

MINUTES

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

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

TUESDAY 11 OCTOBER 2022

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

held on Tuesday 11 October 2022

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10.00 am

ATTENDANCE:

Voting Members:

Chair –Northern Beaches Council - Councillor
Member for Pittwater Mr R Stokes MP Representative
Member for Wakehurst Mr B Hazzard MP Representative
Member for Manly Mr J Griffin MP Representative
Transport for NSW
Northern Beaches Police Command, Dee Why

Mr Jose Menano-Pires
Mr Andrew Johnston
Mr Toby Williams
Ms Adele Heasman
Mr Peter Carruthers
Sergeant Andrew Geraghey

Non Voting Members:

Keolis Downer Northern Beaches Bus Operations
ComfortDelgro Company (ex Forest Coach Lines)
Manly Warringah Cabs Cooperative Society Ltd
Cycling Representative

Mr James Makasiale
Mr Robert Bicakcian
TBC
Vacant

Officers:

Director Transport and Assets
Acting Executive Manager - Transport and Civil Infrastructure
Manager – Transport Network
Traffic Engineering Coordinator
Traffic Engineer
Traffic Engineer
Traffic Engineer
Traffic Engineer
Traffic Officer
Traffic Officer
Traffic Officer
Traffic Officer
Road Safety Officer
Strategic Transport Coordinator
Traffic Engineering Trainee
Traffic Engineering Intern
Manager - Rangers
Coordinator - Rangers
Specialist Administration Officer

Mr Jorde Frangoples
Ms Emily Carson
Mr Phil Devon
Mr James Brocklebank
Mr Ricky Kwok
Mr Velsamy Sankaran
Mr Scipio Tam
Ms Leila Kazemnezhad
Mr Luke Nickson
Mr Brian Duong
Ms Jackline Shahho
Mr Alex Yuen
Ms Robynann Dixon
Ms Michelle Carter
Mr Nicholas Murace
Mr Michael Kennedy
Mr Paul Crossan
Mr Michael Davey
Ms Caty Pilley

Visitor:

Ms Kate Norberry – resident, 29 Balgowlah Road, Fairlight

Item 4.2 – Traffic Calming

1.0 APOLOGIES

Voting Member:

Member for Davidson Mr J O'Dea MP Representative
Northern Beaches Police Command, Dee Why

Mr Phil Corbett
Sergeant Nino Jelovic

Non-Voting Member :

Executive Manager - Transport and Civil Infrastructure

Mr Craig Sawyer

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

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 6 SEPTEMBER 2022

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 6 September 2022, copies of which were previously circulated to all members, are hereby confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Nil

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

The Meeting commenced at 10:00am.

Chair Person – Councillor Mr Jose Menano-Pires, invited a Speaker, Ms Kate Norberry, to address the Local Traffic Committee in regard to Agenda Item 4.2 – Balgowlah Road, Fairlight – Traffic Calming

Please refer to notes taken of their address to the Committee in Item 4.2

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

4.1 WOORARRA AVENUE, ELANORA HEIGHTS - NO PARKING & 8P PARKING RESTRICTIONS

PROCEEDINGS IN BRIEF

Approved by exception

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The introduction of a full time No Parking restriction along the south side of Woorarra Avenue between No.203 & the speed hump at No.178 with approximately 35m of 8P Parking (applying 6am to 6pm Everyday) created in the indented parking bay in front of Woorarra Lookout Reserve.
- B. That the extents of the indented parking bay at Woorarra Lookout Reserve be increased to the west and the 8P Parking zone extended to cover the increased length of the sealed area.

Committee Decision – Approved

4.2 BALGOWLAH ROAD, FAIRLIGHT - TRAFFIC CALMING

PROCEEDINGS IN BRIEF

SPEAKER :

Ms Kate Norberry, resident for 25 years at 29 Balgowlah Road, Fairlight,, Clontarf, was invited to address the Local Traffic Committee by Cllr Jose Menano-Pires.

Ms Norberry advised that pedestrians are crossing this street with around 900 cars per hour driving along this stretch of Balgowlah Road, and requested for the traffic to be slowed down to make the area safer for both pedestrians and motorists.

Ms Norberry also alerted the Traffic Committee to a street lighting issue in this part of Balgowlah Road, Fairlight. She advised that only 2 street lights are actually working between her residence at No.29 Balgowlah Road and Francis Street, which means this stretch of road is too dark to safely walk along the footpath at night. Ms Norberry advised that she has contacted Ausgrid to fix these lights over the last 5 years, however, they were only repaired once during this time and 2 weeks later, the lights stopped working again - and they still don't work.

Ms Norberry mentioned there is a drainage issue opposite the bus stop. Due to poor lighting in this area, drivers and pedestrians cannot see that water has pooled here during rain periods and noted the safety issues for pedestrians and parked cars are being side-swiped here.

Adele Heasman advised she will contact the Local Member as soon as possible to follow up with Ausgrid regarding this street lighting safety matter.

Adele Heasman asked Ms Norberry if the street lights were fixed, did she consider speed humps would be a helpful addition to improve pedestrian safety on Balgowlah Road.

Ms Norberry understands why we need speed humps, as traffic speeds are too high.

She did however, feel that there are too many trees lining the road with their roots lifting the gutters and kerbs and footpaths and when it rains, the drains fill with leaves and debris that causes the drains to block and water to pool on the road.

She believes that if speed humps were installed in these poor drainage areas, the water pooling would make this problem even worse. This road needs more regular street sweeping and drain maintenance.

Phil Devon advised that the Traffic Committee is considering placing rubber speed cushions rather than asphalt speed humps, similar to those that have been installed near the pedestrian crossing at the Boy Charlton Pool. Ms Norbery commented that these would be effective.

Ms Norbery also requested the Traffic Committee to consider placing speed cameras along this stretch of Balgowlah Road, to reduce speeding cars which has become a safety issue in this area.

Clr Jose Menano-Pires thanked Ms Norbery for her address to the Local Traffic Committee and advised that Council will be in touch with her after the Committee has reviewed the issues she has raised.

Ms Kate Norbery left the meeting at 10:15am.

Discussion by the Committee after the Speaker left the meeting:

Adele Heasman enquired whether this section of Balgowlah Road is in a flood zone and whether the swimming pool and the underground street light cables could be affected by these drainage issues.

Phil Devon advised that Ausgrid will be replacing these street lights with LED lights soon, which may assist in rectifying these street light issues.

Sergeant Andrew Geraghty of Northern Beaches Police Command, advised the Committee that he has received correspondence from a resident, Paul Malcolm, raising concerns about speeding vehicles and requesting traffic calming for pedestrian safety.

Peter Carruthers of TfNSW advised he is happy with the proposal for speed cushions

Phil Devon mentioned he received concerns from the resident of 28 Balgowlah Road, Fairlight, not wanting a speed cushion in front of /west of her home, requesting this speed cushion be moved further west. This was feasible

Clr Jose Menano-Pires advised the Committee that he is opposed to the recommendation as he does not support speed humps. He feels they are a safety hazard and create noise pollution, even though they do reduce speeding.

Clr Jose Menano-Pires stated that there were better ways to calm traffic and more up to date solutions and technology to assist in slowing down the traffic, rather than installing speed humps.

Clr Jose Menano-Pires advised that even though TfNSW have no objections to the proposal as there is already a 40km/h speed limit in this part of Balgowlah Road that is monitored by the Police, he did not believe the traffic calming proposal was warranted.

James Brocklebank advised that there have been speed counts conducted here – showing that the 85th percentile speed of drivers was 50km/h, well over the 40km/h speed limit.

Adele Heasman advised that we need to focus on traffic calming here, as some parents are finding it difficult to cross the road. She suggested adding speed cushions, however, she feels that another pedestrian refuge or crossing is also required to enable pedestrians to cross the road safely. She noted that the existing refuge near Francis Street was beneficial in creating a safe crossing point to the pool.

James Brocklebank commented that the speed cushions will create a lower speed environment which will assist pedestrians to cross the road safely.

Toby Williams supports the Traffic Engineers' recommendation and is aware that speeding is an issue along Balgowlah Road.

Clr Jose Menano-Peres advised he did not believe the residents want speed cushions and enquired whether TfNSW would support a pedestrian crossing.

Peter Carruthers advised that if there was a pedestrian desire line in the proposed location, TfNSW would not insist on the pedestrian crossing being met.

James Brocklebank advised there is a pedestrian desire line at this point (to the Childcare Centre, to the pool and to the LM Graham Reserve) however, numbers are not sufficient to meet the warrant. James feels that if a raised wombat crossing was installed, this may be sufficient to meet the pedestrian safety needs and slow down the traffic.

Clr Jose Menano-Pires requested this item be deferred, thereby allowing the Officers to revise the proposal and for the Committee to discuss the possibility of adding a pedestrian crossing at/near the Daintrey Street intersection, to assist pedestrians to safely cross the road.

Sergeant Andrew Geraghty of Northern Beaches Police Command advised he will pass this information onto his Sergeant, and report the Sergeant's feedback on this matter at the November LTC meeting.

Adele Heasman agreed to have this matter deferred so that further solutions can be considered.

Adele Heasman advised she will forward the street lighting information onto Ausgrid, to remedy this matter as soon as possible.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Local Traffic Committee supports:

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- A. The matter be deferred to allow Officers to consider options for a raised pedestrian crossing at/near the Daintrey Street intersection.
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Committee Decision – Approved

4.3 BASSETT STREET EAST, MONA VALE – PROPOSED NO PARKING MOTOR VEHICLES EXCEPTED RESTRICTIONS

PROCEEDINGS IN BRIEF

Phil Devon advised the Committee that this location keeps getting raised as an illegal issue and referred it onto Council's Rangers, as the beachside roads, particularly this part of Bassett Street East, have become an overflow parking area for cars, boats, trailers and caravans. The proposal will remove the boats and trailers and formalise parking for other vehicles.

Approved by exception

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Parking Motor Vehicles Excepted' and 90° Angle Parking Front or Rear to Kerb Vehicles Under 6m Only' restrictions on the northern side of Bassett Street East, Mona Vale, between Surfview Road and Orana Road.

Committee Decision – Approved

4.4 GRIFFITHS STREET, FAIRLIGHT - NO STOPPING AND SHIFTED CENTRELINES

PROCEEDINGS IN BRIEF

Adele Heasman enquired whether there have been any recent accident history reports carried out in Griffiths Street, as local residents are concerned about the safety issues drivers face while exiting their driveways, and requested this matter be addressed as soon as possible.

James Brocklebank advised that while he wasn't aware of a recent crash history, he would be concerned that if parking continued in this location, that crashes would occur. He outlined that when parking in Griffiths Street at this location, which is near the crest of a hill, cars are parked within 3m from the centreline on both sides of the road and illegally parked. Shifting the centreline will create legal parking on the north side of the road, while moving the centreline will make it very clear that parking cannot safely occur on the south side of Griffiths Street.

Clr Jose Menano mentioned that many Northern Beaches residents face safety issues when reversing out onto the street from their driveway, when cars are parked adjacent to the driveway.

Approved by exception

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Shifting of the existing centrelines on Griffiths Street near Cohen Street by 1m to the south.
- B. Installation of a No Stopping zone on the south side of Griffiths Street extending from Cohen Street along the frontage of No.25 Cohen Street.

Committee Decision – Approved

4.5 GRACE AVENUE, FRENCHS FOREST & FORESTVILLE - LOAD LIMIT RESTRICTION

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires thanked Phil Devon and Craig Sawyer for their assistance with the traffic safety issues in this area and advised that local residents have been worried about Grace Avenue having become a “rat run” for heavy vehicles going to the Forest Way Shopping Centre, which causes safety issues for pedestrians near the local schools.

Clr Jose Menano-Pires enquired whether the Police are able to take enforcement action in Grace Avenue, to ensure the 3 Tonne load limit is effective.

Sgt Andrew Geraghey advised that once Council has installed a “3Tonne Load Limit restriction”, the Police will be able to enforce restriction.

Phil Devon confirmed he will advise the Police when this sign has been erected

Approved by exception

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a 3 Tonne Load Limit restriction through the proposed sections of Grace Avenue, beginning at the intersection of Altona Avenue and Grace Avenue, Forestville and closing at the intersection of Sorlie Place and Grace Avenue, Frenchs Forest.

Committee Decision – Approved

4.6 ALBERT STREET, FRESHWATER - LOADING ZONE & TIMED PARKING

PROCEEDINGS IN BRIEF

Luke Nickson advised that only 4 responses had been received from the 288 properties near this location that were consulted, and all were in support of the proposal to remove the two existing Taxi Zone parking spaces and install a Loading Zone. He highlighted that the Taxi Zone received a low level of use.

James Brocklebank advised that the Loading Zone will provide much needed additional kerb space for delivery drivers in the Freshwater Village to park to deliver/collect goods, including the restaurant at 20 Albert Street.

Approved by exception

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the existing Taxi Zone and install a Loading Zone 6:00am-2:00pm MON-FRI & 1/2P AT OTHER TIMES outside No.1-3 Moore Road, on Lawrence Street, Freshwater.

Committee Decision – Approved

4.7 LEWIS STREET, BALGOWLAH HEIGHTS - NO PARKING TIMED PARKING**PROCEEDINGS IN BRIEF**

Approved by exception

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Parking restriction applying 8:00am-9:30am and 2:30pm-4pm – School Days. The signs will be installed on the eastern side of Lewis Street from the existing No Stopping sign north of the pedestrian crossing to the pedestrian walkway to Radio Avenue.
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Committee Decision – Approved

4.8 GROSVENOR PLACE, BROOKVALE - KERB EXTENSION**PROCEEDINGS IN BRIEF**

Approved by exception

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Proposed design plans (Attachment 3) for the footpath, kerb extensions and associated signage and line marking.
-

Committee Decision – Approved

4.9 OAKS AVENUE, DEE WHY - MOTORCYCLE PARKING**PROCEEDINGS IN BRIEF**

Approved by exception

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Implementation of a 4.5m motorcycle dedicated parking on the northern side of Oaks Avenue, Dee Why, 10m east of the pedestrian crossing located outside No.28 Oaks Avenue, as shown in attached Plan.
-

Committee Decision – Approved

4.10 SORLIE ROAD & KENS ROAD, FRENCHS FOREST - INTERSECTION TREATMENT AND TRAFFIC CALMING**PROCEEDINGS IN BRIEF**

Clr Jose Menano-Pires enquired whether we have speed counts or crash data for this site.

Sgt Andrew Geraghey and Phil Devon both advised they are not aware of any speed counts or crash data for this intersection.

Clr Jose Menano-Pires advised he does not support the raised speed cushions at this site, as it is not as busy here as it is further up the top of the road.

Cr Jose Menano-Pires suggested re-designing the roundabout and adjusting the lanes width to decrease speeding, as well as installing road markings, rather than installing speed cushions leading up to the intersection.

Cr Jose Menano-Pires requested the speed cushions not be approved, however, raised no concerns with approving the linemarking adjustments in Items B & C of the Recommendation

The Traffic Committee concurred.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Re-marking of roundabout islands (as per attached plan).
- B. Implementation of E4 Edge Line marking west of the roundabout along Prahara Avenue, Frenchs Forest (as per attached plan).

Committee Decision – Approved**4.11 27 PINE AVENUE, BROOKVALE - LOADING ZONE & FOOTPATH REALIGNMENT****PROCEEDINGS IN BRIEF**

Approved by exception

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a 6.5 metre long 'Loading Zone' in front of No.27 Pine Avenue, Brookvale, offset from the carriageway into the footpath area, along with the associated signage and footpath realignment, as per the attached Plan.

Committee Decision – Approved

4.12 AVALON STREETS AS SHARED SPACES - OLD BARRENJOEY ROAD TRIAL.

PROCEEDINGS IN BRIEF

Phil Devon advised that the Avalon Place Plan aims to provide better pedestrian safety and traffic flow around the Avalon Shopping Centre and surrounding streets in Avalon.

This proposal for a One Way traffic flow and Shared Zone in Old Barrenjoey Road, north of Avalon Parade, will also include upgrading and/or relocating the existing pedestrian crossing arrangements at the intersection of Old Barrenjoey Road and Avalon Parade, and provide a one-way southbound flow of traffic past Woolworths.

James Makasiale from Keolis Downer Bus Operations advised that this proposal will affect the local buses and pedestrians and suggested that buses could turn around near the playground area.

He requested Phil Devon to remove the “No Right Turn” sign that is erected southbound on Barrenjoey Road . Phil Devon confirmed that this was proposed.

Phil Devon advised that Council has been working with TfNSW for the past 4 months on the changes and noted that TfNSW will be funding some of the cost.

Cr Jose Menano-Pires feels it is important to carry out a 6-month trial of the proposed Place Plan upgrades in Avalon.

Adele Heasman advised that she also agrees to a trial, as it will work out better with some good solutions to the current traffic speed and pedestrian safety issues in Avalon.

Peter Carruthers advised that TfNSW is happy with this proposed change.

Approved by exception

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports :

- A. The implementation on the one-way Shared Zone in Old Barrenjoey Road.
- B. The relocation and reconstruction of the pedestrian crossing at the intersection of Avalon Parade and Old Barrenjoey Road.
- C. The implementation of the parking changes in Old Barrenjoey Road to relocate Loading Zone and Taxi Zones out of the trial area to the north of the existing crossing.
- D. The implementation of a compliant Bus Zone in Avalon Parade between Edmund Hock Avenue and Old Barrenjoey Road.

Committee Decision – Approved

4.13 SIMMONDS LANE AVALON - WEEKEND CLOSURE AND ACTIVATION PROJECT

PROCEEDINGS IN BRIEF

Phil Devon advised that a 6 month trial has been carried out in Simmonds Lane to pedestrianise the laneway between 6pm and 8pm Thursday, Friday, Saturday, Sunday and Public Holidays, by implementing a timed “No Entry” restriction during the above hours, which has been successful.

Approved by exception

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Closure of Simmonds Lane and the public activation of the space as defined in the report through the installation of a timed No Entry Restriction between 6pm and 10.30pm Thursday, Friday, Saturday, Sunday and Public Holidays.

Committee Decision – Approved

5.0 MATTERS FOR NOTATION

5.1 BEACON HILL ROAD PROJECT UPDATE

PROCEEDINGS IN BRIEF

A Summary Report was distributed to the Voting Members of the Local Traffic Committee, for their reference.

Phil Devon briefed the Committee:

The process is now with TfNSW. and Phil Devon.

Peter Carruthers of TfNSW advised that they are looking at how best to manage the road network and they have been considering the impacts these intersection improvements proposed for Beacon Hill Road and Warringah Road will have on the local traffic flows, pedestrian safety, parking and network efficiency issues that may impact the next intersection.

Clr Jose Menano-Pires noted that initially, the proposal presented to the Traffic Committee was merely to take parking away. However, it is now apparent that we are looking at the issues in a broader way, with the removal of parking being only a part of a larger package of works and that the impacts have been the subject of a broader traffic modelling exercise. The removal of parking could only be supported in conjunction with the improvement works proposed for the intersection. We will need to work on the entire design and incorporate the parking removal work with the plan for dual turning lanes.

Phil Devon confirmed that the improvements to be made at Beacon Hill Road and Warringah Road in this area, only forms a part of the overall project to improve traffic congestion along Warringah Road and around Beacon Hill Road. Further work is also proposed for Willandra Road.

Clr Jose Menano-Pires enquired about the timeline for these intersection improvements.

Phil Devon advised that the improvements should be completed by mid-2023, as there is still some design work and approvals to be carried out by TfNSW.

Clr Jose Menano-Pires thanked Phil Devon for briefing the Committee and advised the next briefing on the Beacon Hill Road improvements will be in held in 6 months time.

Approved by exception

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Traffic Committee notes the summary report provided and the items discussed in the confidential Scoping Report provided to the Voting Members for reference purposes.

Committee Decision – Approved**6.0 GENERAL BUSINESS****6.1 SAFETY ISSUES FOR BUSES TURNING INTO HILMA ROAD FROM EDGECLIFF ROAD – bus stop to be moved in Hilma Road****PROCEEDINGS IN BRIEF**

James Makasiale from Keolis Downer Bus Operations advised that a local resident has requested the bus stop located on Hilma Street opposite the intersection with Edgecliff Boulevard, be moved north to a new location north of Grevillea Street, as they feel the current location could cause an accident.

James Brocklebank advised that Council has consulted recently with residents regarding this relocation, however, there had been little support and the matter has not been further progressed. There appears to be little evidence of safety issues at the bus stop, with residents advising the bus stop has operated safely in this location for many years. James Makasiale agreed. No further action was proposed at this time

6.2 DOWLING STREET, FRESHWATER – request to remove the electricity charging station on the corner of Dowling Street.**PROCEEDINGS IN BRIEF**

James Makasiale from Keolis Downer Bus Operations requested the electric vehicle charging station be removed from the corner of Dowling Street near Lawrence Street, as this has been a safety issue for buses when turning into Dowling Street.

Phil Devon advised that Council will investigate moving the centreline in Dowling Street to allow more room for buses to turn here, and will report back to the Committee with the outcome.

6.3 BUS STOP IN PITTWATER ROAD, DEE WHY – request to remove 3 car parking spaces before the bus stop**PROCEEDINGS IN BRIEF**

James Makasiale from Keolis Downer Bus Operations, requested to have 3 car parking spaces removed south of the B-Line bus stop for northbound buses on Pittwater Road in Dee Why and requested the Bus Zone be extended to create more space for buses to park in the Bus Zone.

He advised there is not enough room for both the regular bus services and the B-Line buses to use the current Bus Zone for pick-up and set-down of passengers. He also noted that these 3 car parking spaces were not located here before. This current situation is unsatisfactory and could lead to bus drivers being fined for parking illegally.

Council staff advised that this may be a signposting issue relating to recent development works in the area and believed Mr Makasiale was correct that the Bus Zone was previously longer than its current extents.

Clr Jose Menano-Pires requested TfNSW to investigate this matter.

Peter Carruthers agreed to investigate and action the request and will report back to the Committee with the outcome.

6.4 CHANGES TO BUS ROUTES IN MANLY – request to change the new bus routes

PROCEEDINGS IN BRIEF

Adele Heasman advised bus routes to Manly have been changed with many more buses now using Carlton Street to pass between South Steyne and Pittwater Road. Buses which once used Victoria Parade and parked on East Esplanade at Manly Wharf, are no longer doing so. There are many more buses now trying to park around Gilbert Park.

Since this change, residents have submitted noise complaints, as multiple buses can now be parked on one side of the road in West Promenade or Gilbert near The Grand Esplanade building, with the motors idling.

James Makasiale from Keolis Downer Bus Operations advised that in the past, buses turned off South Steyne into Victoria Parade and then turned right to park on East Esplanade outside Manly Wharf. He is unsure of the reasons why this change was made and enquired whether the Committee had any insight to this change.

James Brocklebank advised there had been some issues in the past with some drivers finding it difficult to turn right from South Steyne around the pedestrian refuge at Victoria Parade, however, this refuge no longer exists as it had been replaced by a marked foot-crossing.

Phil Devon suggested that perhaps there had also been concern about weekend congestion on South Steyne, creating issues for on-time running, however, the congestion and noise issues around Gilbert Park and in Carlton Street were just as much of a concern.

James Makasiale from Keolis Downer Bus Operations advised that this matter is being investigated and he is considering requesting TfNSW to change the bus route back to the original bus route.

James Brocklebank commented that the Bus Zone in front of Manly Wharf is currently under-utilised and given the present infrastructure, this was a shame.

Adele Heasman advised that if buses are to continue using Carlton Street, the frequency of use needs to be decreased, as buses are currently creating traffic congestion.

Adele Heasman requested James Makasiale to keep the Traffic Committee informed of the outcome of any changes to this bus route in Manly.

6.5 REQUEST FOR “NO STOPPING” SIGN TO BE RELOCATED- in Kentwell Road, entering from Condamine Street**PROCEEDINGS IN BRIEF**

James Makasiale from Keolis Downer Bus Operations requested the “No Stopping” sign on the south side of Kentwell Road be moved up the hill in Kentwell Road, as buses, heavy vehicles and cars cannot safely pass the cars parked too close to this sharp turn in the road. He advised that the parked vehicles have already been side-swiped by a bus after it turned and accelerated up the hill into Kentwell Road.

James Brocklebank advised this issue has been raised and investigated previously, however, extension of the No Stopping had been opposed by residents.

Phil Devon advised this matter will be re-visited and the findings will be reported back to the Committee at next month’s LTC meeting.

6.6 ADDISON ROAD, MANLY - request for pedestrian crossing, refuge or blister**PROCEEDINGS IN BRIEF**

Adele Heasman enquired about the previous request for a pedestrian crossing, a refuge or a blister in Addison Road, Manly at Stuart Street – as residents have requested a safe place to cross Addison Road.

James Makasiale from Keolis Downer Bus Operations advised that buses turn left from Stuart Street into Addison Road when travelling up from the Skiff Club and are currently able to do so due to the absence of traffic islands. Any works at the intersection would need to account for this bus movement

Phil Devon advised that Council is considering a 40km/h speed zone for Addison Road and surrounding streets.

Phil Devon advised he will forward Adele the information he sent to the Councillors regarding this matter and that staff will consider the potential for crossing facilities at the location.

6.7 PARKING OF CARAVANS & TRAILERS – request for additional signage outside Manly West Public School in Griffiths Street, Balgowlah**PROCEEDINGS IN BRIEF**

Adele Heasman enquired about her request in the July LTC meeting, for additional “No Parking – Motor Vehicles Excepted” signage to be erected outside Manly West School along Griffiths Street, to ensure the school bus, staff members and parents are able to park here.

Phil Devon advised that this signage will be erected as soon as possible.

**6.8 INTERSECTION AT WARRINGAH ROAD & HILMA STREET, FRENCHS FOREST –
phasing of existing traffic lights****PROCEEDINGS IN BRIEF**

Clr Jose Menano-Pires followed up on his previous enquiries for TfNSW, to adjust phasing of traffic lights at the corner of Warringah Road and Hilma Street, Frenchs Forest, as the traffic lights don't seem to be allowing more cars through the intersection.

Peter Carruthers of TfNSW advised they have carried out a Traffic Light Study here and have added 2 more seconds to the traffic light time.

Clr Jose Menano-Pires requested whether more time can be added to allow more cars to move through the intersection.

Peter Carruthers of TfNSW advised that they are looking at the cost of installing a traffic lights monitor here, which will cost around \$15,000.

Peter Carruthers of TfNSW advised he will get back to the Traffic Committee regarding this matter.

6.9 INTERSECTION AT PRINGLE AVENUE AND SORLIE ROAD, BELROSE –**PROCEEDINGS IN BRIEF**

Clr Jose Menano-Pires enquired whether this matter has been addressed yet. The provision of a pedestrian crossing is currently being assessed near the intersection of Pringle Avenue and Sorlie Road.

The initial assessment indicated the location that is the most desirable, has issues with safe stopping distance and this needs to be further assessed to provide a safe pedestrian path of travel from the footpath in Pringle Avenue and the Sorlie Road shops

Phil Devon advised he will report back to the Committee regarding this matter.

The meeting concluded at 11:38am

This is the final page of the Minutes comprising 16 pages
numbered 1 to 16 of the Northern Beaches Council Local Traffic Committee meeting
held on Tuesday 11 October 2022 and confirmed on Tuesday 8 November 2022