


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 7 FEBRUARY 2023

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)
 Manly Warringah Cabs Cooperative Society Ltd
 Cycling Representative

Mr James Makasiale
 Mr Robert Bicakcian
 TBC
 Vacant

Officers

Director Transport and Assets
 Executive Manager - Transport and Civil Infrastructure
 Manager – Transport Network
 Traffic Engineering Coordinator
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Road Safety Officer
 Strategic Transport Coordinator
 Transport Projects Officer
 Transport Projects Officer
 Traffic Engineering Trainee
 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
 Ms Leila Kazemnezhad
 Mr Luke Nickson
 Mr Brian Duong
 Ms Jackline Shahho
 Mr Alex Yuen
 Mr Chinmaya Gupta
 Ms Robynann Dixon
 Ms Michelle Carter
 Ms Vicki Hart
 Ms Kajal Todd
 Mr Nicholas Murace
 Mr Paul Crossan
 Mr Michael Davey
 Ms Caty Pilley

Visitors

Nil

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

to be held on Tuesday 7 February 2023

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	
2.1	Minutes of Northern Beaches Council Local Traffic Committee held 6 December 2022	Error! Bookmark not defined.
2.2	Declaration of Pecuniary and Conflicts of Interest	
3.0	REPORTS TO PROCEED TO COUNCIL FOR APPROVAL	
	Nil	
4.0	REPORTS FOR APPROVAL BY COUNCIL DELEGATION.....	5
4.1	Nareen Parade, Narrabeen - accessible parking	5
4.2	Douglass Place, Cromer - Part time No Parking	9
4.3	Allenby Street, Clontarf - Relocation of No Parking Sign	13
4.4	Blackbutts Road, Frenchs Forest - Timed Parking.....	16
4.5	Pacific Lane and Ruby Lane, Manly - Proposed Vehicle Restrictions.....	20
4.6	60 Kenneth Road, Manly Vale - No Parking.....	24
4.7	Grosvenor Place, Brookvale - Timed Parking	28
4.8	Pittwater Road, Bayview - Traffic Management during seawall construction	32
4.9	Balgowlah Road, Balgowlah - roundabout at Hill Street.....	35
4.10	Condamine Street, Balgowlah - roundabout at New Street.....	40
4.11	Avalon Parade & Surf Side Avenue, Avalon Beach - Avalon Parade Parking Area	46
4.12	Hudson Parade, Clareville - Proposed Convex Mirror.....	55
4.13	Eurobin Avenue, Manly - Parking Restriction Adjustments	61
4.14	Peal Place, Warriewood - No Parking	65
4.15	Burton Street, Balgowlah - Temporary Parking Restriction Amendments.....	70
4.16	Manly Vale Public School Car Park - Gibbs Street at Sunshine Street, Manly Vale - No Entry School Days.....	74
5.0	MATTERS FOR NOTATION.....	77
5.1	Request For Works Zone	77

NEXT MEETING Tuesday 7 February 2023

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 DECEMBER 2022

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 6 December 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	NAREEN PARADE, NARRABEEN - ACCESSIBLE PARKING
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2022/767909
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.705743, 151.294185

REPORT

BACKGROUND

In May 2022, the Traffic Committee approved the introduction of an accessible parking space on the northern side of Nareen Parade in front of No.18, on a six month trial basis. As the accessible parking space has now been in place for six months, consultation has been undertaken with residents in the vicinity to ascertain their views on the longer term retention of the accessible parking space.

LOCATION

- No.18 Nareen Parade is situated on the northern side of Nareen Parade opposite its intersection with Narroy Road.
- Nareen Parade is a local road carrying moderate volumes of two-way traffic.
- The northern side of Nareen Parade has a steep embankment with homes constructed on the hillside or excavated into the slope.
- Nareen Parade has a carriageway width of 9 metres with parking generally permitted on both sides of the road.
- A No Parking Motor Vehicles Excepted Parking restriction is situated on the south side of Nareen Parade west of Narroy Road.
- There are no existing parking restrictions (other than the accessible parking space) near the frontage of No.18 Nareen Parade.
- No Bus route services Nareen Parade.

ISSUES

- Parked vehicles and trailers on both sides of Nareen Parade create difficulties for the residents of No.18 Nareen Parade who require parking within close proximity to their home, as they have a child suffering from a severe disability.
- The resident has no off-street parking, however, has recently received Development Approval for the construction of off-street parking and an inclinor which will provide longer term access to the home for their child.

- There is an existing ramp and paved area in front of the home and adjacent to the kerb from which a disabled passenger can be loaded/unloaded. The residents ideally try to load and unload their children into and out of the vehicle from this ramp.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to retain the 7.8m long accessible parking space in front of the home. Taking into account the resident feedback received during the consultation process, it is proposed to shift the signposting 1m in a westerly direction to allow more parking spaces to be available in front of No's 14 & 16 Nareen Parade.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

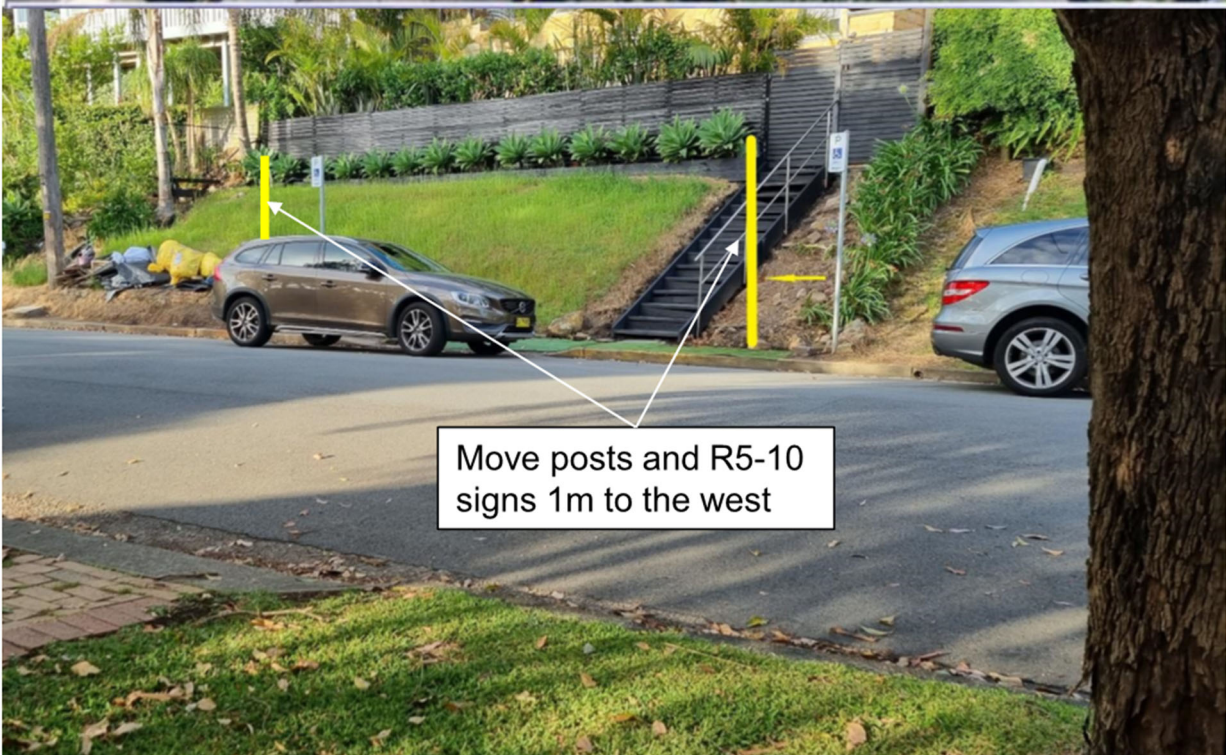
CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Retention of the accessible parking space in front of No.18 Nareen Parade, North Narrabeen until such time as the Development Application approved construction of the off-street parking and inclinator is completed
- B. Relocation of the accessible parking signs 1m to the west of their current location.




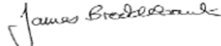
	PROPOSAL		 northern beaches council
	Nareen Parade, North Narrabeen Accessible Parking Space		
	Drawn JB	Approved 	

Table of Consultation

Address	Nareen Parade, North Narrabeen
Proposal	Accessible Parking Space

Properties Consulted	13
Responses Received	3
Support	1
Conditional Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Disabled Access	The retention of the accessible parking space is essential as it allows for ease of disabled access to the home until such time as construction of the offstreet parking and inclinator is completed	Noted
Longer term removal of the accessible space	Will the accessible parking space be removed once the offstreet parking space and inclinator are completed?	Yes, Council's belief is that the best accessible parking is provided by parking offstreet and if that is available on-street accessible parking is not required
Relocation of accessible space	Is it possible to move the accessible space approx 1m to the west to allow and additional car space in front of No.14 & 16 Nareen Parade	This can be achieved without impacting on the useability of the accessible parking space and is recommended in the report

ITEM 4.2	DOUGLASS PLACE, CROMER - PART TIME NO PARKING
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2022/767934
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.741034, 151.270672

REPORT

BACKGROUND

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

LOCATION

Douglass Place is a local road situated to the west of Willandra Road and of 55m in length. It carries low volumes of traffic and provides access to 10 homes. It is 7.3m in width with parking currently permitted on both sides of the road.

ISSUES

- When vehicles are parked close and parallel on both sides of the road, there is approximately 3m of carriageway remaining for access, which makes it difficult to safely achieve for larger vehicles.
- If vehicles are parked poorly or if a parked vehicle is wide, e.g a boat access for larger vehicles may not be achieved without risk of damage to parked vehicles.
- Council's Waste Services team report regular issues for waste services contractors in obtaining access to the street.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of "(No Parking, 6PM TUESDAY - 6PM WEDNESDAY)" on the southern side of Douglass Place between the eastern side of the driveway No.206 Willandra Road and the eastern side of the driveway No.8 Douglass Place.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a No Parking restriction applying between 6pm Tuesday and 6pm Wednesday on the south side of Douglass Place and extending around the cul-de-sac to finish east of the driveway serving No.8 Douglass Place.



	PROPOSAL		 northern beaches council
	Douglass Place, CROMER Installation of No Parking Signs		
	Drawn: A.S.H	Approved 	

Table of Consultation

Address	Douglass Place, Cromer
Proposal	No Parking - Part time

Properties Consulted	12
Responses Received	4
Support	2
Conditional Support	1
Do Not Support	1

Issue	Resident Comment	Council Response
Times proposed are too long	The proposed times of 6pm Tuesday to 6pm Wednesday are too long. It is suggested that 4am to 3pm Wednesday is adequate	The resident's suggestion is not favoured as it is likely to lead to residents parking overnight on Tuesdays and late finishing garbage services still having issues on Wednesday afternoons.
No waste collection access issues	I have never observed waste collection trucks having any difficulties accessing Douglass Place	Council's Waste Services team reports that the waste contractor has regular issues accessing Douglass Place
time restricted parking	I support the proposed No Parking and also suggest that time restricted parking be introduced elsewhere in Douglass Place to prevent long term parking by boats, trailers and other vehicles	Time restricted parking is not warranted at this location

ITEM 4.3	ALLENBY STREET, CLONTARF - RELOCATION OF NO PARKING SIGN
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/810137
ATTACHMENTS	1 Plan

GEOCODES: -33.808342, 151.254435

REPORT

BACKGROUND

Council has received concerns from local residents regarding the 'No Parking' signs located north of the existing access driveways to No.1 and No.2 Allenby Street, Clontarf. The current location of the signs may lead to drivers parking on either side of the road leaving insufficient room for access to Allenby Lane.

LOCATION

- Allenby Street is a local road approximately 6.5m in width near its intersection with Allenby Lane. It caters for two-way traffic with a speed limit of 50km/h.
- On-street parking is generally unrestricted on Allenby Street and Allenby Lane.
- Adjacent land use consists of low to medium-density housing and Clontarf Reserve.

ISSUES

- Vehicles and boat trailers are parked on either side of Allenby Street near Allenby Lane, leaving insufficient room for access to Allenby Lane.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to move the existing 'No Parking' sign on the western side of Allenby Street from its existing location to the power pole south of the driveway to No.3.

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 64 properties within the immediate vicinity of the location, providing notification of the proposed changes. No responses were received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Relocation of the existing 'No Parking' sign on the western side of Allenby Street from its existing location to the power pole south of the driveway to No.3.

Relocate the "No Parking" sign – move the existing sign to a point approximately 6m north of the edge of the driveway to Number 1, Allenby Street, Clontarf



* NOT TO SCALE



PROPOSAL

Allenby Street, Clontarf
No Parking Sign Relocation

DRAWN LK

APPROVED

P. Devon

LAYOUT

1 OF 1

REVISION NO.

A

DATE

15/12/2022



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ITEM 4.4	BLACKBUTTS ROAD, FRENCHS FOREST - TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/810910
ATTACHMENTS	1 Blackbutts Road, Frenchs Forest - Plan

GEOCODES: -33.741706, 151.212708

REPORT

BACKGROUND

Council has received multiple concerns from local residents regarding a proliferation of boat trailers, box trailers and a caravan parking in a section of Blackbutts Road, limiting the availability of parking for residents, visitors and those seeking parking for uses associated with the recreation and sporting amenities.

LOCATION

- Blackbutts Road is a collector road carrying two-way peak hour traffic volumes of 600-800 vehicles per hour with a speed limit of 50km/h.
- Blackbutts Road is the bus route for service 281 (Davidson to Chatswood) and other school buses. The bus service always travels in one direction towards Davidson as it forms a circular loop in this area.
- On-street parking is generally unrestricted on the northern and southern side of Blackbutts Road with the exception of statutory No Stopping restrictions at the intersections and pedestrian crossing.
- Adjacent land use consists of low to medium density residential on the southern side and Lionel Watts Reserve and Frenchs Forest Showground on the northern side of Blackbutts Road.

ISSUES

- Long term parking of boat and box trailers, caravans and trucks in Blackbutts Road.
- Limited parking opportunities and parking turnover due to existing unrestricted parking.
- Abandoned vehicles and dumped waste.

PROPOSAL

Council has undertaken a review of the location and proposes to install a Four Hour (4P) 8am-6pm Everyday timed parking restriction, beginning from the intersection of Glen Street through the unrestricted parking sections of Blackbutts Road and closing at the existing statutory No Stopping sign prior to the pedestrian crossing outside Frenchs Forest Showground on Blackbutts 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 47 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a Four Hour (4P) 8am- 6pm Everyday timed parking restriction, beginning from the intersection of Glen Street through the unrestricted parking sections of Blackbutts Road and closing at the existing statutory No Stopping sign prior to the pedestrian crossing outside Frenchs Forest Showground on Blackbutts Road, Frenchs Forest.
-



Table of Consultation

Address	Blackbutts Road, Frenchs Forest
Proposal	Timed Parking Restrictions

Properties Consulted	47	
Responses Received	9	
Support	6	
Conditional Support	1	Supports if on both sides of the street
Do Not Support	2	

Issue	Resident Comment	Council Response
Shift the problem to another local street	A resident is concerned that the new restrictions will push the boats into the surrounding streets	This is not a common occurrence, but is possible. Boats, box trailers and caravans are more commonly parked in front of parks and reserves or properties that are in close proximity to waterways. If the situation arises, Council will investigate further.
On-street Parking	A resident is concerned that it will just encourage people to park their boats on the opposite side of the road, thus further restricting parking for residents	When 4P timed parking is introduced on one side of the road, boats, box trailers and caravans are not commonly shifted to the other side of the road in front of residential properties. Boats, box trailers and caravans are more commonly parked in front of parks and reserves or properties that are in close proximity to waterways.

ITEM 4.5	PACIFIC LANE AND RUBY LANE, MANLY - PROPOSED VEHICLE RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/811070
ATTACHMENTS	1 Plan

GEOCODES: -33.789285, 151.285209

REPORT

BACKGROUND

Council has received concerns from local residents who have reported instances where large vehicles enter Pacific Lane and are unable to negotiate the bend at the southern end of Pacific Lane, resulting in property damage.

LOCATION

- Pacific Lane is located to the South of Pacific Street, and Ruby Lane is located to the East of Pittwater Road. Currently, the parking on Pacific Lane and Ruby Lane is 2P 8am -10pm Ocean Beach Precinct Residents Excepted.
- Pacific Lane and Ruby Lane are local roads approximately 5.5m in width and cater for one-way traffic with a speed limit of 50km/h.
- Adjacent land uses consist of low-medium density housing and some commercial buildings.

ISSUES

- Large vehicles enter Pacific Lane and are unable to negotiate the bend at the southern end of Pacific Lane, resulting in property damage.
- Turning path analysis reveals that vehicles in excess of 7.5m in length are unable to safely negotiate the 90-degree elbow bend at the rear of No.25 Malvern Avenue.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 'No Entry (Vehicles Under 7.5m Excepted) signs to prevent long vehicles from entering Pacific Lane from Pacific Street and Ruby Lane from Pittwater Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Notification letters have been distributed to 186 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 'No Entry (Vehicles Under 7.5m Excepted) signs to prevent long vehicles from entering Pacific Lane from Pacific Street and Ruby Lane from Pittwater Road.



Table of Consultation

Address	Pacific Lane and Ruby Lane, Manly
Proposal	Vehicle Restriction

Properties Notified	186
Responses Received	1
Support	0
Conditional Support	1
Do Not Support	0

Suggested a review of vehicle length restricted

Issue	Resident Comment	Council Response
Delivery vehicles require access to property	A business owner was concerned over the original plan to restrict entry for vehicles over 6.4m in length onto Pacific Lane, as they receive all their deliveries and non-council waste removal via the rear lane, as it is not possible via Pittwater Road.	The concern was investigated. Turning paths for a Medium Rigid Vehicle (MRV) was tested and although the manoeuvre is tight, it is possible. The proposal was adjusted from restricting vehicles over 6.4m to 7.5m.

ITEM 4.6	60 KENNETH ROAD, MANLY VALE - NO PARKING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/811177
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.786903, 151.269472

REPORT

BACKGROUND

Council has received concerns from local residents regarding limited sightlines and difficulties safely accessing driveways due to parked vehicles. The three driveways serving No's 58 & 60 Kenneth Road are in proximity and drivers frequently park across/partly across them.

LOCATION

- Kenneth Road is a collector road that intersects Condamine Street, Manly Vale, catering for two-way medium traffic with a speed limit of 50km/h.
- On-street parking is unrestricted on either side of Kenneth Road.
- Adjacent land use consists of low and medium-density residential, industrial, commercial and mixed businesses.
- There are no bus routes that service the section under consideration.
- A footpath is available on the north side of the road.

ISSUES

- There are limited sightlines and difficulties safely accessing driveways due to parked vehicles.
- The three driveways serving No's 58 & 60 Kenneth Road are in proximity, and drivers frequently park across/partly across them.

PROPOSAL

Council has undertaken a review of the location and the issues and proposes to install a 'No Parking' restriction on the northern side of the street, commencing 1m west of the western driveway to No.60 Kenneth Road and ending 1m east of the driveway to No.58.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a 'No Parking' restriction on the northern side of the street commencing 1m west of the western driveway to No.60 Kenneth Road and ending 1m east of the driveway to No.58.



PROPOSAL

Kenneth Road, Manly Vale
No Parking

DRAWN LK

APPROVED

LAYOUT 1 OF 1

REVISION NO. A

DATE

14/11/2022



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Table of Consultation

Address	Kenneth Road, Manly Vale
Proposal	No Parking

Properties Consulted	197
Responses Received	3
Support	1
Do Not Support	2
Partial Support	0

Issue	Resident Comment	Council Response
Loss of Parking	Residents have concerns about the loss of parking.	Kenneth Road is a public road located in a residential area, and the long-term parking of vehicles should be the responsibility of the property owner on private property, with any additional vehicles sharing the available on-street parking.

ITEM 4.7	GROSVENOR PLACE, BROOKVALE - TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/811714
ATTACHMENTS	1 Grosvenor Place - Plan

GEOCODES: -33.767885, 151.271253

REPORT

BACKGROUND

Council has received concerns from local businesses regarding illegal parking and the long-term parking of vehicles in Grosvenor Place, Brookvale. Due to the existing unrestricted parking and length of the No Parking restriction within the cul-de-sac, it is difficult to provide parking opportunities for customers and visitors.

LOCATION

- Grosvenor Place, is a local road running north-south off William Street and is a cul-de-sac at the northern end with a speed limit of 50km/h.
- The road width is approximately 14.2m.
- On-street parking is generally unrestricted on the eastern and western side of Grosvenor Place except for statutory No Stopping restrictions at the intersection and No Parking in the cul-de-sac.
- Grosvenor Place is located within the Brookvale industrial area, however, it is within walking distance of Pittwater Road (B-Line Bus Stop) and Warringah Mall.

ISSUES

- Long term parking of motor vehicles from properties from within Grosvenor Place and visitors to the area.
- Limited parking opportunities and parking turnover due to existing unrestricted parking.
- Abandoned vehicles and dumped waste.

PROPOSAL

Council has undertaken a review of the location and proposes to relocate the existing No Parking restriction from the existing position approximately 12 metres north to the southern side of the driveway of No.3 Grosvenor Place, Brookvale. Additionally, install a Ten Minute (P10) Timed Parking restriction 8:00am -9:30am & 2:30pm-4:00pm MON-FRI approximately 12m in length outside No's 2-3 Grosvenor Place, 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 69 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. Relocation of the existing No Parking restriction from the existing position approximately 12 metres north to the southern side of the driveway of No.3 Grosvenor Place, Brookvale.
- B. Installation of a Ten Minute (P10) Timed Parking restriction 8:00am -9:30am & 2:30pm-4:00pm MON-FRI approximately 12m in length outside No's 2-3 Grosvenor Place, Brookvale.



Table of Consultation

Address	Grosvenor Place, Brookvale
Proposal	10min P timed parking

Properties Consulted	69
Responses Received	4
Support	4
Conditional Support	0
Do Not Support	0

Issue	Resident Comment	Council Response
support	4 x submissions all supportive and without further comment	noted

ITEM 4.8	PITTWATER ROAD, BAYVIEW - TRAFFIC MANAGEMENT DURING SEAWALL CONSTRUCTION
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2023/008531
ATTACHMENTS	1 Plan

GEOCODES: -33.661155, 151.300904

REPORT

BACKGROUND

Council is proposing to underway works on the seawall on the east side of Pittwater Road between King Edward Avenue and Fermoy Avenue. The works are essential to prevent undermining and eventual collapse of the road and the adjacent footpath. A footpath which is currently narrow and in poor condition runs along the eastern side of Pittwater Road on top of the seawall is very well used by walkers between Bayview and Church Point. As part of the seawall works the footpath will be reconstructed at a 2.2m width

Tenders are currently out for completion of the works with construction anticipated to commence in May and continue until approximately October. During the works, there will be a need for footpath closures, pedestrian detours and part-time part road lane closures.

LOCATION

Pittwater Road at this point, is a Regional Road carrying high volumes of two-way traffic. It is also used by the 156 Bus Route. The Loquat Valley Preparatory School is sited some 500m west of the seawall work site

ISSUES

- The seawall works are essential and must be completed to prevent ongoing scouring out of the road/footpath subgrade and to guard against eventual seawall collapse
- In order to complete the seawall works, it will be necessary to close the well used Pittwater Road footpath between King Edward Street and Fermoy Avenue for the anticipated 5-6 month construction period. This will enable the seawall to be constructed and a new wider footpath to be constructed.
- During this period, a pedestrian detour via King Edward Street, Riches Avenue and Fermoy Avenue will be in place. To facilitate safe pedestrian crossing of Pittwater Road, a temporary pedestrian refuge will be constructed west of King Edward Street and water-filled barricades installed along the western side of King Edward Street between Roches Avenue and Pittwater Road. A new section of footpath will be constructed on the west side of Pittwater Road to link Fermoy Avenue with the existing pedestrian refuge located in front of No.1927-1931 Pittwater Road.
- The presence of the temporary pedestrian area on the west side of King Edward Avenue, will mean that the remaining width of King Edward Avenue will be insufficient to accommodate two-way traffic. It is therefore proposed that a temporary One Way eastbound traffic flow arrangement will be in place for the duration of the works, to ensure pedestrian and vehicular traffic safety. The One Way traffic flow will mean that residents in the catchment south of Pittwater Road bounded by Alexandra Crescent, Kamilaroi Road and Bayview Place will need to use Bayview Place to enter the precinct, as a No Entry restriction will be signposted at Pittwater Road.

- The existing bus stop on the north side of Pittwater Road west of King Edward Avenue will be temporarily relocated to a new location east of King Edward Avenue to separate the bus stop from the temporary pedestrian refuge.
- To facilitate demolition and construction works, it will also be necessary to implement lane closures on Pittwater Road. Pittwater Road at this point carries one lane of traffic in each direction. For the duration of the work, it is anticipated that a closure of the eastbound traffic lane will be in place between the hours of approximately 9:30am to 2:30pm (or as approved otherwise in a Road Occupancy Licence). The remaining traffic lane will operate under Stop/Go or Traffic Light control to allow both directions of traffic to flow. Outside of the above hours, two-way traffic flow on Pittwater Road will be re-established to minimise impacts on school and regular traffic peaks.

PROPOSAL

Once a successful tenderer has been appointed, a detailed Traffic Management Plan for the works will be lodged with Council for further consideration by the Traffic Committee. The “In Principle” support of the Traffic Committee for the arrangements outlined above is, however, sought.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will impact on people cycling and they may choose to use the pedestrian detour during the 9:30am to 2:30pm period, or can elect to remain on Pittwater Road with the motorised traffic. At this stage, it is not proposed to signpost the widened footpath as Shared Path, however, Council does have a longer term proposal for a Shared Path linking Bayview and Church Point.
- The proposal temporarily impacts the existing pedestrian footpath, however, an improved wider footpath will be the ultimate result.

CONSULTATION

Liaison is being undertaken with the impacted residential and business community by Council’s Park Assets team. Residents impacted by the changed traffic conditions will be notified in advance of the works once the contractors TMP is available.



RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee gives its “in Principle” support to the:

- A. Off-peak (tentatively 9:30am to 2:30pm Mon-Fri) closure of the eastbound traffic lane on Pittwater Road between King Edward Avenue and Fermoy Avenue, with two-way traffic maintained under STOP/GO or portable traffic light traffic control during these hours. Traffic reopened to two-way flow at other times.
- B. Temporary closure of the footpath on the eastern side of Pittwater Road between King Edward Avenue and Fermoy Avenue with pedestrians detoured via King Edward Avenue, Roches Avenue & Fermoy Avenue throughout the anticipated 5-6 month duration of the seawall works.
- C. Introduction of a temporary protected pedestrian lane on the west side of King Edward Avenue coupled with a One Way eastbound traffic flow for the duration of the works.
- D. Introduction of a temporary pedestrian refuge on Pittwater Road west of King Edward Avenue and associated relocation of the bus stop on the north side of Pittwater to a temporary location east of King Edward Avenue.
- E. Construction of a footpath link on the south side of Pittwater Road linking Fermoy Avenue with the existing pedestrian refuge in front of No.1927-1931 Pittwater Road.



* NOT TO SCALE

	PROPOSAL			
	Concept plan for traffic control during Bayview Seawall works		 northern beaches council	
	DRAWN	JB		
	LAYOUT	1 OF 1		
		REVISION NO.	A	DATE 12/Jan/2023

ITEM 4.9	BALGOWLAH ROAD, BALGOWLAH - ROUNDABOUT AT HILL STREET
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2023/008536
ATTACHMENTS	1 Plan

GEOCODES: -33.790879, 151.270029

REPORT

BACKGROUND

Council has received concerns from local residents regarding the speed of traffic on Balgowlah Road near Manly West Public School and through the Balgowlah Road commercial/industrial area. Concerns have also been raised regarding the difficulties for vehicles turning to and from Hill Street.

LOCATION

Balgowlah Road is a local road carrying high volumes of two-way traffic in an east-west direction. East of its intersection with Hill Street, is an existing pedestrian refuge. The refuge facilitates pedestrian access to and from bus stops on either side of Balgowlah Road and also for pedestrians crossing Balgowlah Road to and from the Manly West Public School.

ISSUES

- Balgowlah Road carries around 800 vehicles per hour in peak periods and crossing the road through this volume of traffic can be difficult.
- Traffic congests on Balgowlah Road on approach to Condamine Street and around the Balgowlah Industrial Area and traffic can be reluctant to slow or stop for pedestrians.
- The Manly West Public School is sited on Hill Street with the west and east sides of Hill Street being where most of the pick-up and drop-off activity for the school occurs. As a consequence, during the before and after school period but also at other times of the day, there are strong turning movements into and out of Hill Street at its intersection with Balgowlah Road.
- A roundabout is located at the intersection Hill Street and Griffiths Street approximately 200m south of the subject intersection. Another roundabout is also located at the intersection of Balgowlah Road and Roseberry Street, approximately 260m west of the intersection with Hill Street. Traffic has a tendency to accelerate through the Hill Street intersection, making it difficult for pedestrians to safely cross Balgowlah Road and for vehicles to safely turn.
- The use of Balgowlah Road by buses and also buses turning out of Hill Street, means that a roundabout at Hill Street must be mountable to allow it to be mounted by larger vehicles.
- The existing Bus Stop on the north side of Balgowlah Road west of Hill Street must be relocated to the east of the intersection, to enable adequate deflection through the roundabout and to ensure that the bus stop remains accessible by the bus. The new location for the bus stop will result in bus stops on the north and south of Balgowlah Road being sited opposite each other.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a roundabout at the intersection of Balgowlah Road and Hill Street.

In conjunction with the work, the existing pedestrian refuge to the east of the intersection will be reconstructed to suit the roundabout, however, it will remain. The Bus Stop and shelter on the north side of Balgowlah Road, west of the intersection, will also be moved to the east side of the intersection and 4P Parking, introduced where the bus stop was previously sited.

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. Cyclist safety should be improved by the reduction in vehicle speed.
- The proposal does not affect the pedestrian facilities or impacts on walking paths. Pedestrian safety should be improved by the reduction in speed.

CONSULTATION

Consultation letters have been distributed to 60 properties within the immediate vicinity of the location providing notification of the proposed changes. At the time of finalising the Agenda, only two responses have been received both strongly supporting the proposal and highlighting difficulties in turning out of Hill Street at present.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a roundabout at the intersection of Balgowlah Road and Hill Street with associated relocation of the bus stop and shelter on the north side of Balgowlah Road and adjustments to the 4P timed parking restrictions to suit the above.

ROUNDAABOUT BALGOWLAH RD & HILL ST, BALGOWLAH



LOCALITY PLAN
NOT TO SCALE


LEGEND

 NEW BLISTER 130 MM THICK 30MPa COMPRESSIVE STRENGTH REINFORCED WITH SL72 MESH, PLAIN CONCRETE BROOM FINISH

CAUTION — SERVICES!!!

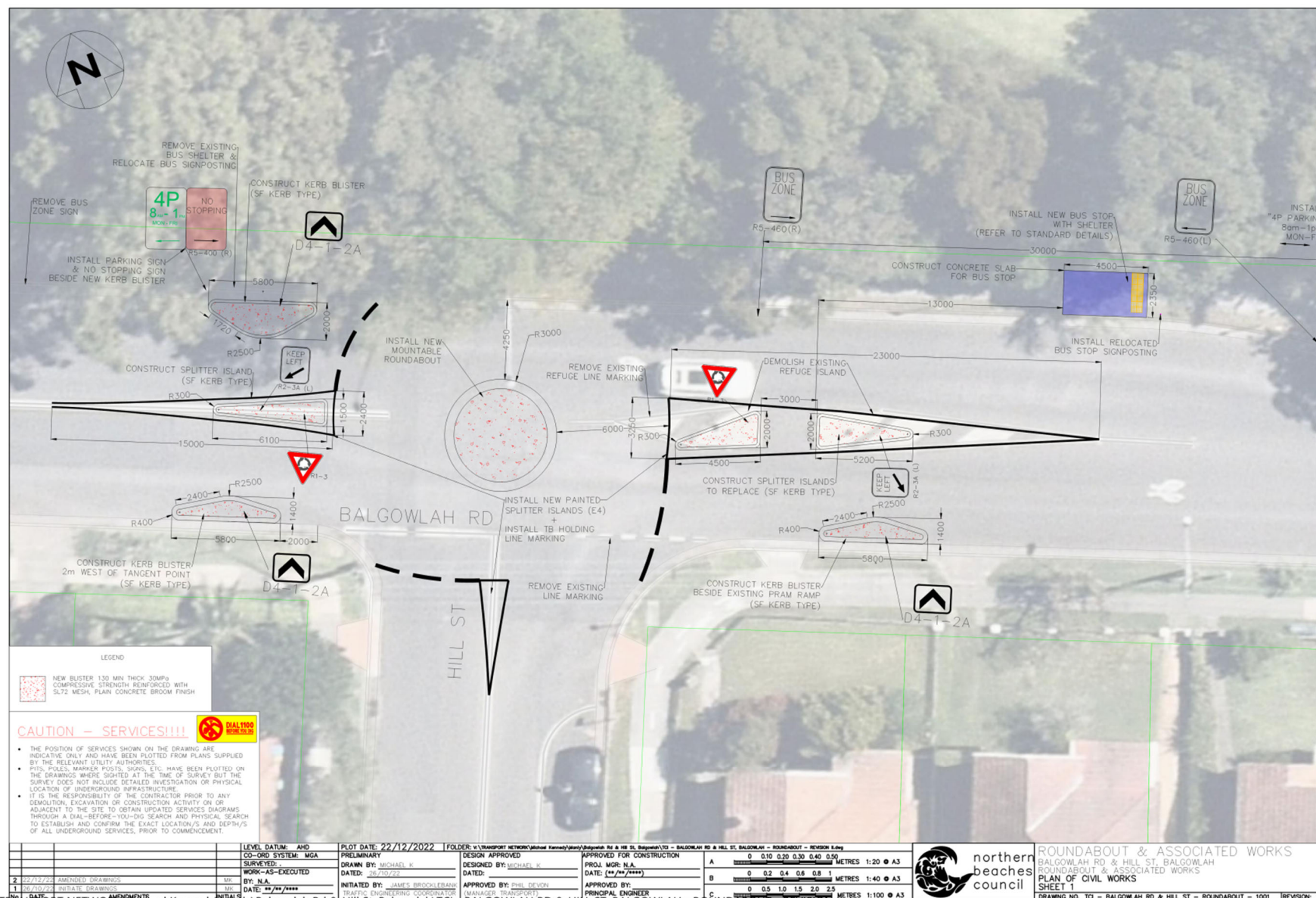
- THE POSITION OF SERVICES SHOWN ON THE DRAWING ARE INDICATIVE ONLY AND HAVE BEEN PLOTTED FROM PLANS SUPPLIED BY THE RELEVANT UTILITY AUTHORITIES.
- PITS, POLES, MARKER POSTS, SIGNS, ETC. HAVE BEEN PLOTTED ON THE DRAWINGS WHERE SIGHTED AT THE TIME OF SURVEY BUT THE SURVEY NOT DOES INCLUDE INVESTIGATION OR PHYSICAL LOCATION OF UNDERGROUND INFRASTRUCTURE.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ACTIVITY ON OR ADJACENT TO THE SITE TO OBTAIN UPDATED SERVICES DIAGRAMS THROUGH A DIAL-BEFORE-YOU-DIG SEARCH AND PHYSICAL SEARCH TO ESTABLISH AND CONFIRM THE EXACT LOCATION/S AND DEPTH/S OF ALL UNDERGROUND SERVICES, PRIOR TO COMMENCEMENT.

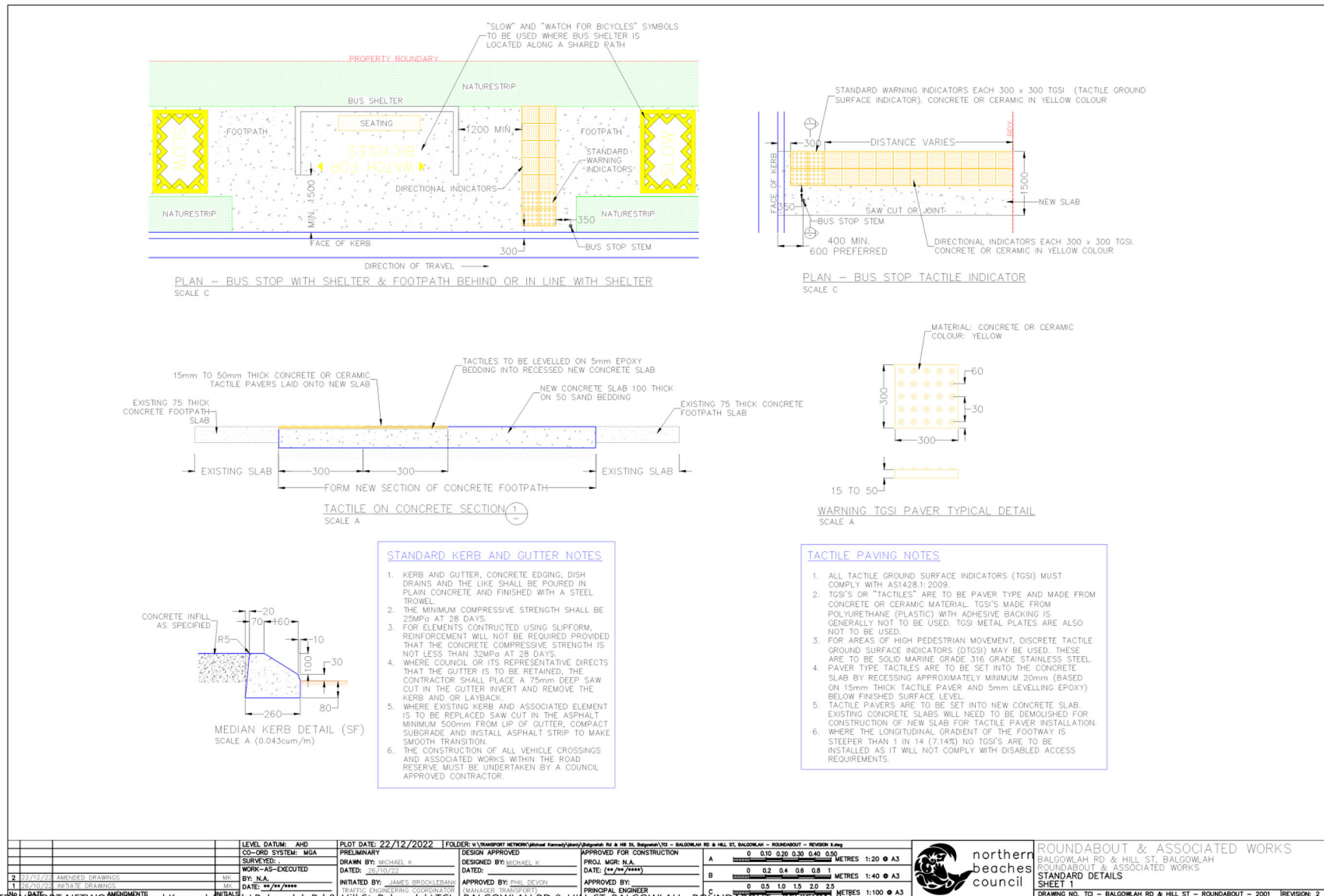
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		SURVEYED	DRAWN BY: MICHAEL K.	PROJ. MGR. N.A.			
		WORK-AS-EXECUTED	DATED: 26/10/22	DATE: (*/*/****)			
		BY: N.A.	INITIATED BY: JAMES BROOKERMAN	APPROVED BY: PHIL DEVON			
		DATE: 22/12/2022	TRAFFIC ENGINEERING COORDINATOR (MANAGER TRANSPORT)	PRINCIPAL ENGINEER			

	northern beaches council
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ROUNDAABOUT & ASSOCIATED WORKS	
BALGOWLAH RD & HILL ST, BALGOWLAH	
ROUNDAABOUT & ASSOCIATED WORKS	
LOCALITY PLAN	
INDEX SHEET	
BALGOWLAH RD & HILL ST - ROUNDAABOUT - 0001 REVISION: 2	

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ITEM 4.10	CONDAMINE STREET, BALGOWLAH - ROUNDABOUT AT NEW STREET
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2023/008540
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.801403, 151.263371

REPORT

BACKGROUND

Council has received concerns from local residents regarding the speed of traffic on Condamine Street as well as the difficulties for vehicles turning out of New Street onto Condamine Street. Measures to address these concerns are required

LOCATION

Condamine Street south of Sydney Road is a local road. It runs north/south, linking Balgowlah Heights and Clontarf with the State Road network at Sydney Road. Recent traffic data for the stretch south of New Street suggests it carries 4,600 vehicles per day with an 85th percentile speed of 56km/h. New Street is also a local road carrying a daily volume of traffic of 1,800 vehicles per day, including buses which travel east/west crossing Condamine Street as part of the 171X & 162 bus routes.

ISSUES

- Traffic speeds are in excess of the 50km/h speed limit on both Condamine Street and New Street. There is some speed related crash history on Condamine Street on the approaches to the New Street intersection.
- Due to the volume and speed of traffic on Condamine Street there are safety concerns for vehicles crossing Condamine Street or turning right out of New Street. There is some cross traffic crash history at the intersection.
- The Rosey Pot Kindergarten is situated at 36 Condamine Street (just south of New Street) and parents park on street to load/unload children attending the preschool.
- There is a moderate number of pedestrians in the area, given the proximity of the local to Spit to Manly Walk to North Harbour and to the abovementioned Preschool.
- Buses (and other heavy vehicles) cross Condamine Street and must be accommodated as part of any design. To accommodate buses and heavy vehicle turning movements, the roundabout must be mountable. Keolis Downer have noted that cars regularly park in the bus stop on the north side of New Street west of Condamine Street and a Bus Zone is proposed to reinforce the bus stop.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to construct a roundabout at the intersection to both slow traffic and facilitate turning movements.

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.

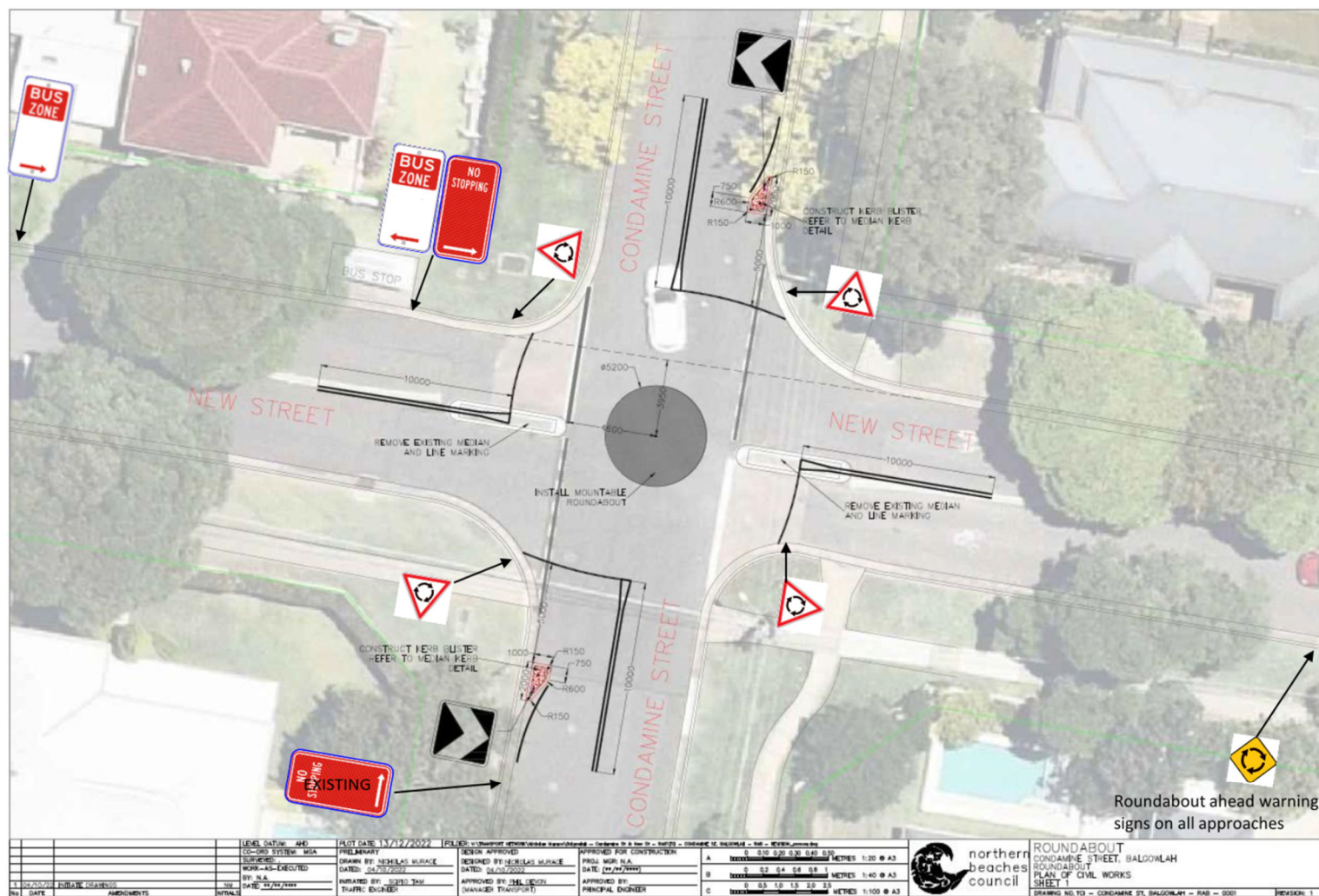
CONSULTATION

Consultation letters have been distributed to 60 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. Construction of a roundabout at the intersection of Condamine Street and New Street incorporating a mountable centre island.
- B. Introduction of a Bus Zone to support the bus stop on the north side of New Street west of Condamine Street.



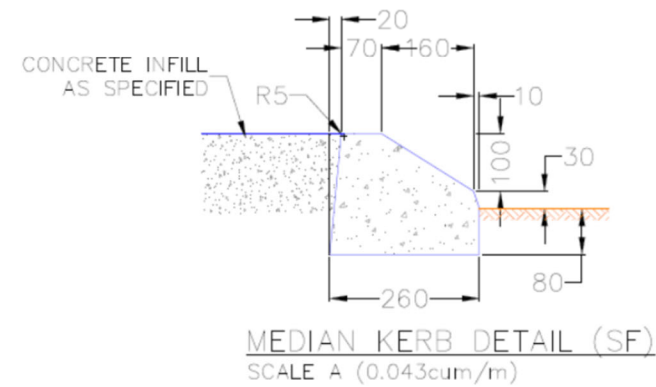
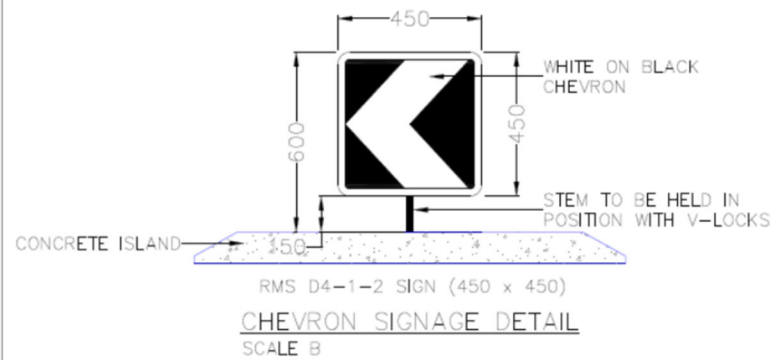
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Table of Consultation

Address	Condamine Street at New St, Balgowlah Heights
Proposal	Roundabout

Properties Consulted	69
Responses Received	12
Support	10
Conditional Support	1
Do Not Support	1

Issue	Resident Comment	Council Response
Pedestrian crossings	Pedestrian crossings are also needed across Condamine Street (southern leg) and New Street (eastern leg)	Although there are pedestrians crossing at these locations the volumes are not high enough to warrant a marked pedestrian crossing. The width of the roads is insufficient to allow a pedestrian refuge to be introduced at the roundabout and still allow for turning/deflection by larger vehicles. Consideration can be given to pedestrian refuges elsewhere on Condamine Street
Speed of traffic	Traffic speeds particular on Condamine Street are concerning	The roundabout will reduce speeds especially on Condamine Street
Proximity of Kindergarten	The Rosey Pot kindergarten is located close to the intersection and there is concern about safety for children entering and exiting vehicles	The roundabout will reduce speeds on Condamine Street making it safer for parents to park and pick up/drop off children
Additional traffic calming	There is a need for more traffic calming on the approaches to the intersection	Consideration can be given to additional traffic calming measures if speeds are found to be high following introduction of the roundabout
Cars parked in bus stop	Cars are often parked in the Bus Stop on the north side of New Street, west of Condamine Street	A Bus Zone will be added to this bus stop to prevent parking
Speeding is not an issue	There is no evidence of speeding on Condamine Street	85th percentile speed on Condamine Street south of New Street is 56km/h
Less safe for pedestrians	The addition of the roundabout will make it less safe for pedestrians particularly as the medians on New Street are being removed	The roundabout will reduce speeds on Condamine Street making it safer for pedestrians to cross. The medians on New Street are too narrow to safely accommodate a pedestrian and are raised so a barrier to pedestrians crossing the road

Noise	The roundabout will be noisy as cars slow down and speed up	There may be some minor increase in deceleration and acceleration noise however speeds generally will be lower so engine noise impacts are likely to remain much the same
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ITEM 4.11	AVALON PARADE & SURF SIDE AVENUE, AVALON BEACH - AVALON PARADE PARKING AREA
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/014506
ATTACHMENTS	1 Avalon Parade & Surf Side Avenue, Avalon Beach - Concept Plan 2 Table of Consultation

GEOCODES: -33.637357, 151.331478

REPORT

BACKGROUND

- Council has developed a Concept Plan for the Avalon Parade Parking Area in Avalon Beach. The proposal includes a new layout for improved traffic flow and safety along Avalon Parade and Surfside Avenue, and enhanced delineation of the parking areas.
- The proposal acts on the Avalon Beach Place Plan (adopted by Council on 26 July 2022), by implementing the recommendations of the Avalon Beach Parking Study, to formalise the parking spaces on Avalon Parade (near Avalon Beach); as well as improved pedestrian facilities identified in the Avalon Pedestrian Accessibility and Mobility Plan (PAMP) and Walk Northern Beaches. The proposed footpath in Avalon Parade and Surf Side Avenue east of Barrenjoey Road, connects the Avalon Parade Parking Area with Barrenjoey Road and forms part of the Northern Beaches Coast Walk from Manly to Palm Beach.
- The overall plan for this area also includes proposals for a 10km/h Shared Zone with raised threshold entry, to improve safety and pedestrian amenity. Shared Zones are speed zones and approval to install them must be obtained from Transport for NSW (TfNSW). The authorisation of Shared Zones is therefore not delegated to Councils for approval through the Traffic Committee, and a separate application will be made to TfNSW for their review and consideration in accordance with their policy.

LOCATION

- Avalon Parade is a local road with a 50km/h speed limit, providing access to the south Avalon carpark and headland. The pavement width varies along Avalon Parade due to the geometry of the road, with a minimum width of 6m opposite the driveway of No.7 Avalon Parade.
- Avalon Parade forms a T-intersection with Barrenjoey Road (State Road), which is controlled by traffic lights. Pedestrian traffic signals are located on all sides of the intersection, except on the eastern side of Avalon Parade.
- Surf Side Avenue is a local road with a 50km/h speed limit, which runs south of Avalon Parade and the car park area. Surf Side Avenue is also a No Through Road providing access to 11 properties. The road is generally 7.2m in width before widening to form the turning circle at the southern end.
- There is existing kerb and gutter only on the residential side of Avalon Parade, except near the intersection with Barrenjoey Road. Surf Side Avenue has kerb and gutter on both sides of the road.

- There is no footpath in Avalon Parade or Surf Side Avenue, apart from a short section on the residential side from the driveway of No.1 Avalon Parade to the intersection.
- There is existing kerb and gutter only on the residential side of Avalon Parade, except on the approach to the intersection with Barrenjoey Road.
- The Avalon Parade Parking Area on the headland opposite the residential side is a Pay and Display carpark with '12P TICKET 7AM-7PM' restrictions. Ratepayers or residents of the Northern Beaches Council area with Beach Parking Permits do not require a ticket for parking.
- The existing parallel parking adjacent to the kerb in Avalon Parade and Surf Side Avenue is unrestricted.

ISSUES

- The section of Avalon Parade located east of Barrenjoey Road, functions as an access road for local residents, as well as providing parking for visitors to the area.
- There is a high demand for parking in the Avalon Parade Parking Area, due to its location and proximity to nearby recreational areas.
- Traffic and parking congestion can occur during peak times, especially on weekends and holiday periods.
- A mobile coffee van currently has a permit to operate from the South Avalon Headland, which also attracts additional traffic to the area.
- The lack of road markings leads to informal parking and Council has received a number of complaints from local residents regarding safety concerns and access to their properties.
- The Road Rules require that vehicles park parallel and as close to the kerb as possible in the same direction as the adjacent traffic. The exception to this Rule is when there are parking signs indicating otherwise.
- Vehicles are often observed to park illegally in the centre of the road when parallel parking and the informal angle parking spaces are occupied. The hap-hazard parking and resultant traffic manoeuvres increases the likelihood of crashes and risks to pedestrian safety.

PROPOSAL

- Council consulted on a concept plan that maintains access for residents and caters for the parking needs of the area. The arrangement separates through traffic from the main parking area, by providing delineation, which supports two-way flow along Avalon Parade and marking of the angle parking areas. The marking of parking bays enables legal parking and the addition of angle parking in the centre of the road. A copy of the Plan is shown in Attachment 1 - Avalon Parade & Surf Side Avenue, Avalon Beach - Concept Plan.
- The area plan includes a proposal for a 10km/h Shared Zone to improve safety and pedestrian amenity. Shared Zones are created for pedestrian priority and drivers must give way to pedestrians at all times. Shared Zones must be approved by TfNSW and designed in accordance with the TfNSW Shared Zone Guidelines, which requires the installation of specific signage and marked bays for parking.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposed traffic and parking layout will improve safety for all road users, including people cycling on the road and does not affect any future planned facilities.
- The proposed footpath in Avalon Parade and Surf Side Avenue improves pedestrian facilities by providing a connecting path between Avalon Parade and Barrenjoey Road.

CONSULTATION

- Consultation letters have been distributed to 84 properties within the immediate vicinity of the location to provide notification of the proposals for comment. A summary of the responses is noted in Attachment 2 - Table of Consultation.
- A total of 11 submissions were received with five letters of support and four objections to the proposal. There were also two responses which partly supported the proposals.
- The main objections were in relation to the location of the designated space for the coffee van in close proximity to the residential apartments. Residents have raised concerns with the operation of the coffee van from early morning to afternoon and the associated noise and fumes generated. The location in the centre of the road also posed safety concerns for customers and through traffic. A number of residents in Surf Side Avenue suggested that marked parking spaces in their street were not necessary.
- Council has noted some of the comments from the consultation and it is proposed that the designated coffee van parking space be located at the south-east end of the parking area near where it currently operates. The new location will be further away from the apartments and adjacent to the grassed area where visitors sit on the headland. Customers can also queue safely without standing in the middle of the road. The relocation of the coffee van space would require minor modifications to the eight central parking spaces to improve circulation through the carpark.
- A further review of the overall parking design was undertaken with additional changes and improvements made. The recommended changes include relocation of the two accessible parking spaces (previously shown opposite the driveway of No.7 Avalon Parade) to a more appropriate location at the south-east end of the parking area, with kerb ramp and footpath access. The painted island in front of No.1 Avalon Parade will be modified to retain existing access and allow vehicles to turn right directly into the driveways. All parking spaces in Avalon Parade and Surf Side Avenue will need to be marked in accordance with the requirements for a Shared Zone.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Proposed Concept Plan for the Avalon Parade Parking Area, which includes Avalon Parade and Surf Side Avenue, subject to the following amendments:
 - (i) Relocate set down area for coffee van and Accessible Parking spaces to the south-east corner of the parking area near the proposed footpath and headland.
 - (ii) Modify painted island to retain existing access and allow vehicles to turn right directly into the driveways of No.1 and 5 Avalon Parade.
 - (iii) Change angle parking spaces located in the centre of Avalon Parade from 90 degrees to 60 degrees.
- B. Proposal for a 10km/h Shared Zone application be submitted to TfNSW for their review and consideration.

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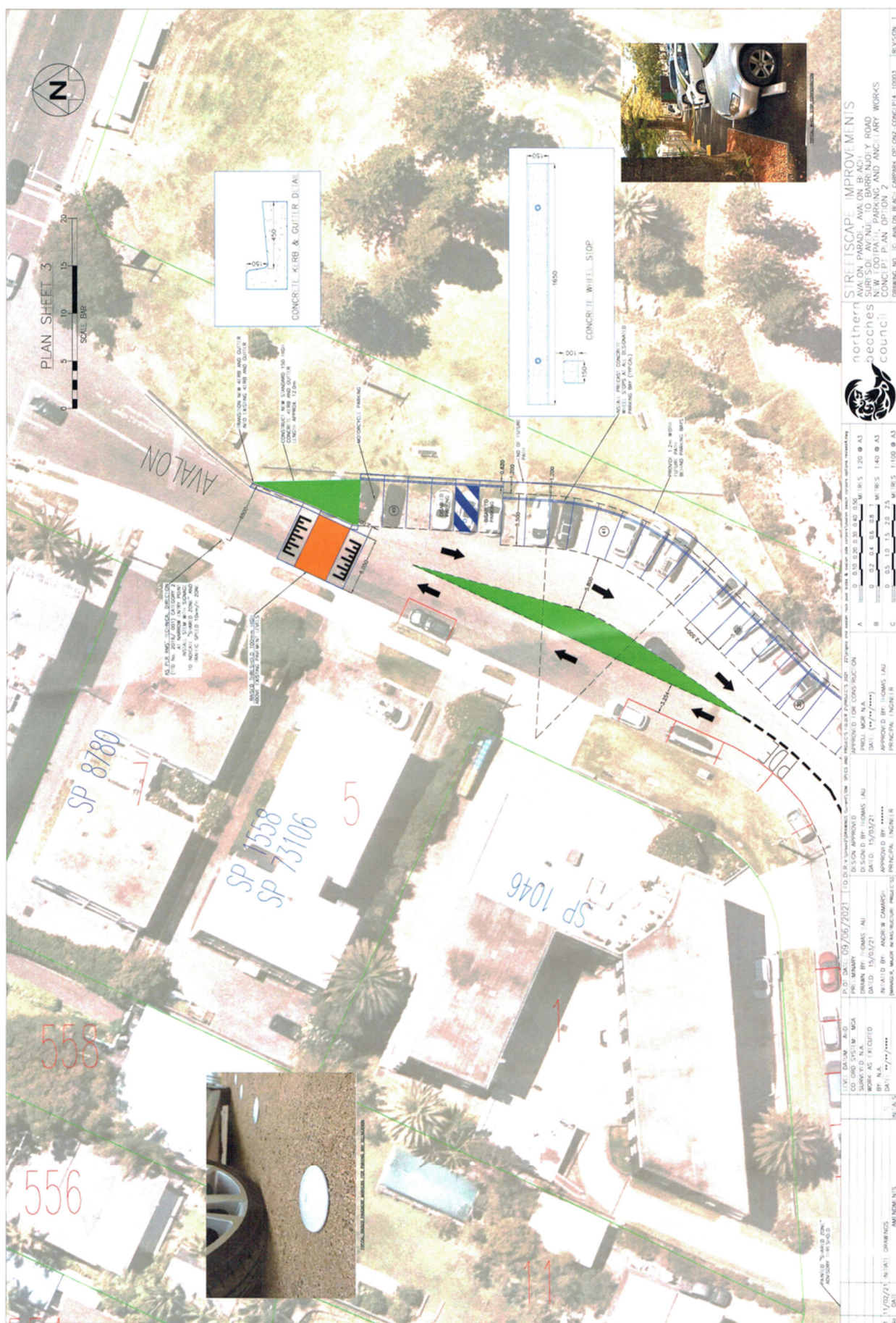


Table of Consultation

Address	Avalon Parade and Surf Side Avenue, Avalon Beach
Proposal	Avalon Parade Parking

Properties Consulted	84
Responses Received	11
Support	5
Partial Support	2
Do Not Support	4

Issue	Resident Comment	Council Response
Access and safety	<p>- Increasingly over the last 5 years it has become difficult, and at times dangerous, to enter Surfside Ave from Avalon Pde due to the happy chaos of the parking area, especially in the mornings and weekends when the coffee van is in operation and then on weekends with Nippers and general beach crowds. Many people do not even realise that Avalon Pde leads into Surfside Ave and park blocking access to the street. The current arrangement is dangerous to pedestrians - who are unaware they are on a roadway and wander will nilly around the roadway and carpark. Over the past few years I have requested Council to formalise/mark the roadway and car park areas so that the view, ambience and general amenity can be enjoyed by the community and access to Surfside Ave be kept clear. This proposal achieves this by clearly showing what is roadway and what is car park (reserve) and in so doing regularises the parking in the car park; ensuring safe access to Surfside Ave and providing safe walking areas for pedestrians. The walkways will be great, although I understand that they may take a little longer to build.</p>	<p>- The proposal helps manage the existing traffic and parking issues, especially during peak periods where there is an increase in traffic and pedestrian movements.</p> <p>- Delineation of the roadway provides two clear traffic lanes to maintain access for residents along Avalon Parade and Surf Side Avenue.</p> <p>- The one-way circulation within the Avalon Parade Parking Area also helps separate traffic for visitors who are looking for parking and residents needing to access their properties.</p>
Formalize parking area	<p>- I welcome the initiative to formalize the parking area on Avalon Beach southern headland. The proposal addresses several of my concerns regarding Avalon Pde carpark and access to Surfside Ave, specifically:</p> <ol style="list-style-type: none"> 1. Removal of perpendicular parking on the left just after turning out of Barrenjoey Rd into Avalon Pde, thereby allowing 2 way traffic flow. 2. Provision of 2 Way traffic towards Surfside Ave thereby allowing residents of Surfside Ave access to their street when cars are parked in such a way that a one way choke point is created preventing such access. 3. Marked parking bays will create a safe and ordered environment for both pedestrians and vehicles 4. The walkway provided on the cliff edge is a real boon to the amenity of the area and I imagine will be well used and compliment perfectly the pathway planned on Surfside Ave and further north. Thankyou for listening to my and fellow residents on this matter. 	<p>- The marking of parking bays helps regulate parking and traffic movement in the parking area. Hap-hazard parking can obstruct traffic flow and increase vehicle and pedestrian conflict.</p> <p>- Pedestrian facilities will be improved with the provision of a footpath along the eastern side of Surf Side Avenue, connecting the headland and parking area with Barrenjoey Road.</p>
Coffee van location	<p>- Partial support. I do not support the marked parking spaces in the middle of the road especially the designated space for the coffee van. This is too close to the residential units and can be noisy with generators and people gathering on the road near the van, there could also be potential for a food truck to use the space and the smell would impact residents as well. I don't have a problem with coffee van where it is currently parked on the opposite side, as people can queue off the road where you are proposing a footpath. I also have concerns of any proposal for additional lighting which may affect residents in the area.</p>	<p>- The coffee van parking space will be relocated to the south-east end of the parking area near where it currently operates.</p> <p>- The proposal does not include any additional lighting for the area.</p>

Issue	Resident Comment	Council Response
Design for climate change and heritage considerations	<p>1. Arguably, the community has pretty clearly indicated at the last Federal election it's view that climate change is real and public policy within government authorities is presumed to be tackling all our community development with mitigating strategies as priority matters of their taxpayers. We understand this may include big changes in the way things have been traditionally done? Hence my thought that the proposal should usefully be cross departmental — ie: including not just the traffic engineers domain so considerations could be intelligently included to consider the parking needs in the context of all future needs for the Headland.</p> <p>2. Heritage considerations — another reason for inter-departmental discussion. Surely the Avalon Headland falls into this category and should be viewed through the prism of contemporising the village plan but with strong consideration of what makes the village special in an historic sense. Surfing and surfers is clearly a strong part and driving motive for congregation on the headland. Hence, considering what keeps that in place is surely of huge importance. No surfers, no atmosphere, lost destination appeal.</p> <p>3. The Coffee Cart — similarly, it would be shame if preoccupation of the siting of the coffee cart distracted us from more vital issues like regeneration needs for Australia's coastline, including the Headland. Making a food cart tender process also is a scary proposition to those of us living here. The site is rudely close to our homes (noise etc more intrusive with your current siting) plus if a tender process means any food business could lob onto the Headland, that's a seriously big and new proposition for the street. The coffee van met a particular need — the early morning surfers desire for a coffee — and a business mushroomed from it but a morning only business. Q: What hours would this new van site be permitted to operate? Would it be restricted to only a coffee/breakfast food van?</p> <p>4. Bicycles — is there bicycle racks included in the existing plan? If not, why not? They are as valid as electric cars into the future? Is an electric charging point included in the Village with the new community plan?</p> <p>5. Can the footpath be dirt surface (like Palm Beach) or must be concrete? The former is just more sympathetic with a regenerated Headland atmospheric.</p> <p>6. The dead-end street/cul de sac Surfside Avenue — could parking, certainly in high holiday season/summer, be "residents only" parking and could a DEAD END sign be included at the commencement of that short residents roadway? Has this been discussed and dismissed? It's a successful European option which ensures cars don't cause congestion for no reason — it would avoid people driving up that street and three point turning to get out of it once they don't find parking. It's such a short area and the risk of congestion could be reduced if people realise there's no option to park there, at least for limited times in the year. The lack of signage (no through road) seems odd. People need reminding it's a dead end.</p> <p>7. The other night, lots of people enjoyed the moon rising and eclipse views. These would not be possible if there was bright street lighting in the area. Presume this is not part of the new plans.</p>	<p>1 & 2. The 'My Place - Avalon Beach Place Plan' was developed by the Strategic and Place Planning team, and was adopted by Council in July 2022. Extensive community engagement was undertaken with the establishment of the Avalon Community Reference Group (Avalon CRG), visioning workshops, surveys and pop-up events. The adopted Plan implements the recommendations of the Avalon Beach Parking Study, to formalise the parking spaces on Avalon Parade (near Avalon Beach) with appropriate linemarking; as well as improved pedestrian facilities identified in the Avalon Pedestrian Accessibility and Mobility Plan (PAMP) and Walk Northern Beaches.</p> <p>3. Permission to operate mobile food vendors on Council's Public Reserve is managed by the Open Spaces and Recreation section. The coffee van parking space will be relocated to the south-east end of the parking area to minimise impacts.</p> <p>4. Bicycle racks may be considered as part of the overall Streetscape improvements for the area.</p> <p>5. Footpath material to be reviewed subject to construction and maintenance considerations.</p> <p>6. Surf Side Avenue is a public road and therefore must be accessible for all members of the public, not just residents who live in the street. On-street parking is also available for residents, visitors of residents, as well as visitors to the area. 'Residents only' parking only applies to parking on the private property. There is an existing 'NO THROUGH ROAD' sign located at the entry to Avalon Parade, however an additional sign could be considered at the entrance to Surf Side Avenue to reinforce the access restrictions and advise visitors who may not be familiar with the area.</p> <p>7. The proposal does not include any additional lighting for the area.</p>

Issue	Resident Comment	Council Response
Design and Pinch Point	<p>- Design for the Principal Use – and keep it simple Avalon Parade and Surfside Avenue remain public roads with the primary role of providing access and services to the frontage properties. That purpose should be a principal feature of the design, and readily perceived by road users through the design and features installed. The Concept Plan Proposal reduces access to fronting property and confuses the traffic access by directing traffic through a carpark.</p> <p>- Pinch Point There is an existing pinch point on the steep gradient adjacent to the driveway to #7, which is not improved, but made worse through the addition of a speed hump. The existing hazard is amplified by the introduction of further sharp changes of surface profile. Inbound traffic is expected to veer left on the speed hump into a carpark. Keeping the alignment straight in this section, (that is not diverging), and moving the angle parking westward, retaining two way traffic parallel to the western kerb line would be a better outcome, returning the surplus space to the park, rather than creating a centre island.</p>	<p>- The proposed design provides a balance in providing for the parking demand and maintaining traffic access.</p> <p>- The separation of traffic lanes in front of No.1 Avalon Parade is a painted island. A break in the painted island will be provided to retain existing access and allow vehicles to turn right directly into the driveway.</p> <p>- Current parking practices opposite the driveway to No.7 Avalon Parade reduces the road width to 5m. The proposal provides a 6.5m road width the space closest to the raised threshold allocated for motorcycle parking. The adjacent car parking space could be further reviewed to ensure access.</p>

ITEM 4.12	HUDSON PARADE, CLAREVILLE - PROPOSED CONVEX MIRROR
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/020256
ATTACHMENTS	1 Hudson Parade, Clareville - Aerial 2 Hudson Parade, Clareville - Photographs 3 Hudson Parade, Clareville - Traffic Survey Summary 4 Hudson Parade, Clareville - Plan

GEOCODES: -33.630310, 151.315534

REPORT

BACKGROUND

Council has received a request from property No.43 Hudson Parade, Clareville requesting the provision of a convex mirror opposite their driveway, to improve safety and access exiting their property.

LOCATION

- Hudson Parade is a two-way collector road that winds down the hill from Avalon Parade, Avalon Beach to Wandeen Road, Clareville.
- This section of Hudson Parade is approximately 7.3 metres wide from the kerb to the edge of the sealed road with a speed limit of 50km/h.
- There is no footpath that runs along this section of Hudson Parade.
- On-street parking is restricted due to the existing dividing (barrier) lines which runs along the crown of the road. Parking is permitted along the road shoulder on the western side.
- Adjacent land uses generally consist of low-density housing.
- Advance warning signs are present through Hudson Parade, advising of approaching traffic to concealed driveways and upcoming bends in the road.
- There are multiple bus routes (191 and school bus services) that service the section of Hudson Parade.

ISSUES

- The property is located on the high side (eastern side) of Hudson Parade.
- The driveway crossing has a high profile due to the topography of the land and has a retaining wall on either side.
- Vision exiting the driveway is obstructed due to the retaining walls on either side.
- Vision exiting is further obstructed as the property is located on an acute bend in the road.

- Council arranged for a seven-day Traffic Survey to be undertaken at the location to determine whether it meets the criteria for the provision of a traffic mirror. A summary of the investigation is included in Attachment 3 – Hudson Parade, Clareville – Traffic Survey Summary.
- The Traffic Survey revealed an 85% percentile speed of 49 km/h for both the northbound and southbound directions. The average 85% percentile speed is less than the 50 km/h criteria
- The seven-day AADT was recorded as 1,033 vehicles for the northbound direction and 1,010 for the southbound. The combined AADT on Peronne Avenue is 2,043 vehicles, which exceed the criteria for traffic volumes.
- It is considered reasonable that the request is granted due to the severe problem of poor visibility/sight distance from the driveway of No.43.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes to install a convex mirror including a DISTORTED IMAGE (G9-266) sign, on Hudson Parade, Clareville. It is proposed that a convex mirror be located on Hudson Parade, opposite the driveway to No.43 (refer to Attachment 4: Hudson Parade, Clareville – 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

A public consultation was not required as this does not impact the surrounding residents.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a convex mirror, including a DISTORTED IMAGE (G9-266) sign to be located on Hudson Parade, Clareville, opposite the driveway to No.43.





VIEW OF NORTHBOUND TRAFFIC



VIEW OF SOUTHBOUND TRAFFIC

CfEIT bob.white@cfeit.com (02) 9740 8600

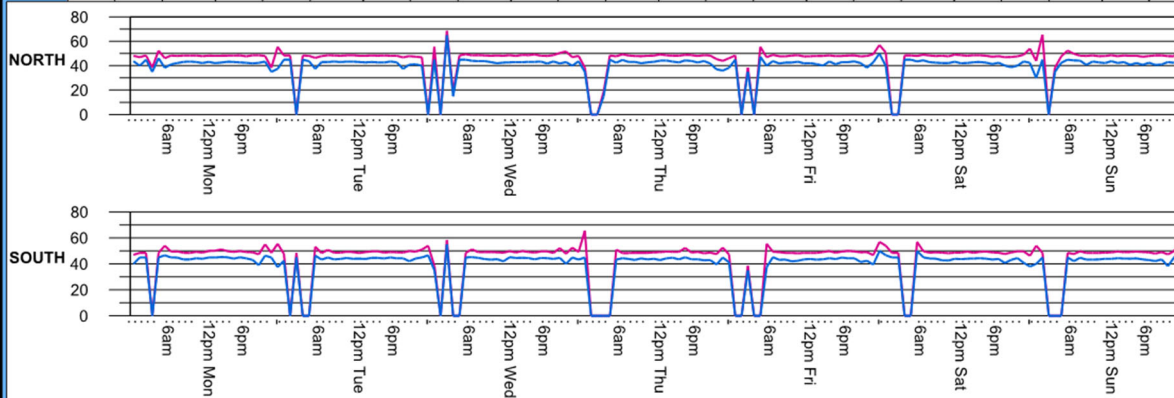
One Page Summary

Count Number 2071 **Lat/Long** : S33 37.788 / E151 18.937
Street HUDSON PARADE, CLAREVILLE : Between CUL DE SAC, SOUTH BEACH & CENTRAL ROAD (bidirectic)
Location Near House No. 37 on tree

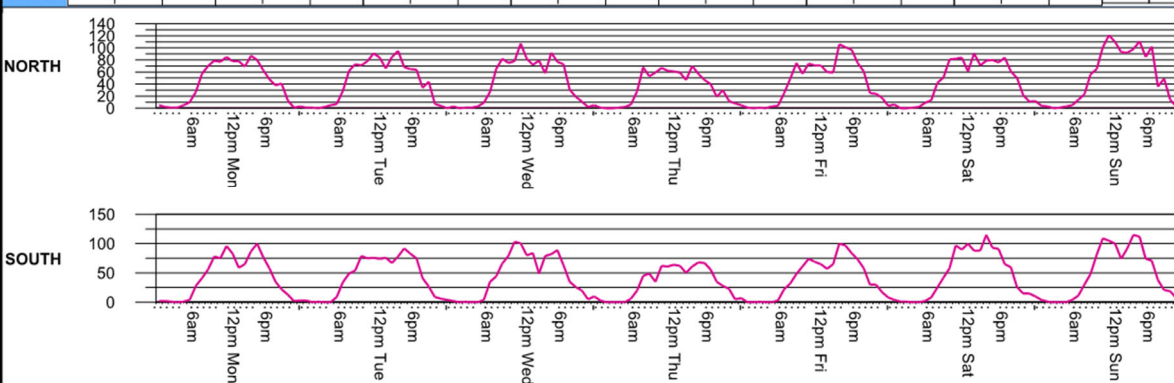
Start Date 13-JAN-23
Start Time 1600
Duration 7 DAYS
Interval 1 HOUR

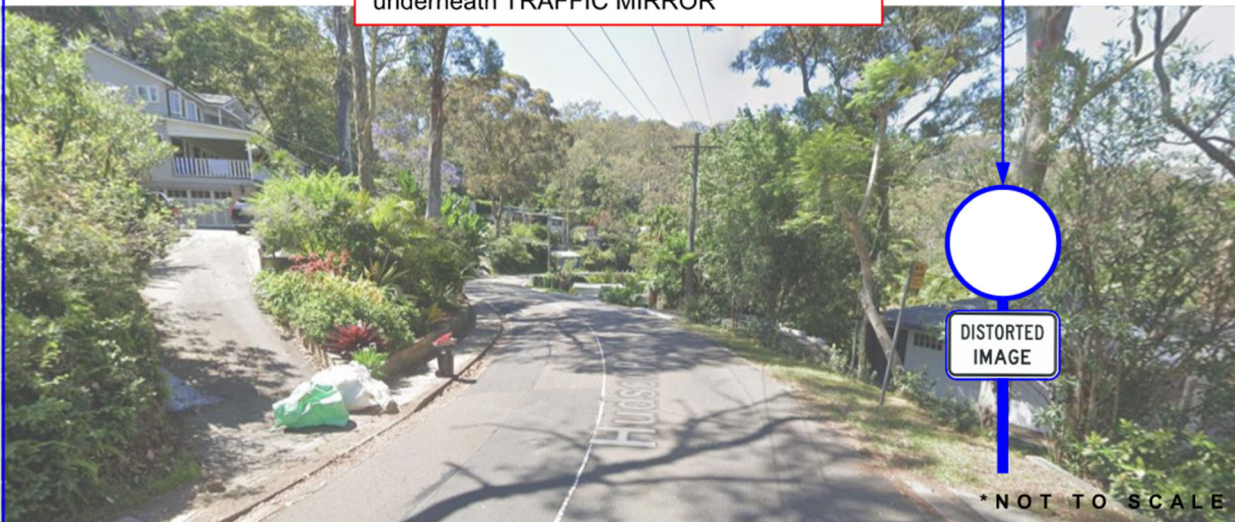
Speed Limit 50	NORTH	SOUTH	COMBINED
Weekly 50th Percentile Speed	43	44	43
Weekly 85th Percentile Speed	48	49	49
Five Day AADT	994	972	1965
Seven Day AADT	1033	1010	2043




	MON 16-JAN-23			TUE 17-JAN-23			WED 18-JAN-23			THU 19-JAN-23			FRI 20-JAN-23			SAT 21-JAN-23			SUN 22-JAN-23			SEVENDAY AVERAGE		
	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir
85%ile	48.3	49.4	48.9	48.3	49.1	48.7	48.6	49.2	48.9	48.4	49.0	48.7	48.2	49.0	48.6	48.2	48.8	48.5	48.2	48.9	48.6	48.3	49.1	48.7
50%ile	42.8	44.4	43.6	42.9	44.3	43.6	43.1	44.1	43.6	43.3	43.7	43.5	42.5	43.7	43.1	42.3	43.6	43.0	42.4	43.8	43.1	42.8	43.9	43.4
> 60 k	1	0	1	1	1	2	2	1	3	0	2	2	0	1	1	1	0	1	1	1	2	.8571	.8571	1.714
%age	.1	.0	.1	.1	.1	.1	.1	.1	.1	.0	.2	.1	.0	.1	.0	.1	.0	.1	.1	.1	.1	.1	.1	.1
> 70 k	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%age	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0



Short %	92.6	93.2	92.9	92.9	92.5	92.7	93.8	93.2	93.5	92.8	90.1	91.4	92.7	92.9	92.8	95.9	96.1	96.0	96.6	96.1	96.4	94.0	93.6	93.8
Med %	7.3	6.6	6.9	7.1	7.2	7.2	6.1	6.6	6.4	7.1	9.5	8.3	7.3	7.1	7.2	4.1	3.8	4.0	3.4	3.8	3.6	5.9	6.2	6.1
Long %	.1	.2	.1	.0	.3	.1	.1	.2	.1	.1	.4	.2	.0	.0	.0	.0	.1	.0	.0	.1	.0	.2	.1	.1
AM Pk Vo	85	96	181	91	79	167	107	103	208	68	62	129	75	74	148	84	97	179	121	109	226	90	89	177
PM Pk Vo	87	100	180	95	92	173	92	89	174	70	68	131	106	100	206	91	115	194	111	115	223	93	97	183
7-7pm	871	875	1746	902	878	1780	940	919	1859	690	680	1370	895	825	1720	882	952	1834	1057	1011	2068	891	877	1768
24Hr Tot	1018	988	2006	1036	1012	2048	1052	1057	2109	802	807	1609	1060	994	2054	1069	1094	2163	1192	1118	2310	1033	1010	2043
Class 0	27	27	54	24	20	44	20	25	45	12	9	21	11	14	25	25	21	46	39	34	73	23	21	44
Class 1	906	886	1792	931	912	1843	962	959	1921	725	714	1439	963	903	1866	994	1024	2018	1108	1036	2144	941	919	1860
Class 2	10	8	18	7	4	11	5	1	6	7	4	11	9	6	15	6	6	12	5	4	9	7	5	12
Class 3	69	63	132	69	71	140	63	69	132	55	75	130	75	69	144	42	40	82	38	42	80	59	61	120
Class 4	5	5	7	4	2	6	1	1	2	2	2	4	2	1	3	1	2	3	0	0	0	2	1	4
Class 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





	PROPOSAL					
	Hudson Parade, Clareville Convex Mirror					
	DRAWN	BD	APPROVED			 northern beaches council
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	
					06/01/2023	

ITEM 4.13	EUROBIN AVENUE, MANLY - PARKING RESTRICTION ADJUSTMENTS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/001264
ATTACHMENTS	1 Eurobin Avenue, Manly - Plan 2 Table of Consultation

GEOCODES: -33.785885, 151.284849

REPORT

BACKGROUND

This report has been circulated separate in advance of the meeting and is referred back to the committee for consideration as there have been concerns raised by voting members that require discussion.

Council has received concerns from local residents regarding the high demand for parking at school drop-off and pick-up times on Eurobin Avenue and the lack of parking available along the frontage of Stella Maris College. This results in illegal and unsafe parking practices such as blocking driveways and double parking.

LOCATION

- Eurobin Avenue is a local road, with a speed limit of 40km/h. It is used as a thoroughfare connecting Pittwater Road to Collingwood Street and North Steyne.
- Eurobin Avenue is within a short walking distance of Queenscliff Beach. Visitors to Queenscliff Beach often utilise the restricted parking area on Eurobin Avenue.
- Eurobin Avenue has an approximate road width of 11 metres carrying low volumes of two-way traffic other than during school drop-off and pick-up times when traffic volumes increase.
- Adjacent land uses consist of low-density housing on the northern side and Stella Maris College is located on the southern side of Eurobin Avenue.
- On-street parking is generally restricted with '2P 8:00am-10:00pm – Area Ocean Beach Permit Parking Excepted' applied on both sides of Eurobin Avenue with a section of 'Bus Zone' along the south-eastern frontage of Stella Maris College which services the school.
- There is a marked motorcycle parking between the driveways of No.51 and No.53 Eurobin Avenue. This has not been signposted.
- Footpaths are available on the northern and southern sides of the road.
- Only School Buses service Eurobin Avenue which includes:
 - 611, 663, 674, 684, 688, 693, 698, 699, 701, 702, 739, 745, 747, 748, 749, 757.

ISSUES

During the school term, there is an increased demand for on-street parking during morning drop-off and afternoon pick-up times. The limited short-term parking space available and the absence of a

school drop-off and pick-up area results in illegal and unsafe parking practices, such as blocking driveways and double parking.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to change the existing kerbside parking on the southern side of Eurobin Avenue, along the school frontage into a 'No Parking 8:00am–9:30am and 2:30pm – 4:00pm School Days' restriction. The existing 2P Permit Parking will apply at other times.

The proposed 'No Parking' restrictions are generally proposed along the school side of the road. The restrictions will provide a dedicated drop-off and pick-up area for parents and carers to drop off and collect their children from school by car during busy times at the beginning and end of the school days. Drivers may drop off and pick up passengers legally within a two minute timeframe.

A length of 'No Stopping' restriction is also proposed on the northern side of Eurobin Avenue to replace the existing marked motorcycle parking, to deter parents from parking across the driveways of No.51 and No.53 Eurobin Avenue.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 15 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 'No Parking 8:00am–9:30am and 2:30pm – 4:00pm School Days' restrictions along the frontage of Stella Maris College. 2P Permit Parking will apply at other times.
- B. Installation of 'No Stopping' restrictions across the driveways of No .51 and No.53 Eurobin Avenue, Manly.



Table of Consultation

Address	Eurobin Avenue, Manly	
Proposal	Parking Restriction Adjustment	
Properties Consulted	15	
Responses Received	8	
Support	2	Support No Parking along the school frontage AND support the proposed No Stopping
Partial	3	Support No Parking along the school frontage but DO NOT support the proposed No Stopping
Do Not Support	3	Do NOT support either
Issue	Resident Comment	Council Response
Loss of on Street parking	A Resident has concerns over the loss of parking for their visitors due to the no parking School times. A resident claims that the change to parking restrictions will reduce parking for residents on Eurobin Ave (opposite to school), as the existing 2P can no longer be utilized, due to the new "kiss and drop" no parking section replacing the 2P morning and night.	The intention of the proposal is to improve the increasing demand for parking and provide parking turnover during school times. <input type="checkbox"/> Current restriction is 2P - Permit holders excepted - Visitors who arrive during AM or PM school times may utilise the parking across the road. At all other times they are free to park for 2 hours. Eurobin Avenue is a public road located in a residential area. The long-term parking of vehicles should be the responsibility of the property owner. Residents may share the available on-street parking with the public. The proposed 'No Parking' allows for a quick turnover of cars, therefore discouraging parents to park and get out of their vehicles.
Suggestion for Council to create a drop-off zone during school days 8am - 9.15am	Resident claims that the changes to the parking restrictions seems to reduce the number of spaces for parents to legally drop off their children and will only exacerbate the problem.	The current proposal of 'No Parking 8:00am-9:30am and 2:30pm - 4:00pm School Days' will act as a "Kiss and Drop Zone" for parents to pick up or drop off passengers. NSW Road rules state that " You must not park on a road or in an area where there's a 'No parking' sign. This may be all the time or at certain times, as shown on the sign." " You can stop for less than 2 minutes if you stay within 3m of your vehicle, if you're dropping off or picking up passengers, or loading or unloading items"
Loss of on-street parking for loading and unloading as well for short term parking for part time teachers and volunteers:	Stella Maris College is concerned about the following 1.Reduction in the number of parking spaces available at peak times when part-time College staff and volunteers who are only required to be at the College for the start and finish of school would ordinarily use these parking spaces. 2.Reduction in the number of parking spaces close to the College where staff would ordinarily unload or load their vehicle with gear that is too heavy to carry. As school starting time is 8.40am and finish time 3.20pm, Stella Maris College requests a shortened no parking time be considered, for example 8am-9am and 3.15pm-4pm.	Taking into consideration the number of students that the school caters for, reducing the number of parking spaces included in the "Kiss and Drop" zone will reduce the effectiveness of the "Kiss and Drop" zone. Council has investigated Stella Maris Colleges' request to amend the time restrictions to No Parking 8:00am-9:00am and 3:00pm - 4:00pm School Days. Council recommends that to avoid confusion that No Parking times 8:00am-9:30am and 2:30pm - 4:00pm be consistent with standard school zone times. <input type="checkbox"/>
Extend 'No Stopping' restrictions	Resident is concerned that their driveway is also blocked and that proposal should also apply No Stopping restrictions across their driveway.	Current NSW road rules state that "You must not stop or park your vehicle across a driveway, unless you're picking up or dropping off passengers. You can stop for less than 2 minutes if you stay within 3m of your vehicle." Drivers are parking and leaving their vehicle by the kerbside between house Nos 51 and 53. The area is too small to fit a car and therefore is currently marked as a motorcycle parking only. This creates a safety issue as residents cannot leave their homes.
No Stopping restrictions	Residents oppose No stopping signs but request Council Rangers to enforce more regularly.	Council will forward all submissions for requests for increased enforcement to Council Rangers.
Reduce the bus zone	Resident suggested that Council reduce the bus zone already in place	Due the number of School Buses which frequent this bus stop, the Bus Zone will not be reduced as this may cause further traffic issues on Eurobin Avenue e.g. school bus parallel parking

ITEM 4.14	PEAL PLACE, WARRIEWOOD - NO PARKING
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2022/764939
ATTACHMENTS	1 Plan 1 2 Plan 2 3 Table of Consultation

GEOCODES: -33.700274, 151.307837

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles on the eastern (bushland reserve) side of Peal Place. The parking of vehicles on both sides of the road restricts road width impeding the passage of vehicles, prevents access by garbage trucks or other large vehicles and can interfere with ingress to and egress from driveways.

LOCATION

Peal Place is a local road of variable width running north south of Narrabeen Park Parade. It carries low volumes of traffic and terminates at its southern end in a cul-de-sac. It is located within easy walking distance of Turimetta Beach and the North Narrabeen Pool and Lagoon. It is 7.3m in width at its northern end and also at its southern end, however, it widens to 9.5m in width through its middle section.

ISSUES

- Given the proximity of Peal Place to both Turimetta Beach and North Narrabeen Beach and the Pool, it is an attractive location for beachgoers to park.
- At its northern end from Narrabeen Park for a distance of approximately 30m, it is only 7.3m in width and when vehicles park on both sides of the road, there is insufficient road width for two vehicles to pass with access for garbage trucks or other larger vehicles sometimes prevented.
- At its southern end between the cul-de-sac and No.5, the road also narrows to around 7m in width and parking on both sides of the road interferes with access to and from driveways and can also prevent access for garbage trucks and other large vehicles.
- No Parking restrictions applying Saturday, Sundays and Public Holidays have been installed through the narrowed sections of Peal Place for several years, however, residents advise that these restrictions do not fully address the issues in the street.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the replacement of existing "NO PARKING, SATURDAY, SUNDAY OR PUBLIC HOLIDAY" restrictions with a full time "NO PARKING" restriction. The restriction would extend over the full length of the narrowed section of road opposite from No.5 Peal Place to the cul-de-sac at the southern end of the road. Restrictions will also be replaced at the northern end of the road opposite No.2 Place.

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.

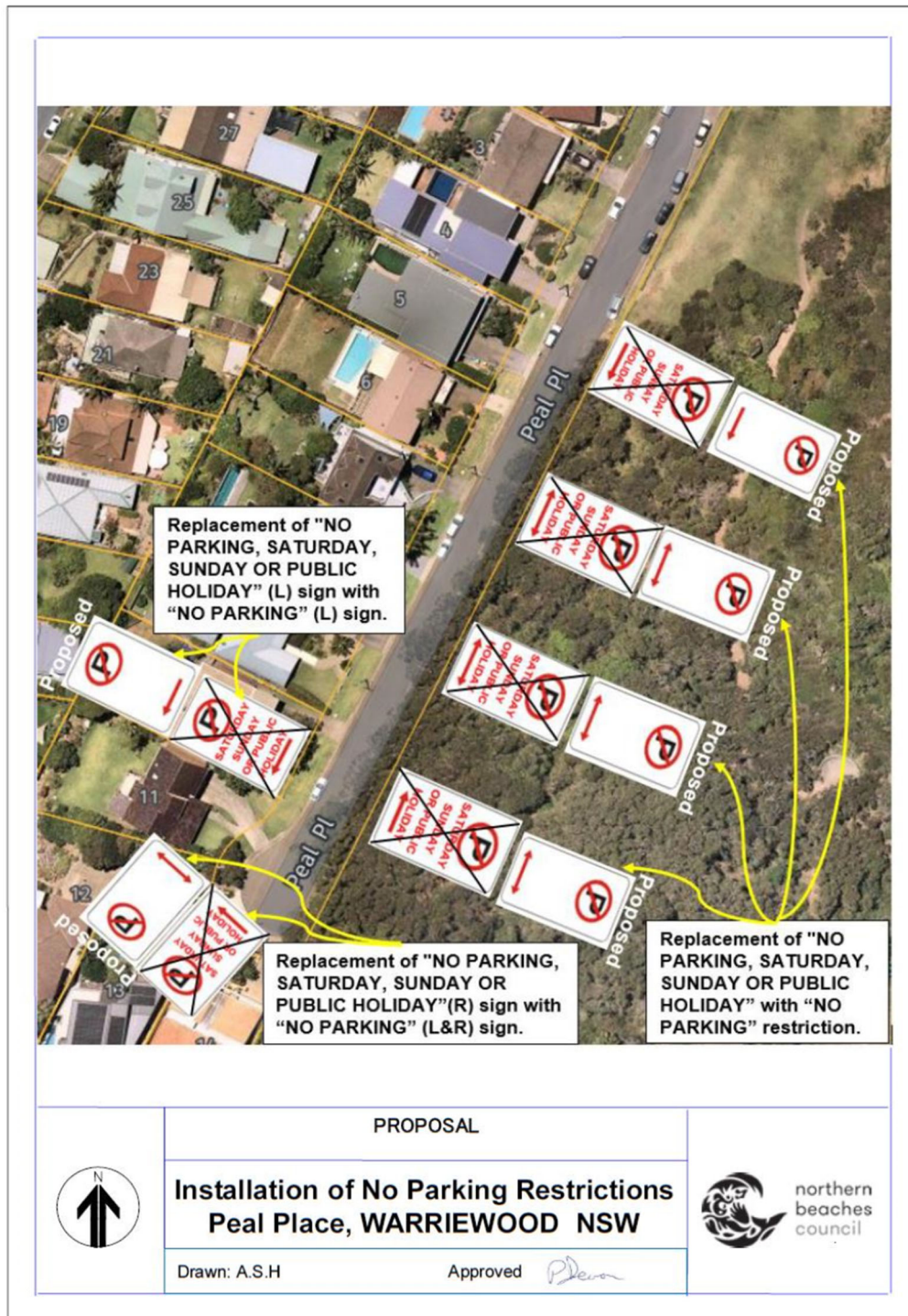
CONSULTATION

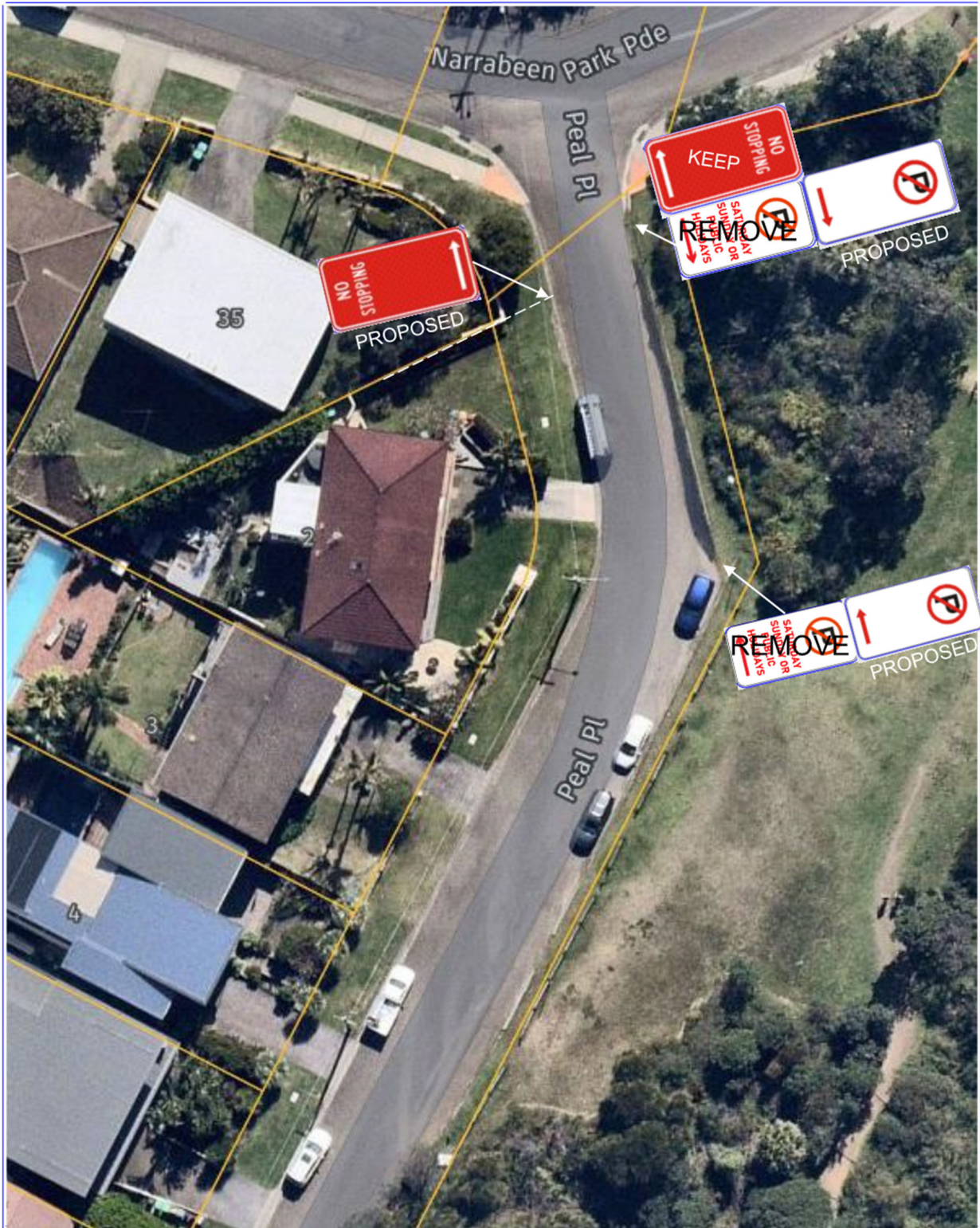
Consultation letters have been distributed to 20 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 3 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Replacement of existing No Parking (Saturday, Sunday & Public Holidays) on the east side of Peel Place and around the cul-de-sac with a full time No Parking restriction.





PROPOSAL

Peal Place, Warriewood
No Parking

Drawn JB

Approved *James Brooker*



Table of Consultation

Address	Peal Place, Warriewood
Proposal	No Parking

Properties Consulted	20
Responses Received	5
Support	5
Conditional Support	0
Do Not Support	0

Issue	Resident Comment	Council Response
Driveway access	I often can't get out of my driveway. 100% support the full time No Parking it needs to include opposite No.2	The change suggested has been made
Access to street	Parked vehicles near the entry point to the street mean cars can't pass. Restrictions are needed near Narrabeen Park Parade	The change suggested has been made
Access to No.11	Support but request that the No Parking be moved one space up the hill at No.11 to allow parking in front of No.11	Moving the No Parking up the hill as suggested would mean garbage trucks can't turn.
Parking for deliveries	I would like to see parking retained for delivery vehicles	Delivery vehicles can stop for 2 minutes in a No Parking zone, can park in a driveway or park in the unrestricted parts of the street

**ITEM 4.15 BURTON STREET, BALGOWLAH - TEMPORARY PARKING
RESTRICTION AMENDMENTS****REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2023/060325****ATTACHMENTS 1 Burton Street Balgowlah - Plan****GEOCODES: -33.797209, 151.264333****REPORT****BACKGROUND**

Council has received a request to accommodate a Works Zone for six (6) months on Burton Street Balgowlah in conjunction with application DA2021/2081 and Mod2022/0620 for 21 White Street Balgowlah: Alterations and additions to a dwelling house including the construction of a garage.

LOCATION

- 21 White Street Balgowlah is a corner block, located with three (3) street frontages on White Street, Condamine Street and Burton Street.
- White Street and Condamine Street both have one lane of traffic in each direction and are controlled by a signalised intersection.
- No Stopping Parking restrictions exist along the full length of the property on the street frontages of White Street and Condamine Street.
- Burton Street is at the rear of the property and carries one lane of traffic in each direction.
- Burton Street is a 'No Through Road' approximately 75 metres in length.
- Burton Street is a local road carrying low volumes of traffic with a cul-de-sac of approximately 7m in width.
- There are no footpaths on either side of Burton Street with several driveways along its length accessing residential properties.
- North Harbour Vacation Care and Preschool is located on the south-eastern end of Burton Street.
- Council has recently approved 1/4P 7am – 9:30am and 2:30pm – 6pm parking in front of North Harbour Vacation Care and Preschool, to accommodate the changes in the opening and closing times of the centre.
- There is a 12m length of unbroken Dividing Barrier Lines on the approach to Condamine Street, which prevents parking on either side of the road. No Stopping signs are installed on both sides of Burton Street, 6m to the east of the ends of the Dividing Barrier Lines.
- On the north side of Burton Street approximately 20 metres of No Stopping restriction exists at the intersection of Condamine Street, followed by No Stopping 7am – 9:30am and 2:30pm – 6pm.
- On the south side of Burton Street at the intersection of Condamine Street, approximately eighteen (18) metres of No Stopping restriction exists, followed by unrestricted parking and 90 degree 1/4P Timed parking in front of North Harbour Vacation Care and Preschool.

ISSUES

- The existing driveway for 21 White Street is located on Condamine Street. It is approximately 3 metres in length to the boundary with No Stopping restrictions which exist across the driveway. This is insufficient space for any construction vehicle to park.
- The No Stopping restrictions on Burton Street cover the full length of the rear of 21 White Street.
- A Works Zone is requested in order to proceed with the construction of the Council approved renovations.
- With the current parking restrictions as they are, the proposed Works Zone cannot be accommodated.
- In order for the Works Zone to be approved, Council will need to make some minor temporary changes to parking restrictions

PROPOSAL

Council has undertaken a review of the location and issues and proposes to make the following temporary changes to accommodate the Works Zone.

- Reduce the length of the Dividing Barrier Lines from 12 metres to 10 metres.
- Extend the No Stopping Restriction on the southern side in front of No.5 and No.3 Burton Street, Balgowlah to allow for traffic flow.
- Reduce the No Stopping restriction on the north side of Burton Street to accommodate a Works Zone.
- Approve a ten (10) metre Works Zone on Burton Street.

A Works Zone is required to allow construction works to proceed and the above changes are considered to be “necessary parking” to facilitate operation of the Works Zone while minimising the impact on parking for residents and the Preschool.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation has not been undertaken, as this is a temporary change to the parking restrictions required in order to facilitate a Works Zone for a DA approved renovation.

Notification will be delivered to neighbouring properties prior to the implementation the Works Zone.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Temporary changes to the parking restrictions on Burton Street, to facilitate a Works Zone at the rear of No.21 White Street Balgowlah.
- B. Changes to be in place for the duration that the Works Zone is in place and pre-existing restrictions reinstated once the Works Zone is removed.



ITEM 4.16	MANLY VALE PUBLIC SCHOOL CAR PARK - GIBBS STREET AT SUNSHINE STREET, MANLY VALE - NO ENTRY SCHOOL DAYS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/060679
ATTACHMENTS	1 Gibbs St Carpark, Manly Vale - Plan

GEOCODES: -33.783782, 151.260827

REPORT

BACKGROUND

Council conducted a Road Safety Review around Manly Vale Public School and has subsequently been investigating changes aimed to improve road safety in the area.

Council recently approved the introduction of additional markings to improve safety for pedestrians crossing the entrance to the carpark, including a "STOP" stencil at the exit point of the carpark, to ensure drivers stop to check for traffic and pedestrians before entering Sunshine Street.

This Stop Sign will assist the safety of pedestrians at the carpark, however, Council believes this is not enough. At the end of the school day, there is a crowd of young children from the school rushing across the carpark driveway to meet their family or to walk home. At the same time, there are cars trying to enter and exit the carpark to pick up their children. The scene is a chaotic mix of children and cars. Council recognises a duty of care to remove the risk of conflict between cars and the school children at the carpark entrance.

One of the remaining concerns relating to the vehicles travelling to the carpark from Gibbs Street at the intersection with Sunshine Street, is that they do not give way to pedestrians, especially in school peak periods.

This is a safety issue for pedestrians crossing the carpark access point as they travel to and from the school.

LOCATION

- The carpark is located on the southern side of Gibbs Street at its intersection with Sunshine Street and accommodates approximately 30 parking spaces.
- Gibbs Street and Sunshine Street are local roads of approximately 9.5m in width carrying low volumes of two-way traffic, other than during school drop-off and pick-up times when traffic volumes increase sharply.
- Parking is generally permitted on both sides of Sunshine Street and Gibbs Street; however, before and after school restrictions are present on both sides of the road to cater for drop-off and pick-up activity at the adjacent Manly Vale Public School.
- Sunshine Street and Gibbs Street are used by the 145 Bus Route and as well as school bus services.
- Gibbs Street joins Sunshine Street at a 90-degree elbow and given the narrow width of both streets and the regular use of the streets by buses, dividing barrier lines have been in place on the bend to assist in keeping traffic to the correct side of the road to improve safety.

ISSUES

- Vehicles travelling to the carpark on Gibbs Street at the intersection with Sunshine Street do not give way to pedestrians, especially in school peak periods. This is a safety issue for young children walking across the carpark access point as they head to and from the school.

PROPOSAL

Council has undertaken a review of the location and the issues, and proposes to introduce the signage 'No Entry 8am – 9.30am, 2.30pm – 4pm School Days Only – Mobility Permit Holders Excepted' to reduce the number of vehicles entering and subsequently leaving the carpark.

This will improve safety for pedestrians, especially young children who cross the carpark access point as they travel to and from the school. Using the School Zone times provides consistency and assists with knowing the carpark access times.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve safety for road users, including people walking or cycling along the footpath on Gibbs Street and Sunshine Street by reducing traffic volume.
- The proposal does not affect the pedestrian facilities or impact walking paths.

CONSULTATION

Consultation has been undertaken with the school, who are in support of the proposal. However, there has been no wider consultation with the community since the carpark is owned and operated by Northern Beaches Council; and the change is being made for safety reasons.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. 'No Entry - School Zone times – Mobility Permit Holders Excepted' at the entry point of the carpark.

- i. INSTALL Sign 'NO ENTRY' 8am to 9:30am, 2.30pm - 4pm SCHOOL DAYS ONLY'
- ii. INSTALL Sign 'Mobility permit holders Excepted'

Road Safety Review

Manly Vale Public School

Area of concern is the conflict between traffic entering and exiting Gibbs Street car park, and school children using the footpath that crosses the driveway access to the car park

Install on existing post



PROPOSAL

Gibbs Street Carpark, MANLY VALE
NO ENTRY

DRAWN	JS	APPROVED	PD
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	14/12/2022

5.0 Matters for Notation

ITEM 5.1	REQUEST FOR WORKS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/021421
ATTACHMENTS	NIL

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 Engineer.

Applicant	Location	Works Zone Length and Time	Requested Period
Oceanave Pty Ltd Suite 3.01 17 Castlereagh Street SYDNEY NSW 2000	11 Ocean Avenue NEWPORT NSW 2106	Length: 18 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	01 March 2023 to 23 April 2023
H3 Constructions Pty Ltd Level 2 7 Grosvenor Place BROOKVALE NSW 2100	2B Francis Street DEE WHY NSW 2099	Length: 13 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	16 January 2023 to 2 July 2023
Bau Group Pty Ltd 9/10 Prosperity Parade WARRIEWOOD NSW 2102	95 Bower Street MANLY NSW 2095	Length: 14 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	29 November 2022 to 29 May 2023
Mona Village Pty Ltd Level 3 17 Castlereagh Street SYDNEY NSW 2000	19 Bungan Street MONA VALE NSW 2103	Length: 25 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	1 February 2023 to 30 April 2024
David Ferrari Constructions 5/9 Dymrna Street CROMER NSW 2099	35 Addison Road MANLY NSW 2095	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	16 January 2023 to 27 March 2023
Paul Michael Eastwood 21 White Street BALGOWLAH NSW 2093	21 White Street BALGOWLAH NSW 2093	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	8 February 2023 to 05 July 2023

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes:

- A. The delegated approval of Works Zones as described above.