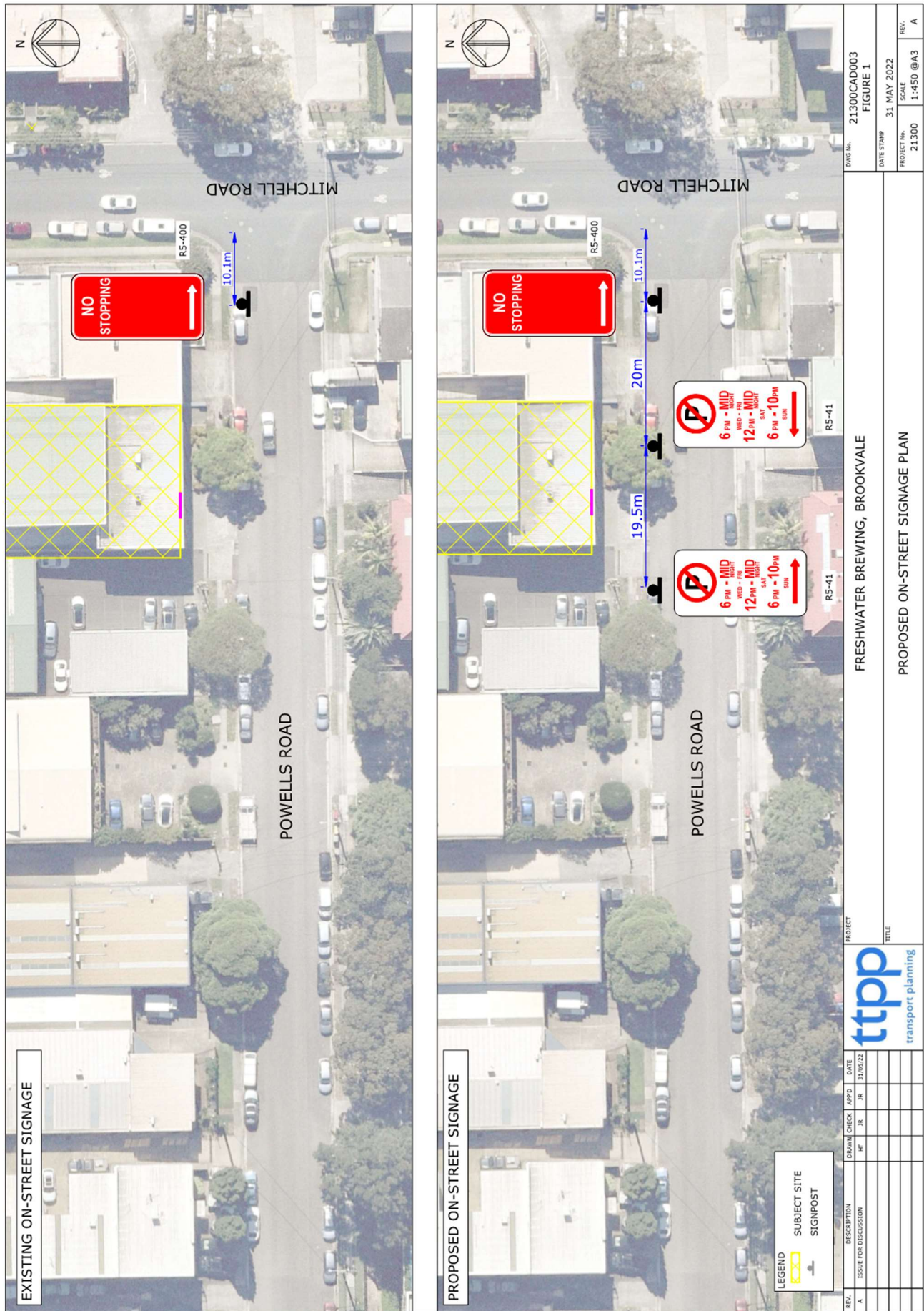
CONSULTATION

Consultation letters are not required at this point in time; however, subsequent to Local Traffic Committee approval, notification letters will be distributed to properties within the immediate vicinity of the location notifying occupiers and owners of the approved changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a 19.5m 'No Parking 6pm-Midnight Wednesday – Friday 12pm-Midnight Saturday 6pm-10pm Sunday' on the northern side of Powells Road, Brookvale, 30m west of its intersection with Mitchell Road as shown in Attachment 1.



ITEM 4.12	RODBOROUGH ROAD, FRENCHS FOREST - PROPOSED 'MAIL ZONE' RELOCATION
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/371308
ATTACHMENTS	1 Proposed signage plan

GEOCODES: -33.753671, 151.244551

REPORT

BACKGROUND

Council has received correspondence from Australia Post requesting the relocation of an existing 6.5m section 'Mail Zone'. The 'Mail Zone' is currently located outside No's 2-6 Rodborough Road, Frenchs Forest and the requested installation location is outside No.8 Rodborough Road, Frenchs Forest. This request comes after Australia Post relocated their premises from 2-6 Rodborough Road to No.8 Rodborough Road, Frenchs Forest.

LOCATION

- Rodborough Road is a local road running east-west off Warringah Road and is a cul-de-sac at the eastern end.
- Rodborough Road has a posted speed limit of 50km/h.
- The road width is approximately 12.5m.
- On the southern side of Rodborough Road, between Allambie Road and the cul-de sac, there is 'No Parking 4:30PM-6:30PM Mon-Fri' is present.
- Adjacent land uses comprise of B7 Business Parks.

ISSUES

The existing 6m section of 'Mail Zone' had been implemented along the front boundary of the former Australia Post premise at No's 2-6 Rodborough Road, Frenchs Forest. However, Australia Post has moved premises to No.8 Rodborough Road and have requested the relocation of the mail zone to facilitate the relocation of their street posting box.

PROPOSAL

Council has undertaken a review of the above location and proposes to relocate the existing 'Mail Zone' outside No's 2-6 Rodborough Road to the frontage of No.8 Rodborough Road (as per attached plan).

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.

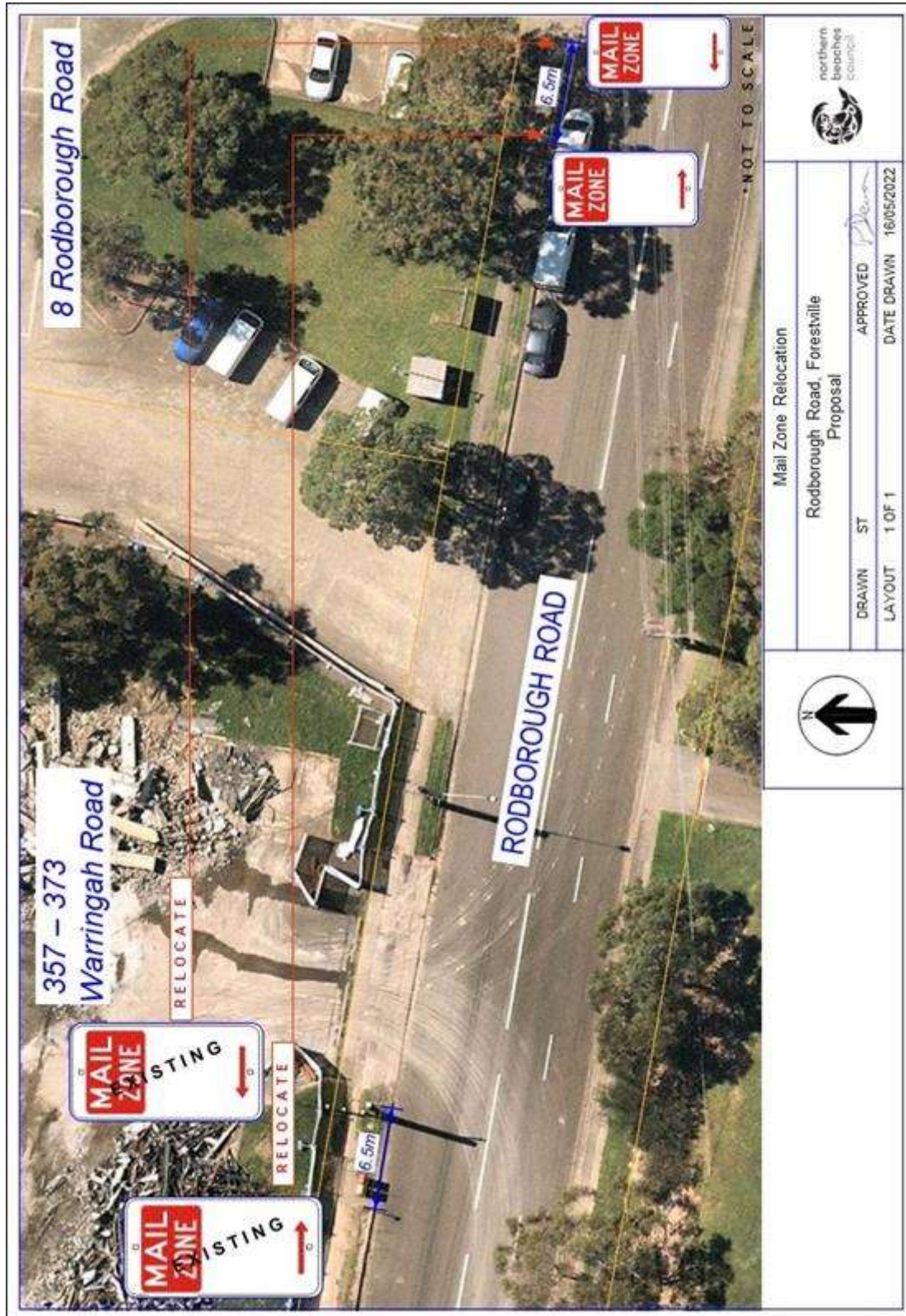
CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Relocation of the 6m 'Mail Zone' on the northern side of Rodborough Road, Frenchs Forest outside Property No's 2-6, approximately 65m west, outside Property No.8, as shown in attached plan.



ITEM 4.13	WETHERILL STREET, COLLAROY - INSTALLATION OF 4P PARKING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/379798
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.724660, 151.299330

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles, boats and trailers in Wetherill Street that cause shortage of parking for the residents and the visitors of the area.

LOCATION

- The proposed location of installation of 4P time parking has been located between Pittwater Road and the end of cul-de-sac on western side of Wetherill Street.
- This section of Wetherill Street is a local road carrying low volumes of two-way traffic.
- Wetherill Street intersects Pittwater Road on its western side and it ends to a cul-de-sac on its eastern side.
- Wetherill Street has a carriageway width of 12m.
- There is no parking restriction at the proposed location on Wetherill Street.
- No Bus route services Wetherill Street.

ISSUES

- Parked vehicles, boats and trailers on Wetherill Street cause shortage of parking for the residents and the visitors of the area.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of "4P, 7AM-7PM, EVERYDAY, INCLUDING PUBLIC HOLIDAYS" parking restrictions on both sides of Wetherill Street between Pittwater Road and the cul-de-sac, in addition to the installation of No Stopping yellow line between the western side of driveway No.1172 and Pittwater Road on the northern side of Wetherill 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 10 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 5 submissions were received with no objections and 5 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of “4P, 7AM-7PM, EVERYDAY, INCLUDING PUBLIC HOLIDAYS” parking restrictions on both sides of Wetherill Street between Pittwater Road and the cul-de-sac.
- B. Installation of No Stopping yellow line between the western side of driveway No.1172 and Pittwater Road on the northern side of Wetherill Street.

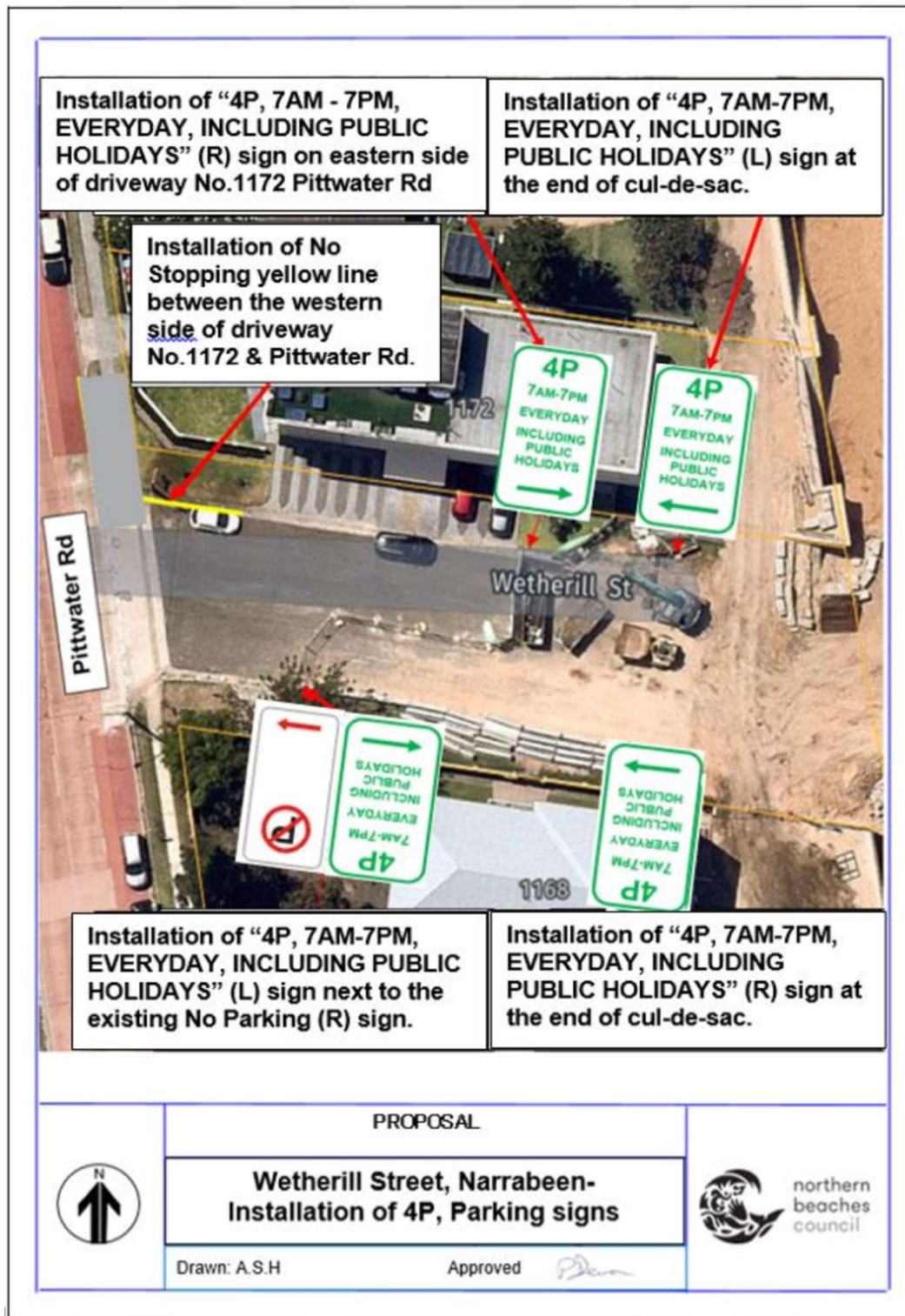


Table of Consultation		
Address	Wetherill Street, COLLAROY	
Proposal	Installation of 4P Parking Signs	
Properties Consulted	10	
Responses Received	5	
Support	5	
Do Not Support	0	
Issue	Resident Comment	Council Response
Lack of Parking	Local residents tend to come and go on daily basis ensuring a regular turnover. However, the access is increasingly difficult, if not impossible, due to permanent parking of boats and trailers taking up more than 2 of the 5 available kerbside car spots for more than two years. We, the undersigned respectfully petition Northern Beaches Council to maximise the availability of car parking on eastern side of Wetherill Street for local residents by preventing boats, campervans and if possible, small trucks from parking there.	Council proposes the installation of "4P, 7AM-7PM, EVERYDAY, INCLUDING PUBLIC HOLIDAYS" parking restrictions on both sides of Wetherill Street between Pittwater Road and the cul-de-sac in order to prevent long time parking of vehicles, boats and trailers on eastern side of Wetherill Street and to maximise the availability of parking at the proposed location.

5.0 MATTERS FOR NOTATION

ITEM 5.1	REQUEST FOR WORKS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/325121
ATTACHMENTS	NIL

GEOCODES: Various

GEOCODES: Various

REPORT

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

Applicant	Location	Works Zone Length and Time	Requested Period
By Group Pty Ltd Level 13, 3 Spring Street SYDNEY NSW 2000	1 Undercliff Road FRESHWATER NSW 2096	Length: 7 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	13 June 2022 to 10 October 2022
Icon Homes 81 Christie Street ST LEONARDS NSW 2065	30 Albert Street FRESHWATER NSW 2096	Length: 12 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	27 June 2022 to 24 December 2022
PCL & APR Pty Ltd 81 Christie Street ST LEONARDS NSW 2065	43 Evans Street, FRESHWATER NSW 2096	Length: 10 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	27 June 2022 to 27 March 2023

RECOMMENDATION TO TRAFFIC COMMITTEE

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