



northern
beaches
council

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

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

TUESDAY 7 MARCH 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 Engineering Trainee
 Traffic Officer
 Road Safety Officer
 Road Safety Officer
 Strategic Transport Coordinator
 Transport Project Officer
 Transport Project Officer
 Transport Project Officer
 Manager - Rangers

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 Nicholas Murace
 Mr Chinmaya Gupta
 Ms Robynann Dixon
 Ms Pavica Kupcak
 Ms Michelle Carter
 Ms Kajal Todd
 Mr Alex Yuen
 Ms Vicki Hart
 Mr Paul Crossan

Visitors

Nil

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

to be held on Tuesday 7 March 2023

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 am

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NEXT MEETING Tuesday 4 April 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 7 FEBRUARY 2023

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 7 February 2023, 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	MONA STREET, MONA VALE - TRAFFIC CALMING DEVICE
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/089577
ATTACHMENTS	1 Mona Street, Mona Vale - Plan 2 Table of Consultation

GEOCODES: -33.667016, 151.306789

REPORT

BACKGROUND

- Council has received concerns from local residents regarding the inappropriate speed of vehicles travelling along Mona Street, Mona Vale.
- The Local Traffic Committee previously supported a proposal for the installation of a traffic calming device (speed cushions 2.2m wide in each direction separated by a 1m wide traffic island with dividing barrier lines) outside No.14 and No.45 Mona Street.

LOCATION

- Mona Street is a collector road with a 50km/h speed limit. The section of road under consideration is located between Waterview Street and Bangalow Avenue.
- Mona Street has a width of 11.5m between kerbs, with a footpath along the full length of the north-western side of the road. The footpath on the south-eastern side only extends south from the intersection with Bangalow Avenue to Pittwater Road.
- Winnererremy Bay Reserve has facilities including a car park, picnic and barbeque areas, café, playground, and public toilets; and is located south-west of Eric Green Drive. Pittwater High School is located further south along Mona Street, between Winnererremy Bay and Pittwater Road.
- 'No Stopping' restrictions (unbroken yellow line) have been installed opposite the traffic island between the driveways of No's 14 and 18, and No's 43 and 45 Mona Street.
- The remaining parking in Mona Street is generally unrestricted, except for the statutory 10m 'No Stopping' restrictions from the T-intersection.
- A number of School bus services operate along Mona Street.

ISSUES

- Mona Street and Waterview Street are classified as collector roads and carry higher traffic volumes, as their function is to distribute traffic to and from local streets to arterial roads. The Annual Average Daily Traffic (AADT) for the section of Mona Street, between Waterview Street and Bangalow Avenue, is 5,032 vehicles.

- Local residents have raised concerns with traffic speeds in the area as this section of road is relatively wide and does not contain any traffic calming devices. Traffic counts indicate that 9% of total vehicles exceed the 50km/h speed limit, with the highest recorded vehicle travelling between 110-120 km/h.
- Increased safety concerns along Mona Street occur due to its proximity to Pittwater High School and Winnererremy Bay Reserve, where there are higher pedestrian volumes and visitors to the area, especially during School drop-off and pick-up times and on weekends.
- Speed cushions previously installed at this location were removed due to a failure in the road pavement. The speed cushions used are a modular design, consisting of recycled rubber segments bolted to the road surface with no excavation required. The age and condition of the road along with the installation method contributed to the localised failure of the road pavement.

PROPOSAL

- Council has undertaken a further review of the location and consulted on a proposal with a raised threshold design. A plan of the proposal is shown in Attachment 1 - Mona Street, Mona Vale - Plan.
- The new traffic calming device applies vertical deflection to reduce traffic speeds. A flat top road hump will be constructed in asphalt adjacent to the existing traffic island. The different height profiles provide higher traffic calming effects for vehicles travelling in the downhill direction, while a lower hump height enables better traffic flow uphill. The proposed treatment is more durable, as the traffic calming device is constructed within the road pavement and of the same material, in comparison to the rubberised speed cushions previously used which were fastened to the road surface.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Mona Street is part of the existing Road Cycling Network. The proposal will improve safety for people cycling along Mona Street by reducing vehicle speeds along the road. A gap has been provided either side of the facility to enable people cycling on the road to travel through the area without traversing over the device.
- The proposal does not affect future pedestrian facilities or impacts on walking paths.

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Deferring the proposed traffic calming device (raised threshold design) located between the driveways of No's 14 and 18, and No's 43 and 45 Mona Street, Mona Vale.
- B. Undertaking further community consultation on an additional traffic calming device to be installed on Mona Street between Eric Green Drive and Bangalow Avenue.
- C. Receiving a further report back to the May traffic meeting.



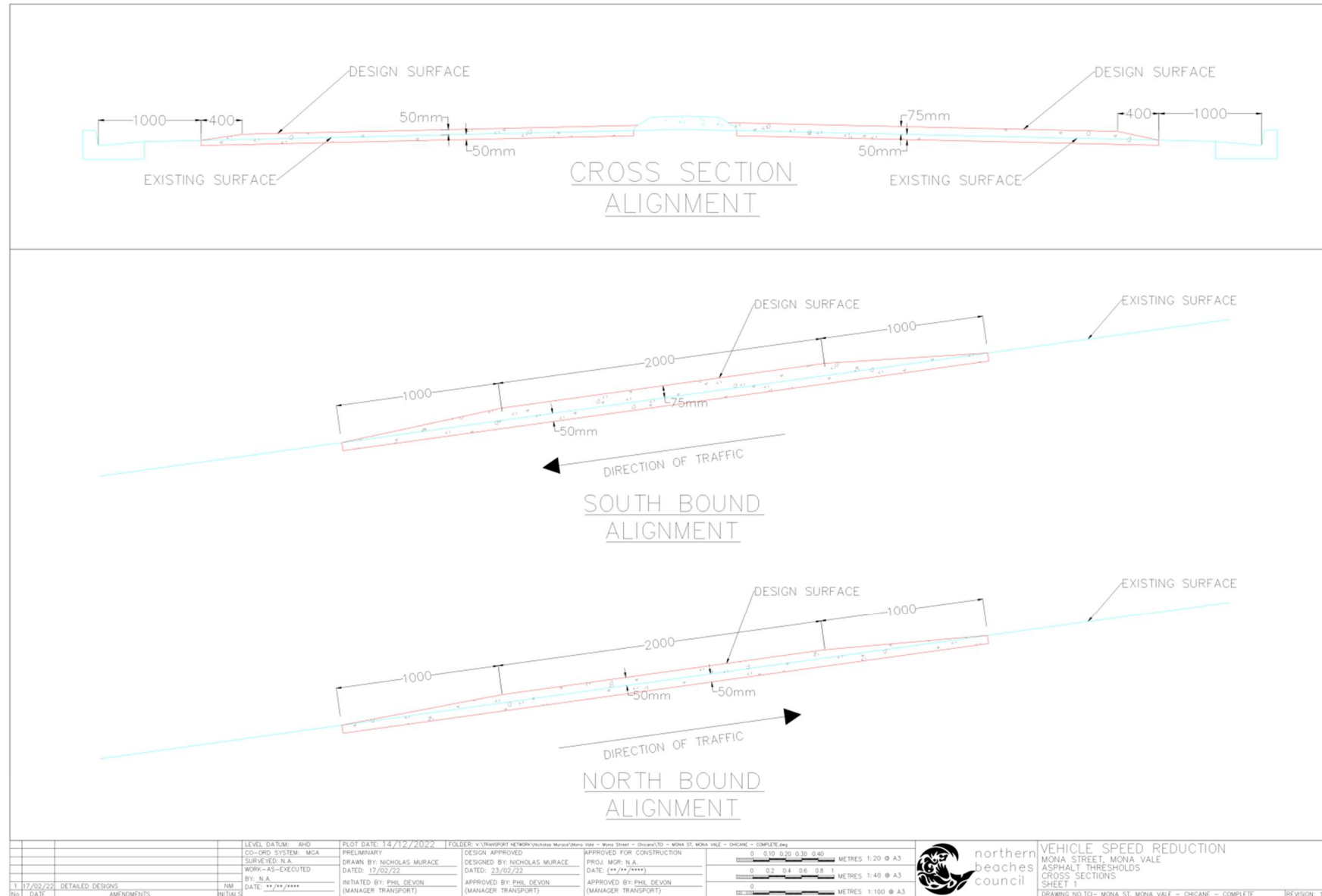


Table of Consultation

Address	Mona Street, Mona Vale
Proposal	Traffic Calming Device

Properties Consulted	17
Responses Received	5
Support	1
Do Not Support	4

Issue	Resident Comment	Council Response
Traffic calming device	<p>- We vigorously SUPPORT the installation of the Traffic Calming Device in Mona Street Mona Vale. The need to install traffic calming in this area of Mona Street has already been identified and approved by the Traffic Committee.</p> <p>- I cannot understand why you wouldn't simply use rubber ramps, the more effective and vastly cheaper option you have installed outside 29/31 Mona Street - just be sure they're wide enough so vehicles can't straddle the rubber mats to avoid them - they're also maintenance free!!</p> <p>- I am a definite Non Supporter of this plan as stated in reasons below:</p> <p>1. Noise - Even though this new plan shows a gentler sloping hump, it will still require cars to slow down to such a speed whilst travelling up the hill that we will once again witness people stalling their cars or enduring the noise of the cars exhaust as they speed up again on the other side of the hump to get up the hill. It will also create a barrier for cars towing trailers or boats that once it hits the edge of the hump, it will make what their towing 'jump' creating more noise.</p> <p>2. Unsafe - Due to cars having to slow down to get over the bump travelling up the hill, this will again become a danger zone for cars.</p> <p>3. Not reducing speed where necessary - The responsibility here from the council is to ensure cars are travelling at a reasonable speed coming up to the park at Winnererremy Bay. By putting speed humps so far away from this site, it gives ample opportunity for cars to speed up again causing potential risk to pedestrians entering or exiting the park.</p> <p>4. No speed humps on hills - There are no other examples of speed humps on a hill within Mona Vale. Whilst speed humps work on a flat or sloping road, a hump on a hill with the gradient of Mona St is not a practical solution, even from an Engineers perspective. There are speed humps along Grandview Drive Newport along the winding road, however these are situated on the flatter part of the road, not where the gradient is so steep. Also Crescent Road, Newport has speed humps close to a sloping hill, but it is not on the hill, but at the bottom with a pedestrian crossing on the top.</p>	<p>- The Traffic Committee previously supported a proposal for the installation of a traffic calming device (speed cushions 2.2m wide in each direction separated by a 1m wide traffic island with dividing barrier lines) at this location.</p> <p>- The proposed treatment is more durable as the device is constructed within the road pavement and of the same material, in comparison to the rubberized speed cushions previously used which were fastened to the road surface.</p> <p>- There are limited options available to Council to address inappropriate vehicle speeds along local roads. Traffic calming can be achieved by providing vertical deflection (raised devices such as speed humps) or horizontal deflection (chicanes). A number of School bus services operate along Mona Street and therefore it is not possible to provide effective traffic calming through horizontal deflection. The additional width required to enable bus access would not provide the necessary deflection to reduce speeds for most vehicles. All raised devices will have some noise impacts depending on the amount of vertical deflection and transition lengths. The proposal has a lower vertical height of the device in the uphill direction will be less aggressive for vehicles to traverse whilst still providing some form of traffic calming. The new threshold design will also improve driveway access compared to the previous speed cushions.</p> <p>- Council installed a number of traffic calming devices in Grandview Drive as part of the Black Spot project. Grandview Drive is a steep and winding road descending from Bilgola Plateau, and the devices were predominantly located on the downhill sections to reduce traffic speed on the approach to sites where there was a history of casualty crashes. Several raised thresholds and a speed hump have been installed along Crescent Road, however none with pedestrian crossings.</p>

Issue	Resident Comment	Council Response
Traffic calming device	<p>5. No accidents recorded due to speed - To date, there has been no car or pedestrian accidents along Mona Street caused by speeding. If this was a regular crash site, I would welcome Council's attempt at rectifying this. However, in this instance this is a complete waste of the council's time and money in a location where there is no issue. I understand last year you recorded 9% of people travelling over the 50km/h limit within a week of testing. Whilst I would assume this is the norm for any road with a gradient as steep as this site on Mona Street, there are other cost effective options to be considered. Also, as you were witness to, the cars that chose to ignore the previous speed cushions and speed of 50km/h flew over them anyway at a greater speed than 50km/h.</p> <p>I acknowledge safety is always the priority within residential areas and slowing traffic to a speed which is classified as 'safe'. With this in mind I would like the Council to consider the following proposal:</p> <p>1. Change Mona Street to a 40km/h zone. You have previously stated Council are looking to move to a 40km zone across all of the Mona Vale residential areas. This will give you the opportunity to start with this street. This change will also mean there is no outlay required from the council to install new speed humps which only cause angst to the surrounding homes.</p> <p>'2. If reducing the speed limit is not enough, the Council should then consider applying the same logic as Crescent Rd, Newport by building a speed hump with pedestrian crossing on the top on a flatter surface of Mona St.</p> <p>3. Block the top of Mona Street at the junction of Mona/Waterview St. This will put a stop to the rat run that is created at peak times where commuters use Mona St as a 'faster' alternative to the main roads. Having no through traffic will then stop all cars who choose to speed down Mona Street, removing the need for any speed humps.</p>	<p>- The traffic data considered prior to the approval of traffic calming devices at this location, showed a significant amount of vehicles travelling at excessive speeds, including high level speeding in both directions.</p> <p>- It is not possible to entirely eliminate instances of speeding, especially when there are drivers who intentionally break the Road Rules; however the installation of raised traffic calming devices will help change the behaviour of the majority of drivers and reduce the overall traffic speed.</p> <p>- TfNSW are the approval authorities for reviewing and setting speed limits in NSW. Consideration of reduced speed limits and a 40km/h Local Traffic Area generally require physical devices and treatments to create a self-enforcing 40 km/h speed environment. The proposed raised threshold treatment will therefore need to be incorporated with additional traffic calming facilities between Waterview Street and Bassett Street, as part of an overall traffic management plan for the area. A concept design for a roundabout at the Mona Street/Eric Green Drive intersection has been included on a Future Traffic Facilities Program. The Transport Network team will also be investigating additional treatments at the intersection of Mona Street and Bangalow Avenue.</p> <p>- The function of Mona Street and Waterview Street as collector roads is to distribute traffic to and from local streets to arterial roads and carry higher traffic volumes. It is not possible to close the road in Mona Street due to the existing bus services. Banning the 'No Right Turn' from Barrenjoey Road needs to be considered by TfNSW and the impacts on the overall road network. This proposal may reduce the volume of traffic along these roads, however does not reduce or addresses the problem with vehicle speeds.</p>

ITEM 4.2	SEAVIEW AVENUE, NEWPORT - NO PARKING RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/089583
ATTACHMENTS	1 Seaview Avenue, Newport - Plan 2 Table of Consultation

GEOCODES: -33.654568, 151.318189

REPORT

BACKGROUND

- Council has received further concerns from residents regarding traffic safety and congestion in Seaview Avenue, between Foamcrest Avenue and Robertson Road in Newport.
- Council previously installed 'No Parking 7am-10am Mon-Fri' restrictions along the same section of Seaview Avenue (western side), to improve safety and traffic flow during the extended AM peak period..

LOCATION

- Seaview Avenue, between Bardo Road and Grandview Drive, is classified as a collector road with a 50km/h speed limit.
- The section of Seaview Avenue under consideration is located between Foamcrest Avenue and Robertson Road, where the pavement width is approximately 9m.
- The Seaview Avenue/Robertson Road intersection and Seaview Avenue/Foamcrest Avenue are controlled by a roundabout, with dividing (barrier) lines installed in Seaview Avenue (approximately 30m) on the approaches to each roundabout.
- Parking is restricted adjacent to the dividing (barrier) lines due to the narrow road width, where it is illegal to park within 3 metres of a continuous dividing line.
- There are existing 'No Parking 7am-10am Mon-Fri' restrictions installed along the western side of the road, affecting up to 11 on-street parking spaces.
- The 787n School bus route - Newport to Brookvale, operates from the existing bus stop located outside No.32 Seaview Avenue.

ISSUES

- The parking of vehicles on both sides of the road narrows the overall pavement width for through traffic.
- Drivers are often required to give way to oncoming vehicles in order to pass due to the reduced road width.
- On-street parking provides additional parking for residents and visitors to the area.
- Council has previously installed sections of 'No Parking 7am-10am Mon-Fri' restrictions on one side of the road to improve two-way flow during the extended morning peak period.
- Traffic volumes have increased over the years and the associated problems extend for longer periods during the day beyond the peak times.

PROPOSAL

Council has undertaken a review of the above location and proposes that the 'No Parking 7am-10am Mon-Fri' restrictions in Seaview Avenue, between Foamcrest Avenue and Robertson Road, be replaced with 'No Parking' restrictions to apply at all times. A plan of the proposal is shown in Attachment 1 - Seaview Avenue, Newport- Plan.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Seaview Avenue is part of the Road Cycling Network. The proposal will improve safety for all road users including people cycling by providing a wider road for through traffic.
- The proposal does not affect any 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 proposal. A summary of the responses is noted in Attachment 2 - Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Changes from 'No Parking 7am-10am Mon-Fri' to 'No Parking' restrictions in Seaview Avenue (western side), between Foamcrest Avenue and Robertson Road in Newport.



PROPOSAL

SEAVIEW AVENUE, NEWPORT
'NO PARKING' RESTRICTIONS

Drawn RK

Approved




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Table of Consultation

Address	Seaview Avenue, Newport
Proposal	No Parking restrictions

Properties Consulted	60
Responses Received	16
Support	4
Do Not Support	12

Issue	Resident Comment	Council Response
No Parking restrictions	<p>- Fully support the proposal . We believe that no parking on the western side of Seaview Avenue from the roundabout at Foamcrest to Robertson Road due to the fact that only one vehicle can pass between cars parked on both sides of the Seaview Avenue causing delays , frustration and sometimes road rage and blasting of horns. It is particularly worse when larger vehicles such as trucks travel up and down Seaview Avenue. Parked vehicles have been known to have their side windows also broken because of the lack of space between cars parked on both sides of the road to negotiate safe passage.</p> <p>- From my many years of living at this spot I know that traffic congestion is minor and relatively infrequent. It rarely involves more than 3 or 4 vehicles having to give way to each other for more than 10 to 20 seconds.</p> <p>- Further parking restrictions on Seaview Ave will have considerable impact on residents in my unit block and others along this section of our street. My block is over 50 years old, contains 12 three bedroom units and, typically for units of this era, provides one car space per unit. Many residents own two vehicles. Our block has no visitor parking space(s) and nowhere to create any. Both residents and visitors rely on being able to park in Seaview Ave. Couriers, other delivery vehicles and tradespeople servicing our block also rely on parking in Seaview Ave. Forcing people to park much further away will inconvenience many and be completely impractical for others.</p> <p>- There's nowhere to park except for the Council carpark In Foamcrest which has a 2 or 3 hour limit. Should the council decide to proceed with its' plan, then perhaps you will consider issuing unlimited parking for the affected residents, in the Foamcrest Council carpark?</p>	<p>- Seaview Avenue is a collector road which distributes traffic to and from local streets to arterial roads. The road provides the main access route from Newport to Bilgola Plateau and carries higher traffic volumes throughout the day. It is necessary to restrict parking on one side of Seaview Avenue as the existing road width is too narrow to maintain two-way traffic flow and provide parking on both sides of the road.</p> <p>- The primary function of roads is to provide vehicle access and to manage traffic flow. Public on-street parking should only be provided where it is appropriate and safe to do so.</p> <p>- Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicles need to prioritise their off-street parking according to their needs.</p> <p>- Deliveries should be undertaken on-site where possible. 'No Parking' restrictions still allows a driver of a vehicle to drop off, or pick up, passengers or goods, as long as they do not leave the vehicle unattended, and it is completed within 2 minutes.</p> <p>- The Foamcrest Council car park provides timed parking to enable turnover of parking during business hours, however extended parking or overnight parking is currently permitted outside of the restricted hours.</p>

Issue	Resident Comment	Council Response
Traffic speed	<p>- My problem is the wreck less driving that occurs on that street. Burnouts, High acceleration out of roundabouts and general speeding. I have complained about this numerous times and I had a councillor come out and inspect, after a car lost control and ended up in my lawn almost hitting my house. Speed bumps must be added, even if they are the small plastic ones and I can see once you open up this road, the issue is going to become worst as hoons will have more room.</p>	<p>- Speed cushions were installed on the approach roads to the Seaview Avenue, Robertson Road and Ocean Avenue roundabout following the subject crash. An additional speed cushion was installed 20m north of the residents driveway a year later as part of a separate project. Council will monitor any changes to traffic speeds and may consider additional traffic calming measures if required.</p>
Other suggestions and comments	<p>- Widen road on eastern side to allow parking</p> <p>- Perhaps the "No parking" times could be extended to 7am - 5pm Monday to Friday</p> <p>- Re-open Bardo Road immediately north of the traffic lights to divert traffic away from Seaview Avenue</p> <p>- Consider making Seaview Ave one-way southbound with northbound traffic being routed further along Barrenjoey Rd to Neptune Rd and the northern section of Seaview Ave to Grandview Drive.</p>	<p>- Road widening is not a feasible or practical option due to costs and existing trees located close to the kerb.</p> <p>- High traffic volumes extend beyond these periods including weekends.</p> <p>- This is not possible under current traffic guidelines, as the right turn would create a major conflict point and queuing effect near the signalised intersection at Barrenjoey Road.</p> <p>- This alternative would affect more local roads and is unlikely to be supported by the general community due to an increase in the travel route and journey times, and it would require motorists to travel through an additional 3 sets of traffic lights to access Grandview Drive for Bilgola Plateau.</p>

ITEM 4.3	LANTANA AVENUE, NARRABEEN - NO PARKING & NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/104778
ATTACHMENTS	1 Lantana Avenue, Narrabeen - Plan 2 Lantana Avenue, Narrabeen - Table Of Consultation 3 Existing Parking Conditions - Lantana Avenue

GEOCODES: -33.724018, 151.282794

REPORT

BACKGROUND

Council has received ongoing concerns from residents and recently from the bus operator, regarding sections of unrestricted parking on the northern side of Lantana Avenue, Narrabeen.

It should be noted the concerns raised have continued for consecutive years and Council has completed seven previous Traffic Committee reports since April 2018 which have included pedestrian safety improvements, No Parking restrictions, No Stopping restrictions, and modified parking restrictions.

Since 2018, previous proposals have been implemented; however, Council continues to receive requests regarding the existing unrestricted parking sections of Lantana Avenue reducing the road width, affecting traffic flow, restricts bus, waste and emergency vehicle access. Further concerns include, vehicles often drive into incoming traffic and restricted visibility exiting driveways.

LOCATION

- Lantana Avenue is a local No Through road with an average width of 8m and a default speed limit of 50 km/h.
- Lantana Avenue carries medium volumes of two-way traffic and intersects Veterans Parade on its eastern side and ends in a cul-de-sac on its western side.
- Bus Zones and existing No Stopping restrictions are located on the northern side and an existing No Parking restriction in the cul-de-sac.
- Lantana Avenue consists of low to medium density residential on the south side and the RSL Anzac Village establishment on the northern side.

ISSUES

- Ongoing Development Approvals including the RSL Anzac Village, granny flats and development on the southern side have resulted in increasing levels of on-street parking.
- In sections of the road construction related vehicles occupy the road space during construction hours and affecting two-way traffic flow.
- Unrestricted parking on both sides affects bus access, reduces visibility and vehicles often drive into incoming traffic.

- Majority of residents on the northern side have visibility concerns when exiting their driveway onto Lantana Avenue.
- If parking was restricted on the northern side opposed to the southern side, elderly residents would be required to cross the road daily.

PROPOSAL

Council has undertaken a review of the location and restricted parking on the northern side of Lantana Avenue. The northern side was preferred over the southern side, as concerns were raised on the northern side in relation to restricted visibility and vehicle access from driveways, existing Bus Zone and No Stopping areas reduced existing parking space, residents of the southern side would be required to cross the road to the parked vehicles and vice versa for elderly residents, if vehicles were parked on the southern side.

Therefore, Council proposes to install *No Parking 6:00am-7:00pm Everyday* restrictions in the existing unrestricted parking areas on the northern side of Lantana Avenue from the intersection of Veterans Parade & Lantana Avenue, west to the eastern side of the driveway of No.70 Lantana Avenue, Narrabeen.

Additionally, install a No Stopping Unbroken Yellow Kerb Line approx.56m in length from the eastern side of the driveway outside No.70 Lantana Avenue to the intersection of Lakeshore Drive and Lantana Avenue, Narrabeen.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Parking 6:00am-7:00pm Everyday restrictions in the existing unrestricted parking areas on the northern side of Lantana Avenue from the intersection of Veterans Parade & Lantana Avenue, west to the eastern side of the driveway of No.70 Lantana Avenue, Narrabeen.
- B. Installation of a No Stopping Unbroken Yellow Kerb Line approx.56m in length from the eastern side of the driveway outside No.70 Lantana Avenue to the intersection of Lakeshore Drive and Lantana Avenue, Narrabeen.

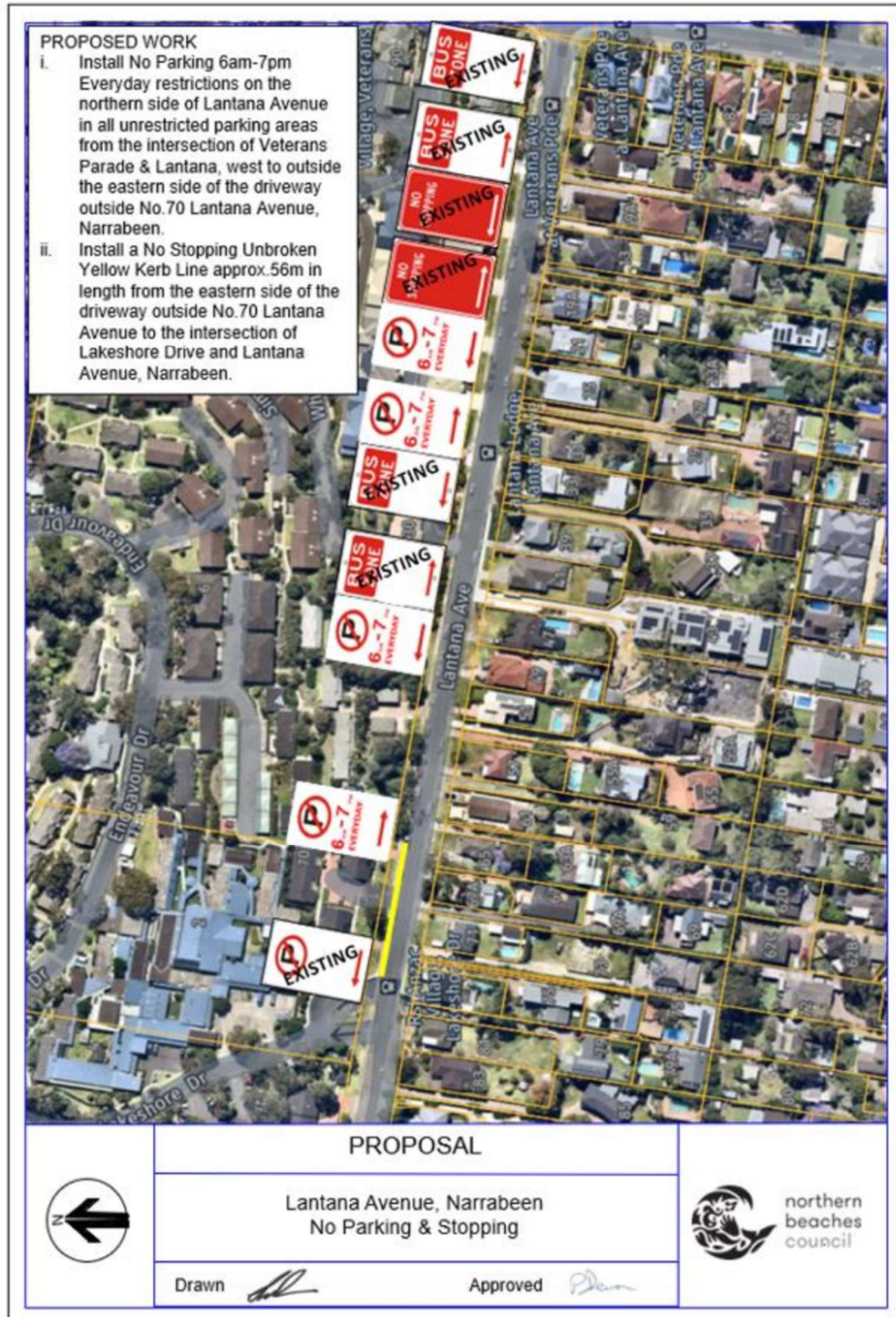


Table of Consultation

Address	<u>Lantana Avenue, Narrabeen</u>
Proposal	<u>No Parking & No Stopping</u>

Properties Consulted	75
Responses Received	133
Support	99
Do Not Support	34

* QR Code Letters appear to have been distributed throughout the RSL ANZAC village.

Issue	Resident Comment	Council Response
Affects Residents & Visitors	<p>This proposal will severely decrease the amount of street parking on Lantana Avenue and significantly impact the daily lives of residents. This means there are many residents that need on-street parking across various times of the day/evening. A number of these properties have also been subdivided due to the large size of the blocks, meaning more residents in the street with no extra street parking. As the street is a cul-de-sac, it is very difficult to find other appropriate street parking in the nearby area.</p> <p>It is also important to allow on-street parking for visitors who have no access to off-street parking. This includes carers visiting clients on both sides of the road. It is apparent that no stopping zones will impact delivery vehicles from being able to stop for deliveries. This includes vital grocery deliveries from Woolworths/Coles.</p>	<p>The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and improving bus service and emergency vehicle access.</p>

Loss Of Parking	<p>The street consists of numerous battle-axe properties (some with granny flats – each street frontage with up to 3 properties behind) the majority of which do not have much off-street parking for the residents and their guests.</p> <p>The War Vets' recent development (and other developments underway on the street including at 45 Lantana Avenue which will provide an additional 8 residences) should not be approved without sufficient resident and visitor parking available.</p> <p>Your proposal to restrict day time parking to the northern side of Lantana Avenue deprives the street of 39 parking spots. Most days, 25 to 30 of these spots are occupied with parked vehicles. Where do you propose these vehicles park as the southern side of Lantana Avenue has fewer parking spots.</p> <p>My preference is to leave the parking as is and improve visibility angles to No.70 driveway by signage.</p> <p>If we get more developments in the street we need every available parking space for both residents and construction vehicles.</p>	<p>Lantana Avenue 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.</p>
Additional Comments	<p>There are numerous alternatives available to minimise the concerns raised.</p> <p>1. Widen the street. The nature strip on both sides could be reduced to either widen the street and include provide pull over bays.</p> <p>2. Change the 179 bus route so that buses no longer come down Lantana Avenue. On the morning of 16 January 2023 over a period of about 15 minutes at around 7am, three buses including a 'bendy' bus were observed to come up and down the street, none of which had any passengers. I live directly opposite the Bus stop at the War Veterans C entrance and observe the buses coming and going without any passengers every day.</p> <p>The statistics as to the numbers of passengers utilising this service should be made available to the public and considered as part of this proposal.</p> <p>The buses could instead stop on Veterans Parade which is a short distance away and also accessible to the War Veterans Village rather than adversely affecting rate paying residents for a little used service.</p> <p>3. Restricting parking on sections of the southern side of the street or on waste collection days, given that side has less parking given the driveways on that side which would facilitate pull over bays.</p>	<p>Council would not consider widening the street as Council land on both sides facilitates pedestrian movements that include pram, wheelchair and mobility scooter use.</p> <p>Keolis Downer the bus operator servicing the Northern Beaches can review statistics and may review bus service operations in Lantana Avenue.</p> <p>Restricted parking on the northern side of the road was favoured to improve bus and emergency vehicle movement and enhance visibility of residents exiting their driveways to Lantana Avenue.</p>



ITEM 4.4	MANLY HIGH PEDESTRIAN ACTIVITY AREA INFRASTRUCTURE - UPDATE
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2023/117018
ATTACHMENTS	<ol style="list-style-type: none"> 1 84-86 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA 2019 2 84-86 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA after raised crossings installed 3 89-90 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA latest 4 113 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA 2019 5 113 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA after raised crossings installed 6 110 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA latest 7 69-74 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA latest 8 126 NORTH_STEYNE_ROAD_BIDIRECT_SPEED_DATA latest 9 Copy of Manly 30k - updated results summary - post 30k signs lines

GEOCODES: Various Locations

REPORT

BACKGROUND

The implementation of infrastructure to support the 30km/h speed zone in the Manly area was released as two delivery packages. The first package was to implement the safe pedestrian crossings at several locations across the beachfront area to define the pedestrian desire lines.

The second package of works was to install median islands to provide a vertical element on the pavement to encourage compliance with the posted speed limit. Some of these installations were designed to act as entry treatments and others as repeater treatments, to reinforce the precinct control.

The first package of works was approved by the Northern Beaches Council Local Traffic Committee in March 2022, and the second package in April 2022. Delivery of the first package commenced in April 2022 and the second package was not commenced until January 2023.

The Transport team were requested to review the second package of works and report back to the Northern Beaches Council Local Traffic Committee before the March 2023 Ordinary Meeting. The installation of the median islands has been paused whilst the review is undertaken. The contractors have installed 12 median islands along North Steyne, 2 in Raglan Street and 1 in Collingwood Street.

The installation of the associated colour patches and “30” km/h markings in the approved locations, has continued as approved by the Northern Beaches Council Local Traffic Committee at the February 2023 meeting. A subsequent site inspection has determined that some devices can remain, and some be considered for removal/modification.

The Transport Network team have also undertaken a series of additional speed and volume surveys in the North Steyne area to consider the effectiveness of the devices installed to date. These surveys showed a slight reduction in overall speed from 39km/h to 37km/h in two locations (between Steinton Street and Denison Street, House No.69-74 and between Pacific Street and Pine Street, House No.110) and from 39km/h to 33km/h in one location (between Pine Street & Carlton Street, House No.89-90) and from 39km/h to 31km/h in a second location (between Ceramic Lane and Collingwood Street, outside No.20 Bonner Avenue) - see attached data.

Locations included on plan of the proposed works.

LOCATION

The Manly HPAA covers an area generally bounded by the Queenscliff Bridge, Belgrave Street, Ashburner Street and Manly Cove.



ISSUES

Complaints have been received regarding the access to parking spaces along the beachfront, the colour patches, and the need for the speed limit of 30km/h in the area.

The compliance with the posted speed limit is not within a range suitable to meet the self-enforcing requirements of the High Pedestrian Activity Area.

The overall plan for the devices has where possible, taken into account the issues of residential noise, parking impacts and amenity. The small median islands have been chosen as the least impactful option to provide a vertical element within the road corridor.

Normal horizontal and vertical deflection devices were considered for these locations, but were discounted as initial option due to the impacts noted above.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to remove the median islands at the following locations (as shown on the included plans) to address the issues raised with access to the 90° parking along the beachfront:

- North Steyne, north of Denison Street



- Outside No.84 North Steyne



- Outside No.91 North Steyne



- Outside No.105-107 North Steyne



- Outside No.112-113 North Steyne



- North Steyne, north of Ceramic Lane



Council will adjust the median island outside No.140 North Steyne, to minimise the length of the island.



Staff will continue to review the entry treatments proposed for the overall zone and report back to the Committee at the April 2023 Local Traffic Committee meeting on options for these locations.

The intermediate treatments will remain as painted patches, whilst additional data is collected and reviewed to determine whether this is effective, or whether other measures may be required in the form of audio tactile treatments. The outcome of the monitoring will be reported back to the Local Traffic Committee at a future meeting, should additional treatments be required.

Based on recent surveys, the Darley Road entry treatment may be considered as a priority, due to the number of vehicles (AADT 9248) and whilst 85th percentile is 45km/h, the speed of some vehicles (peak speed) is >90km/h and there are over 600 vehicles a week exceeding 60 km/h (posted speed limit 50km/h) approaching and exiting the zone.

Initial investigation has commenced on whether it is feasible to relocate the existing refuge and convert it to a raised pedestrian crossing near the intersection of Ashburner Street. This would also be the subject of a separate consultation and report to the Local Traffic Committee.

Options being considered to be reported back to the April meeting for the remaining entry treatments are standard raised thresholds and where possible, vegetated kerb blisters. These will need to be considered in regard to line of sight issues and the safety of maintenance staff undertaking works, along with impacts on street parking.

The key entry locations to be investigated for treatments will be:

- Osbourne Road near East Esplanade,
- Darley Road near Ashburner Street (mentioned previously),
- Belgrave Street between Sydney Road and Gilbert Street,
- Commonwealth Parade near Fairlight Street,
- Fairlight Street approaching West Esplanade.







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

No further consultation has been undertaken to date and if other measures are required, further consultation will be undertaken at that time.

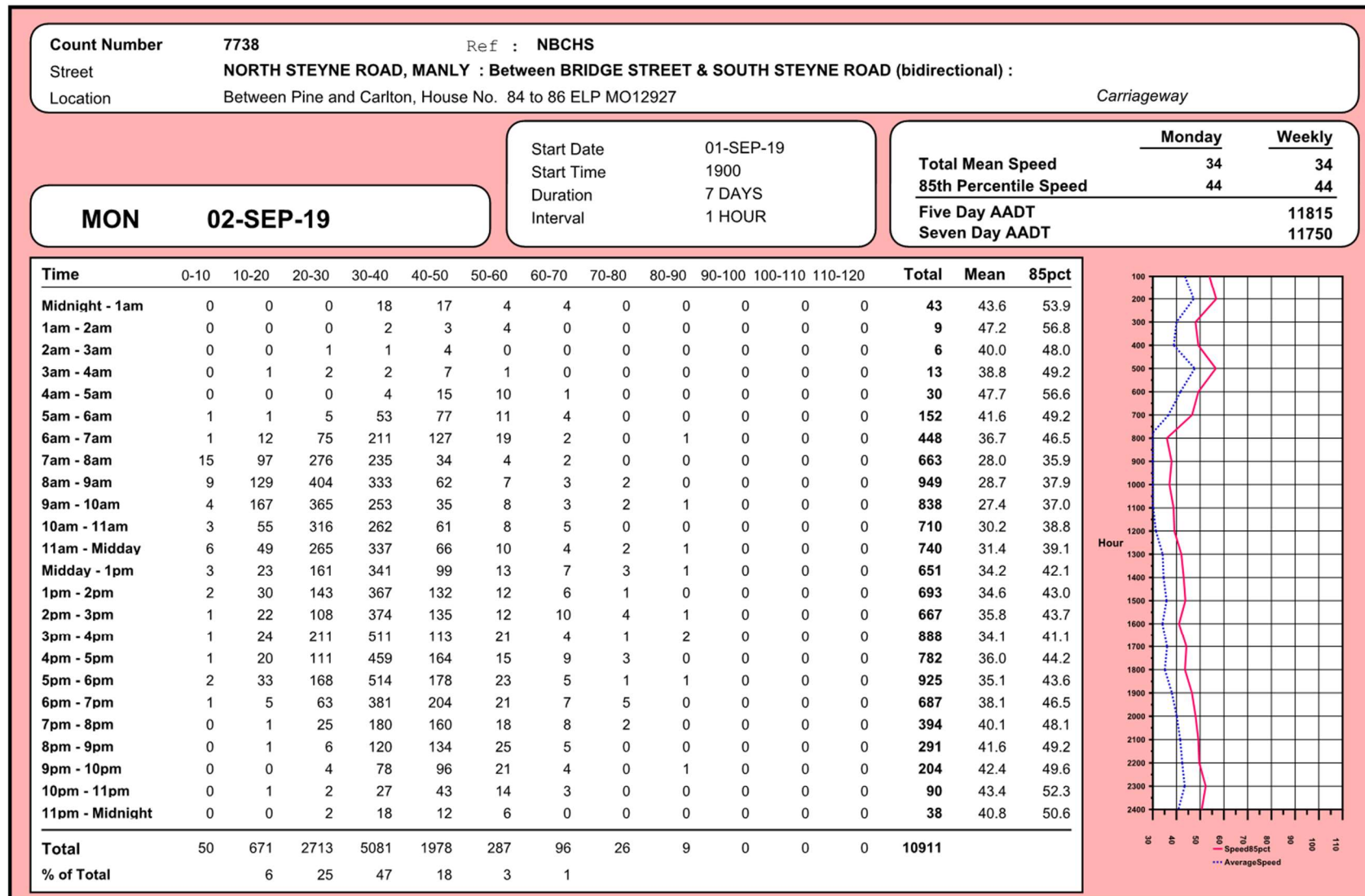
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Removal of the median islands at the following locations (as shown on the included plan):
 - North Steyne north of Denison Street
 - Outside No.84 North Steyne
 - Outside No.91 North Steyne
 - Outside No.105-107 North Steyne
 - Outside No.112-113 North Steyne
 - North Steyne, north of Ceramic Lane
- B. Adjustment of the median island outside No.140 North Steyne, to minimise the length of the island.
- C. To continue monitoring speed and volumes at key locations across the zone and report back to the April meeting.
- D. To review the entry treatments proposed for the overall zone and report back to the Local Traffic Committee at the April 2023 meeting.

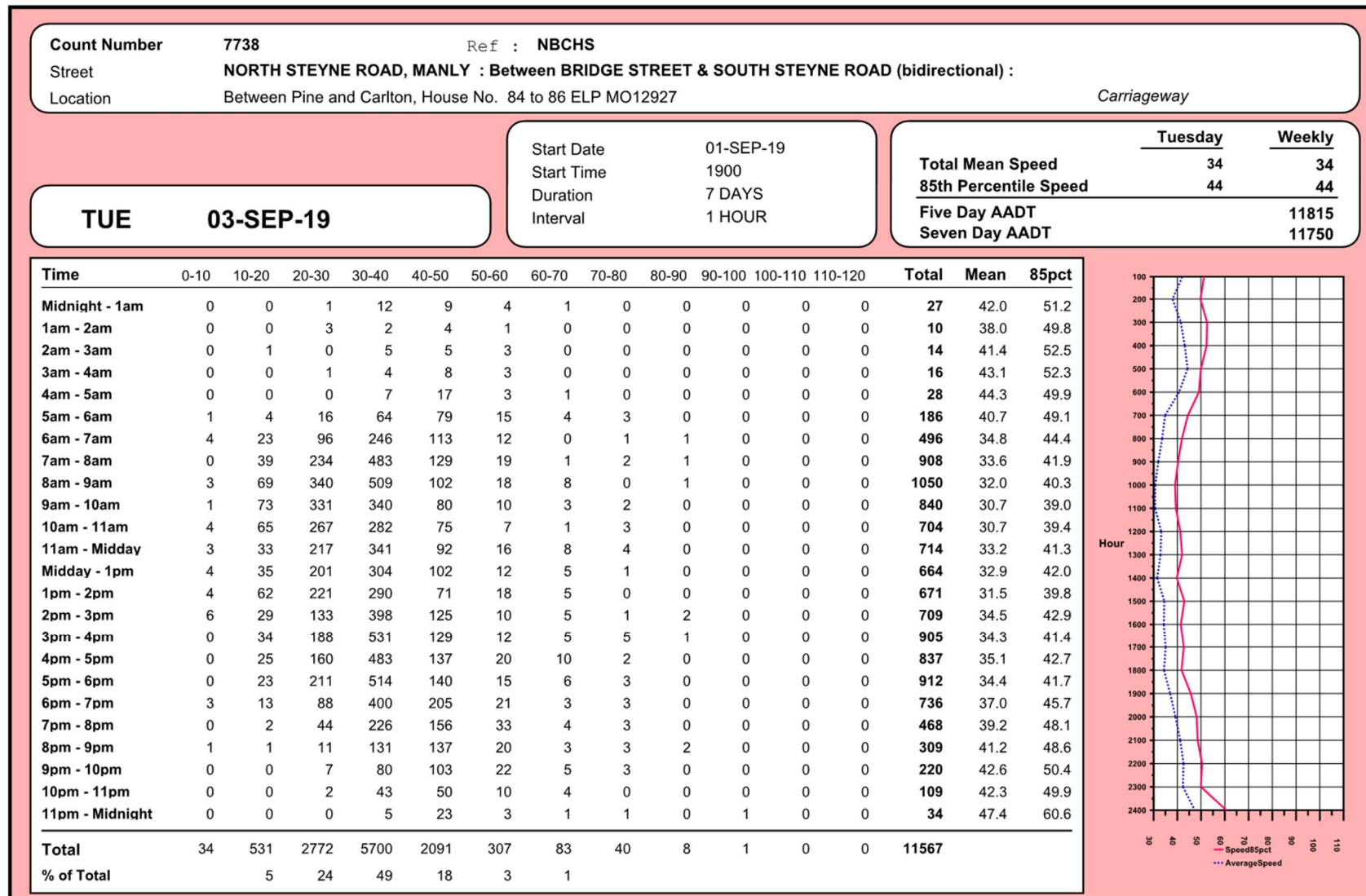
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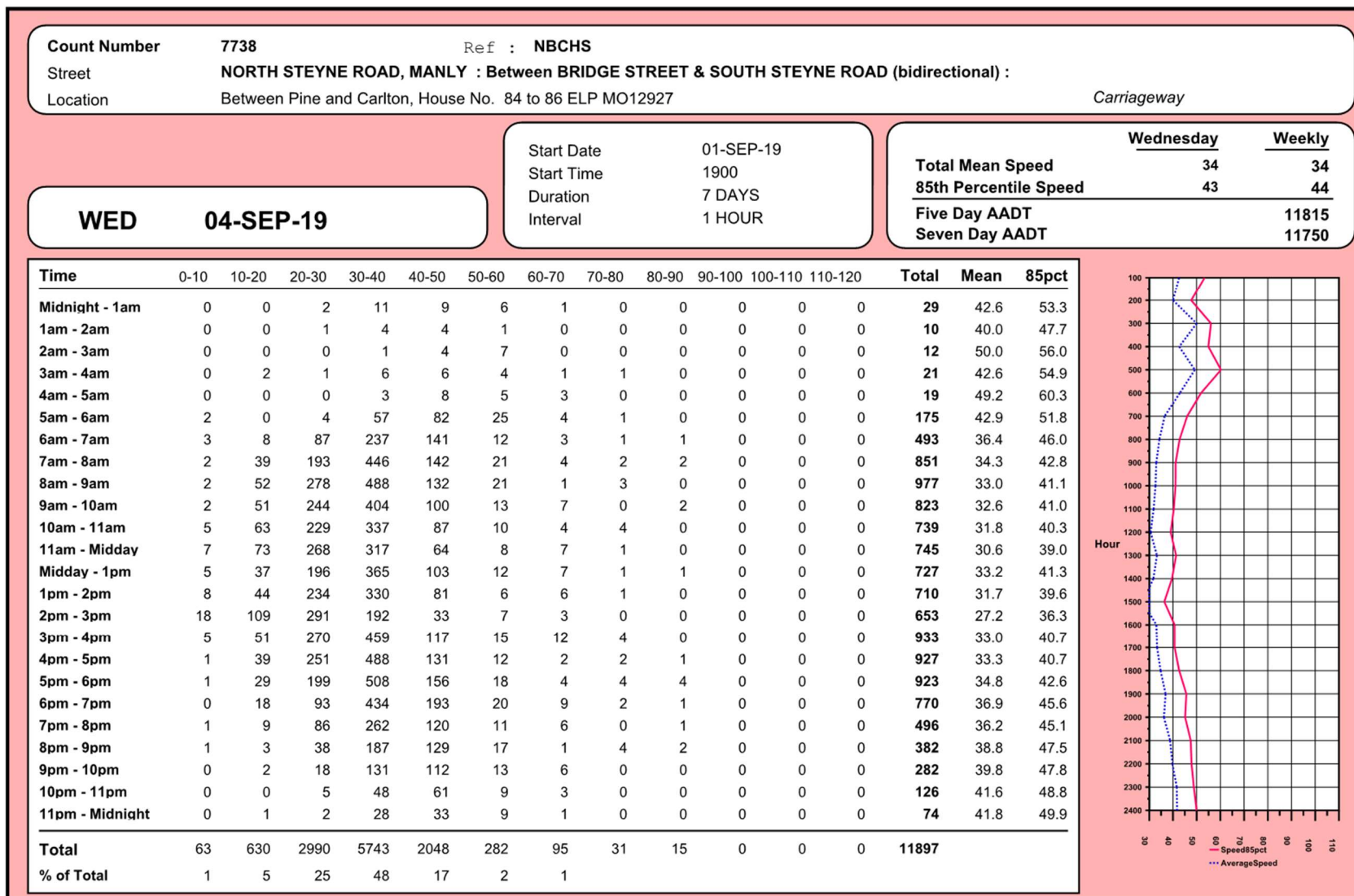
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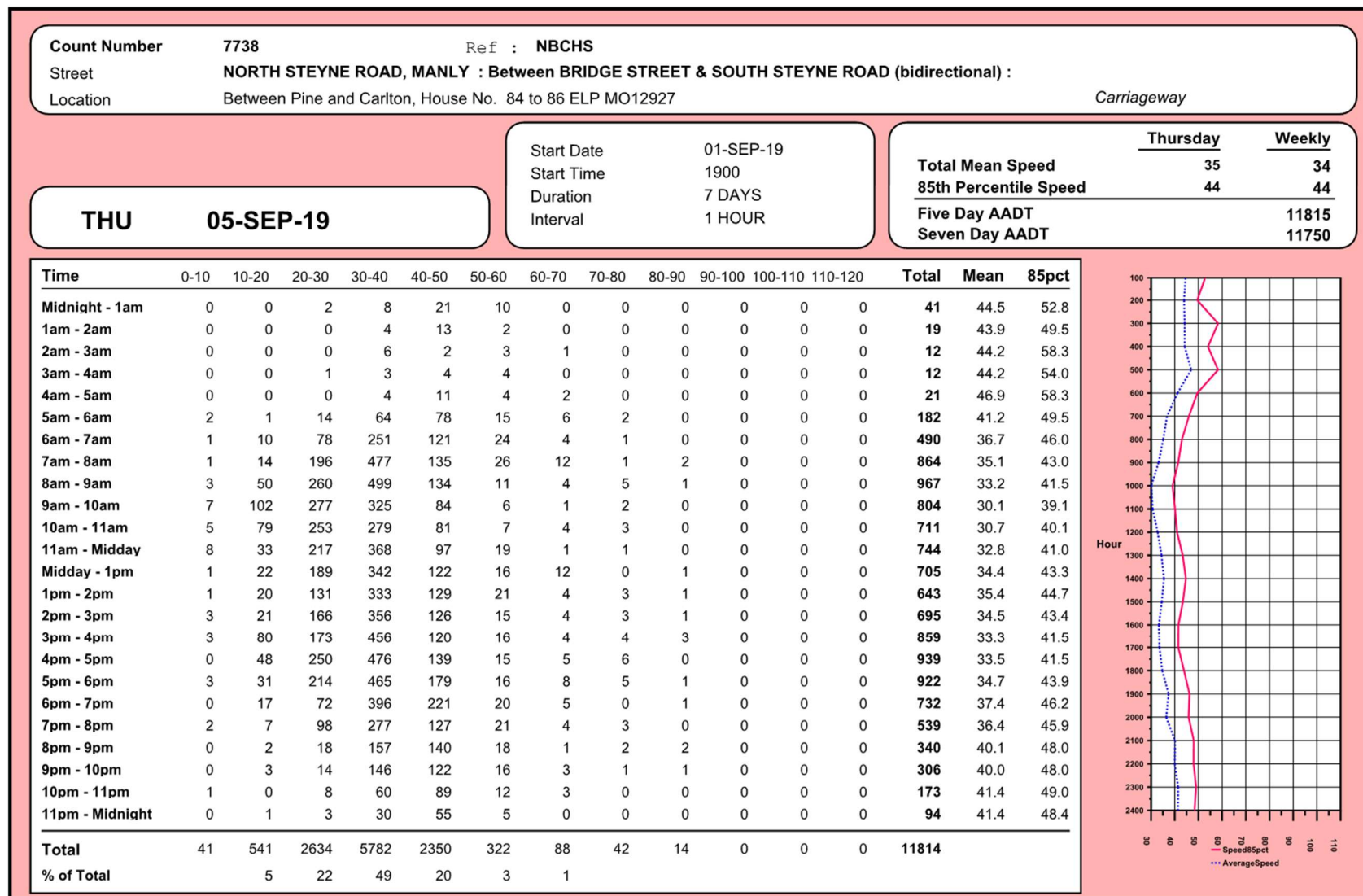
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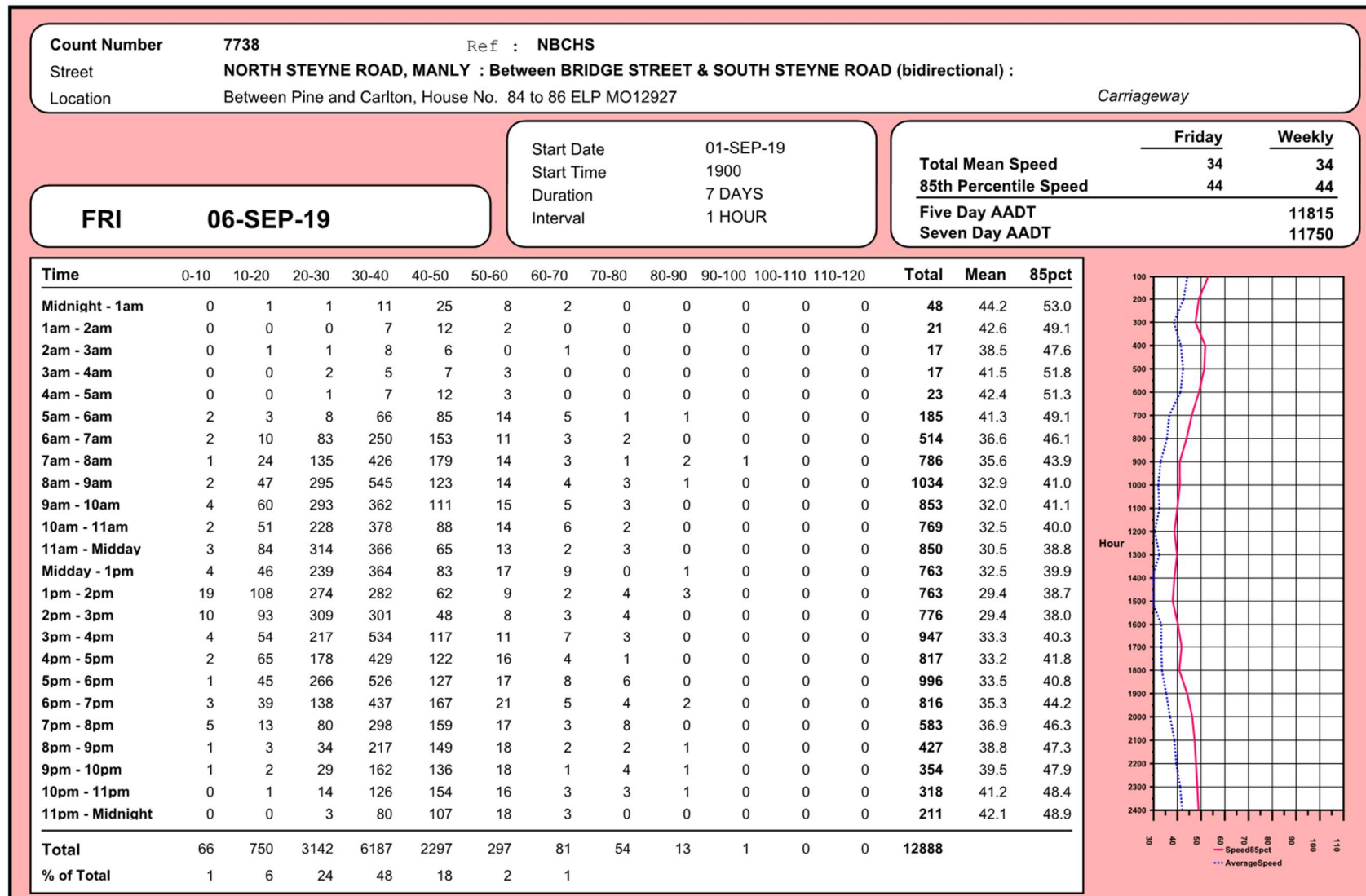
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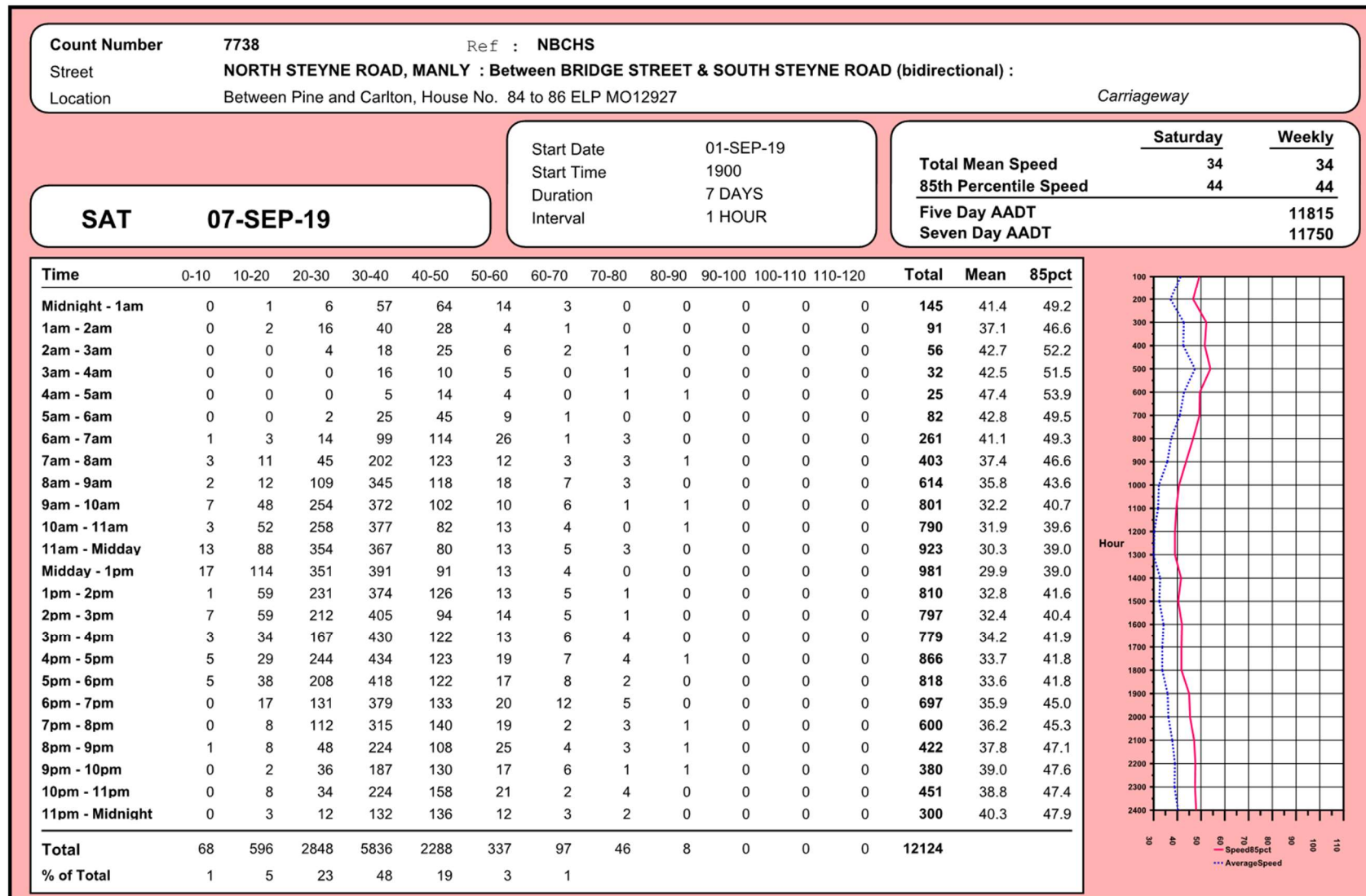
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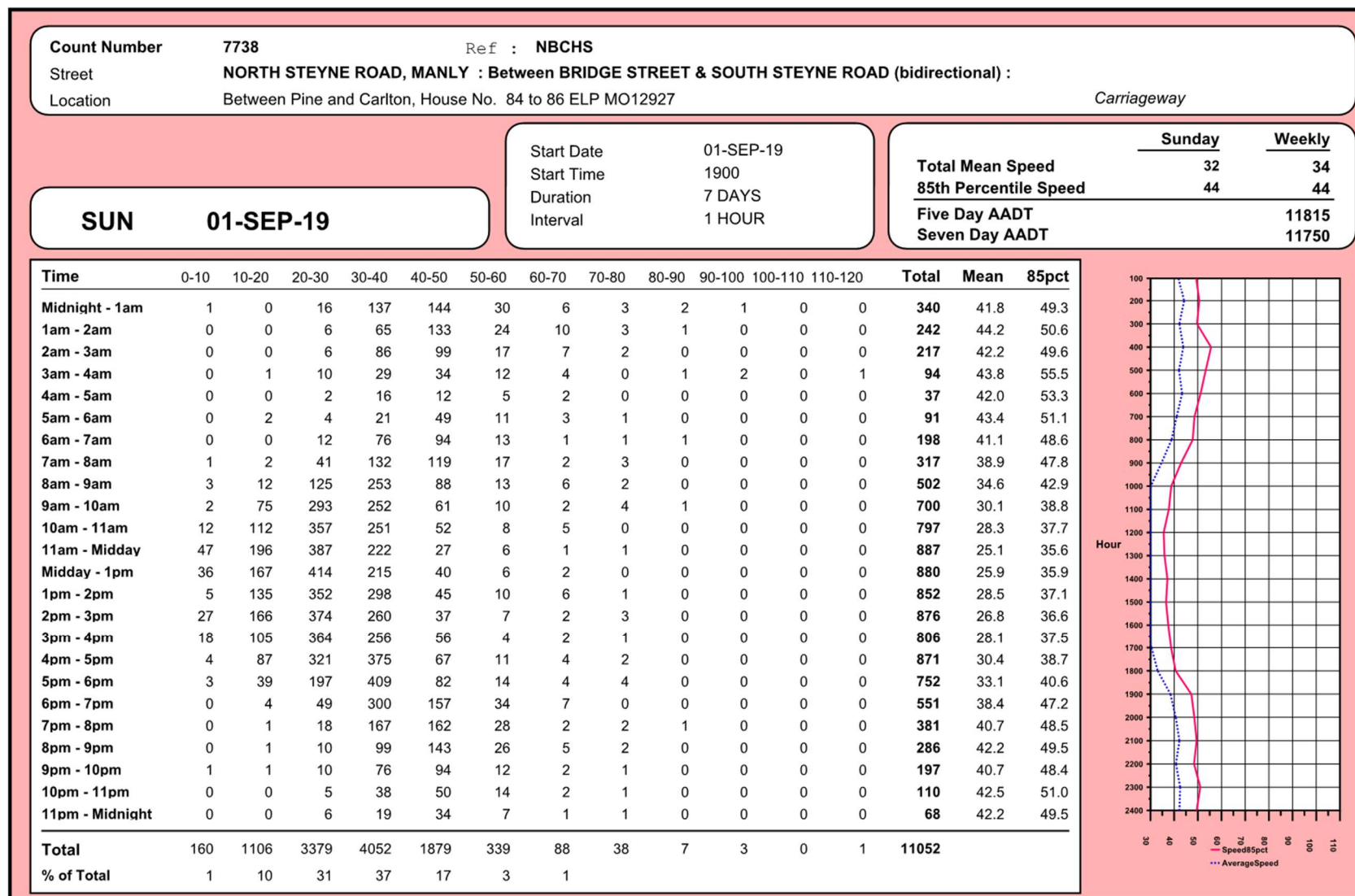
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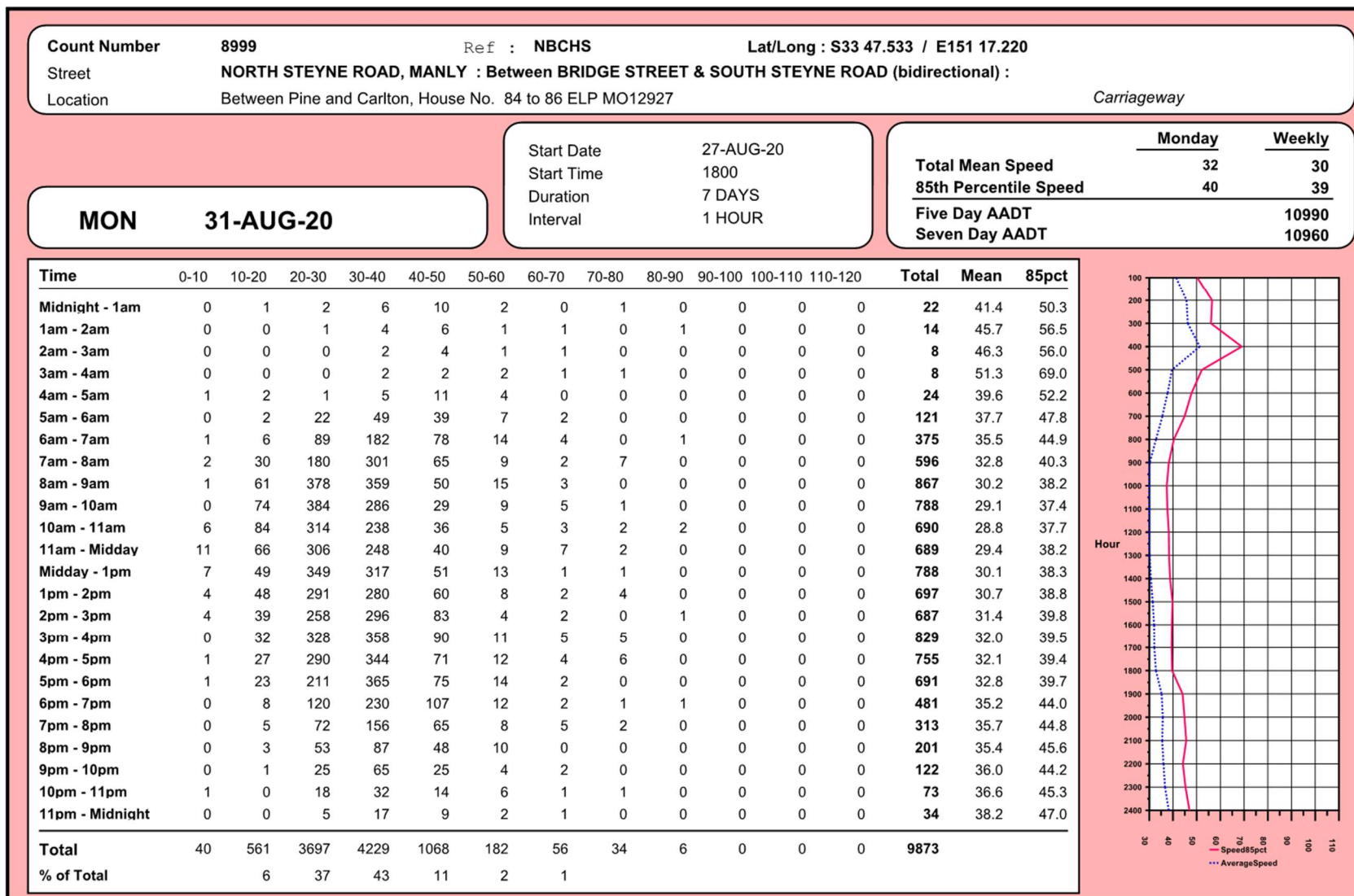
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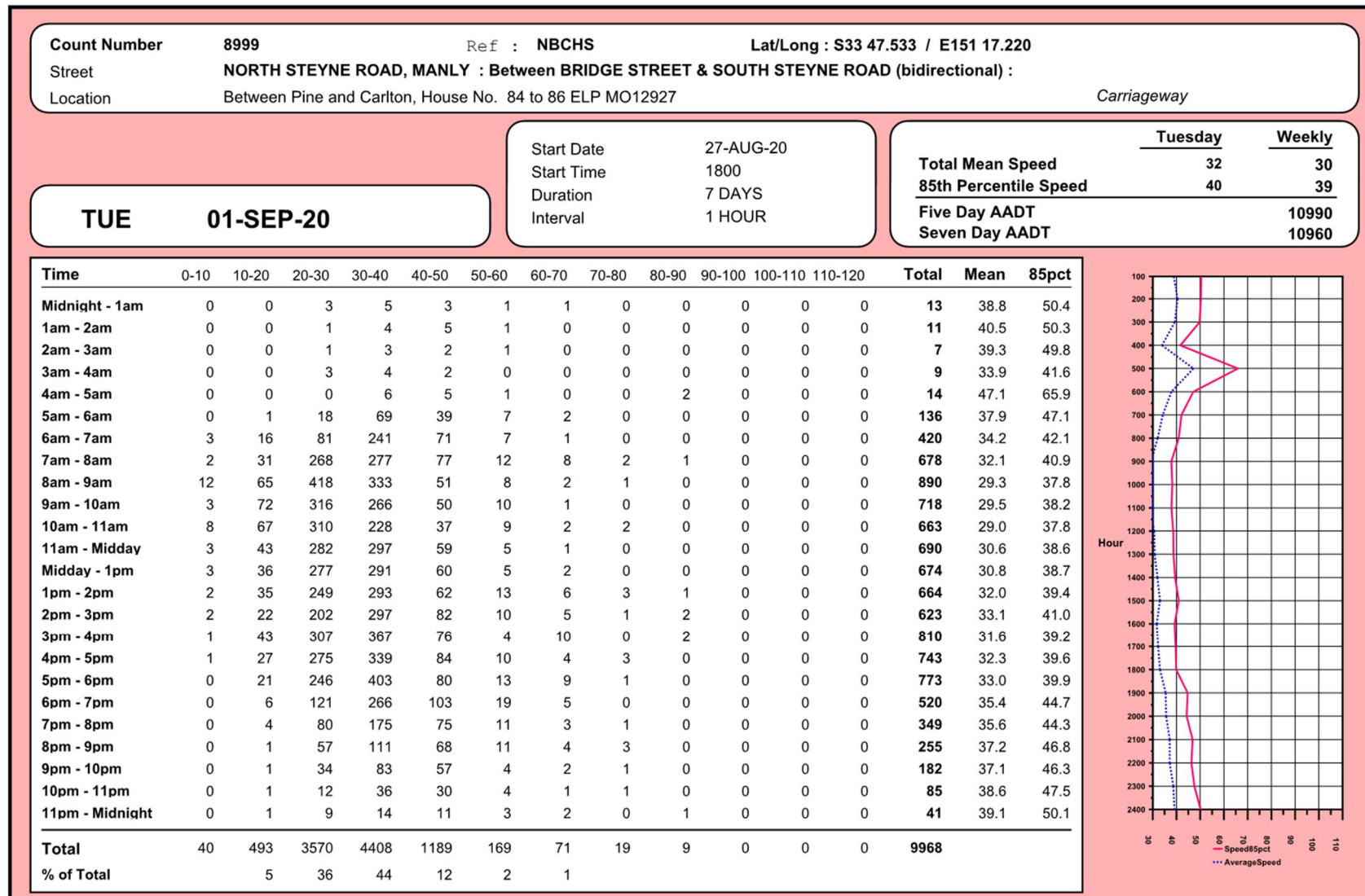
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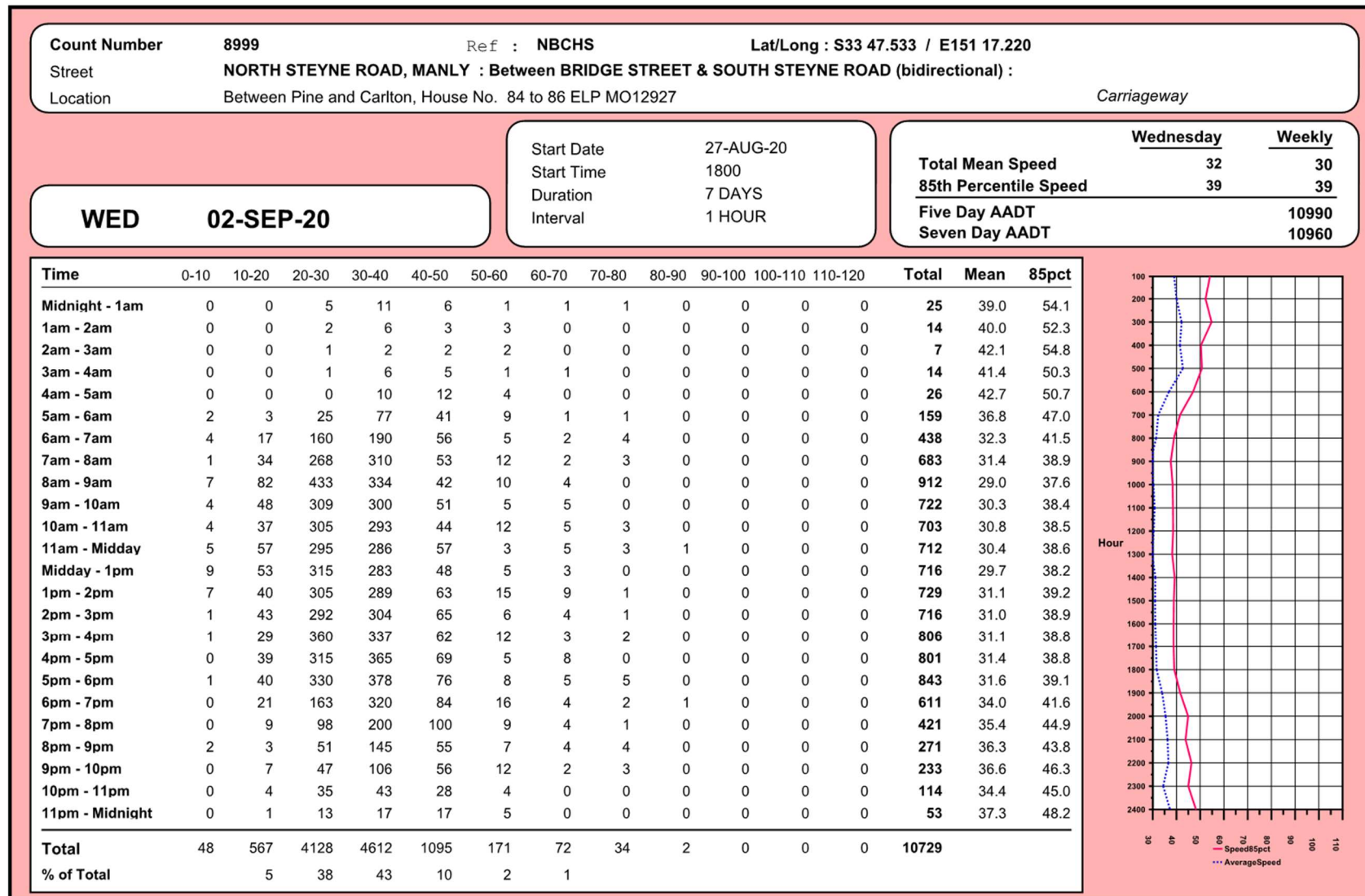
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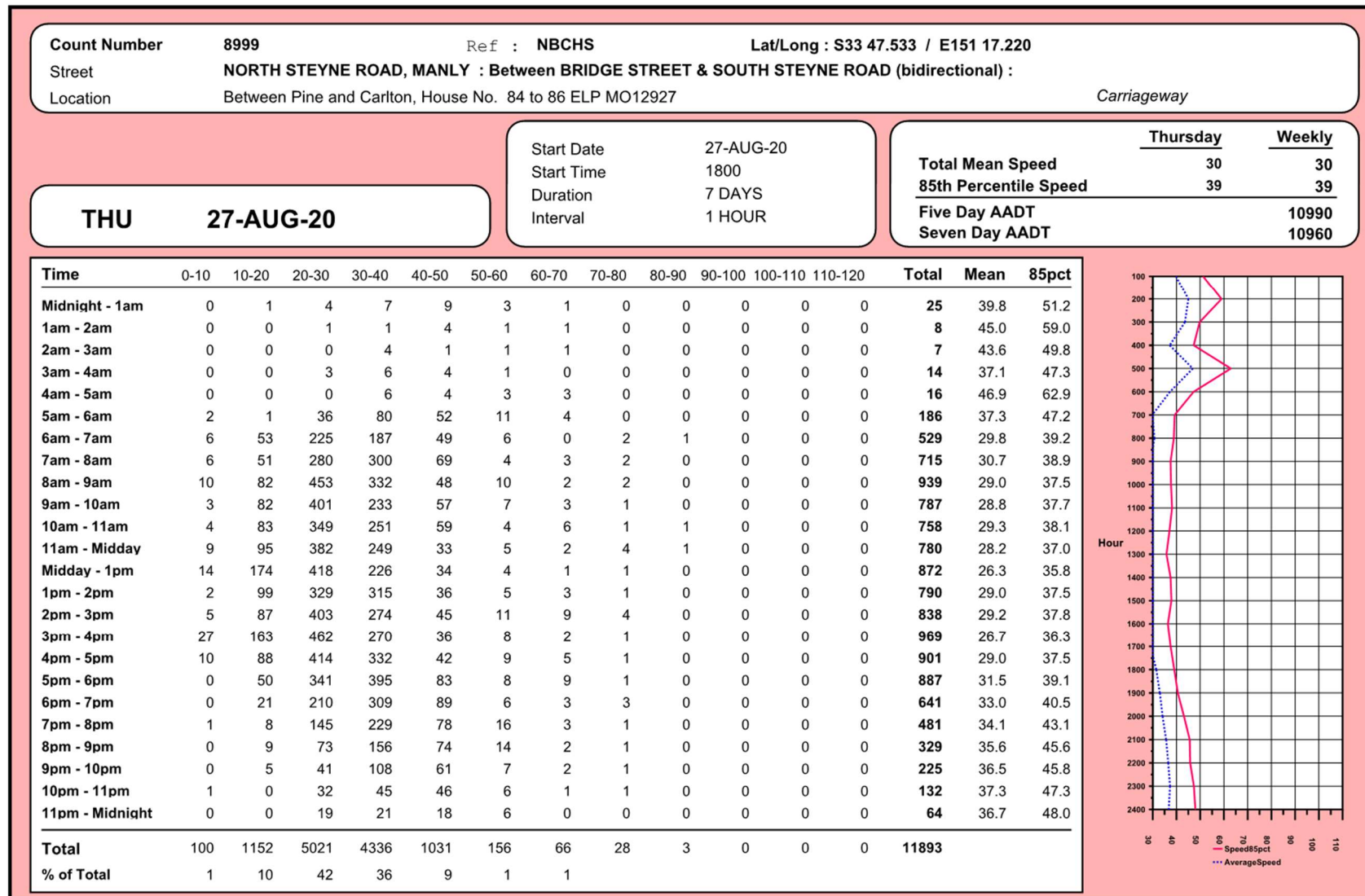
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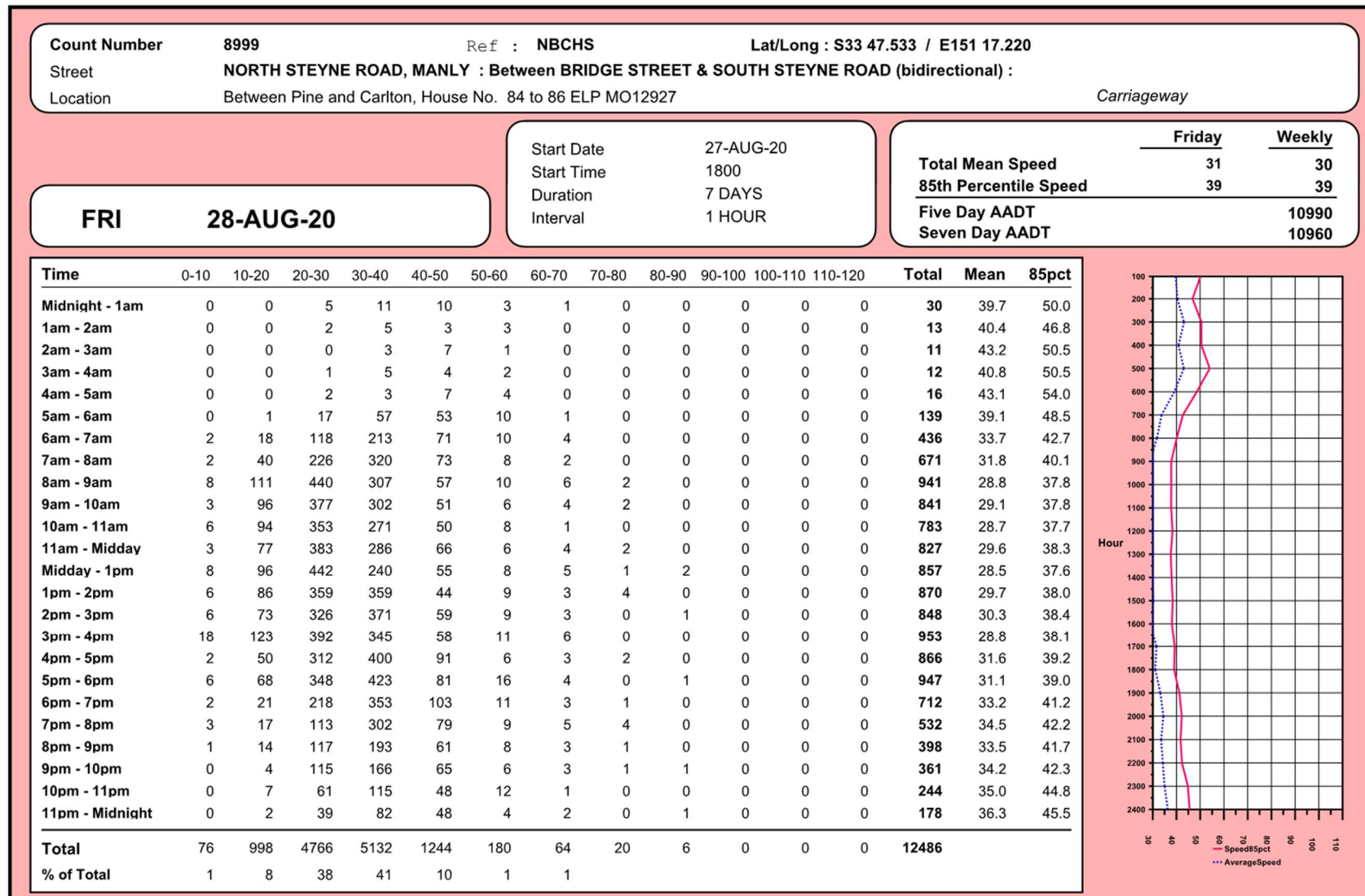
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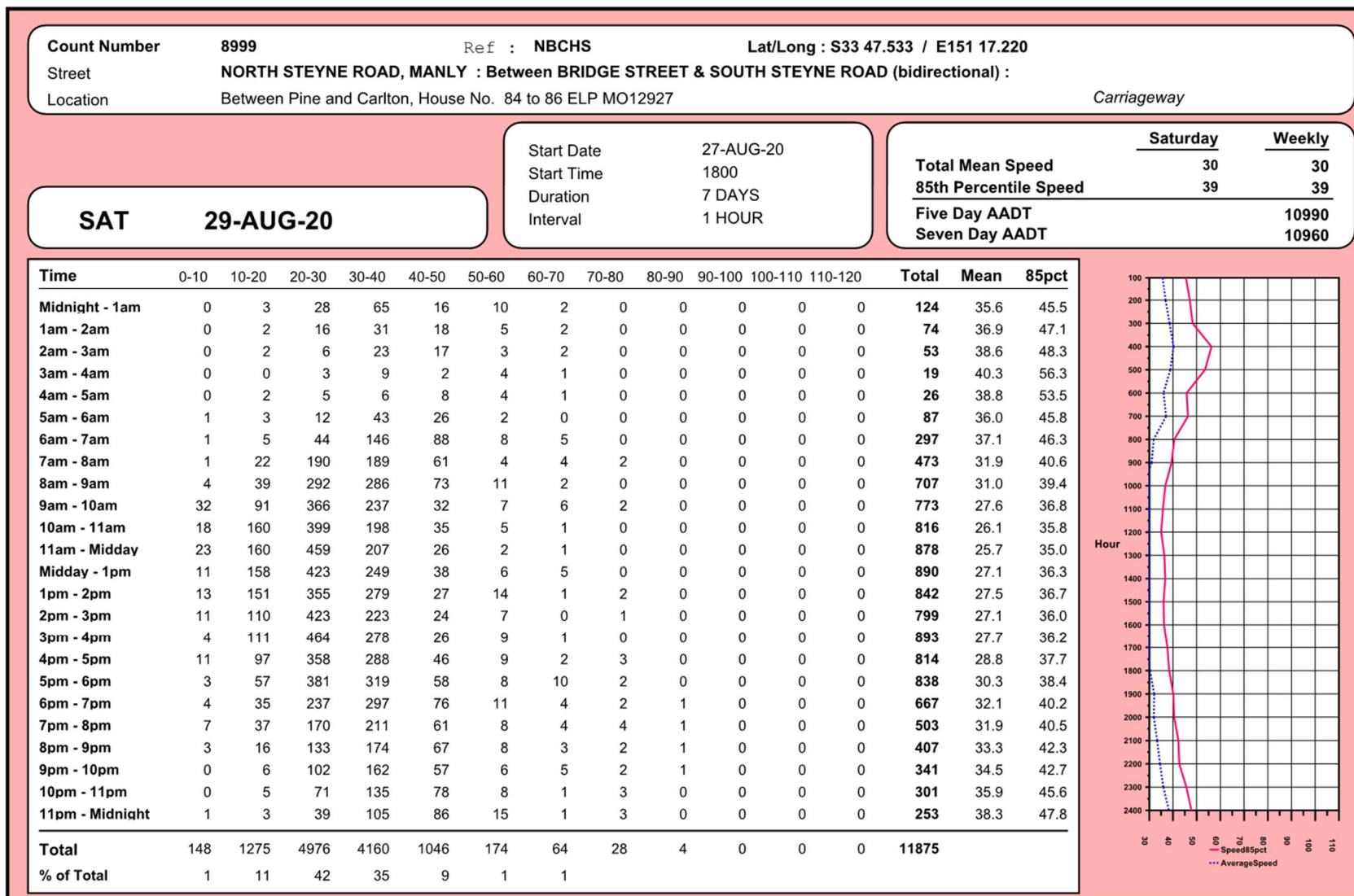
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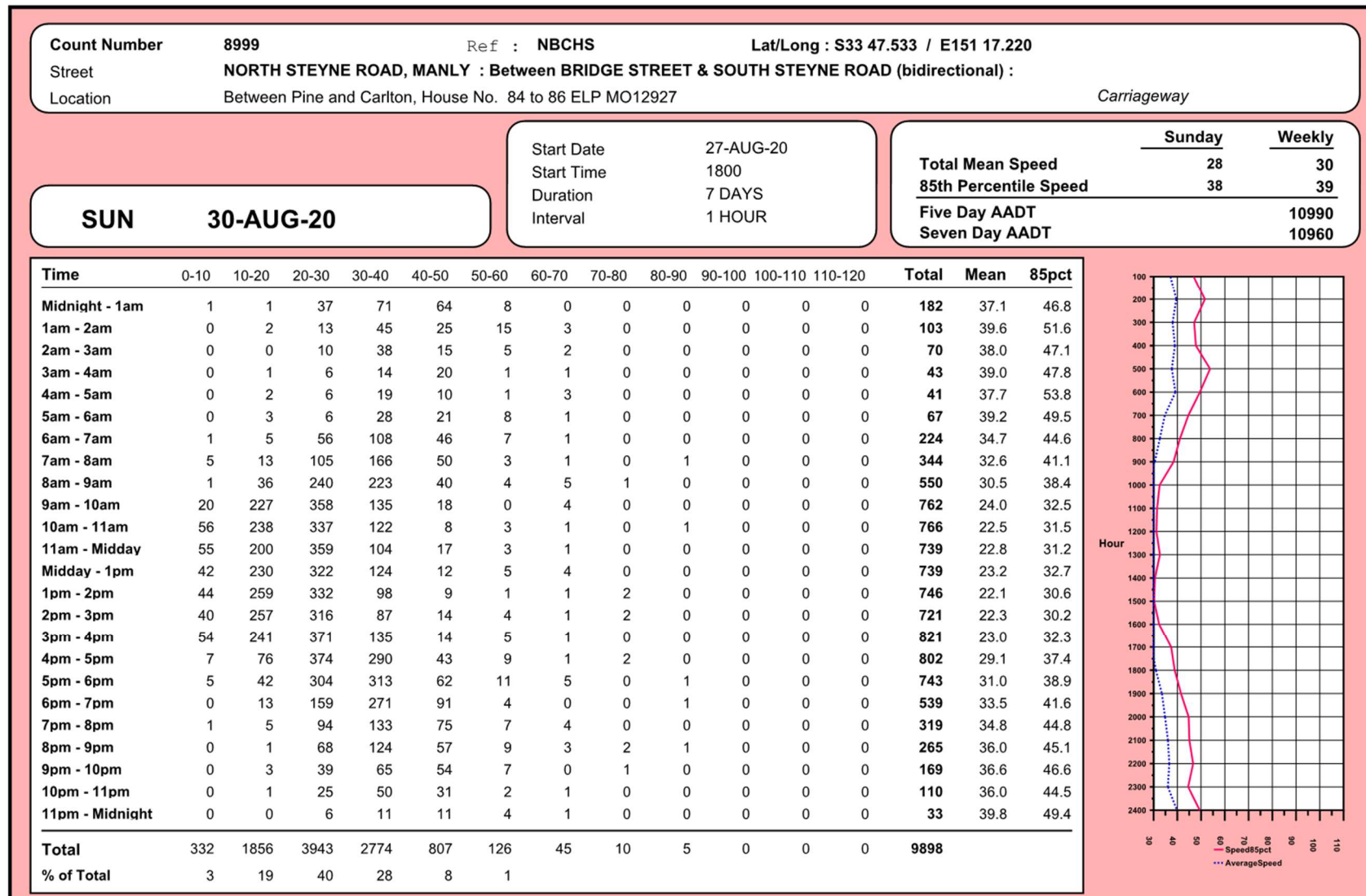
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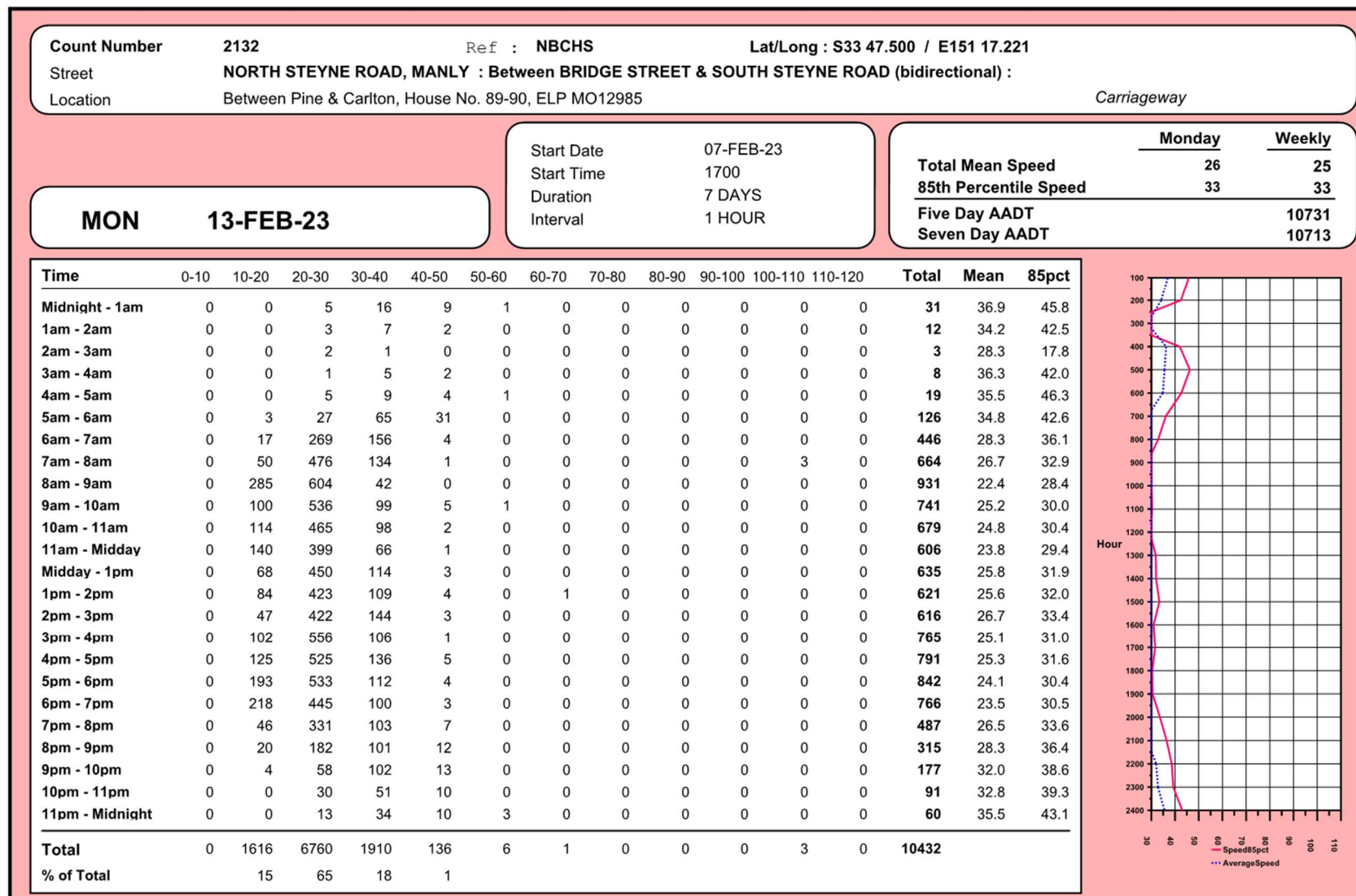
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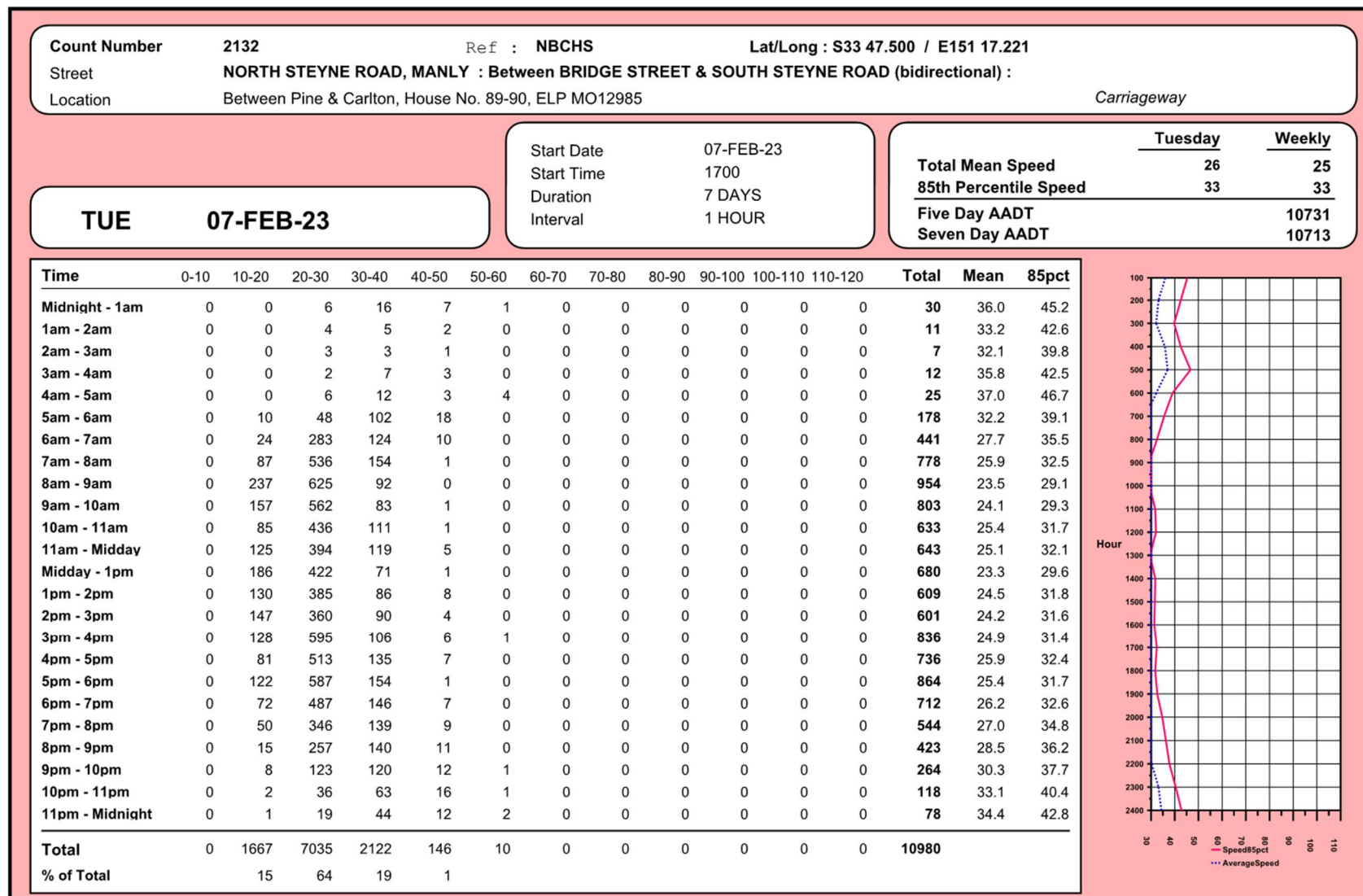
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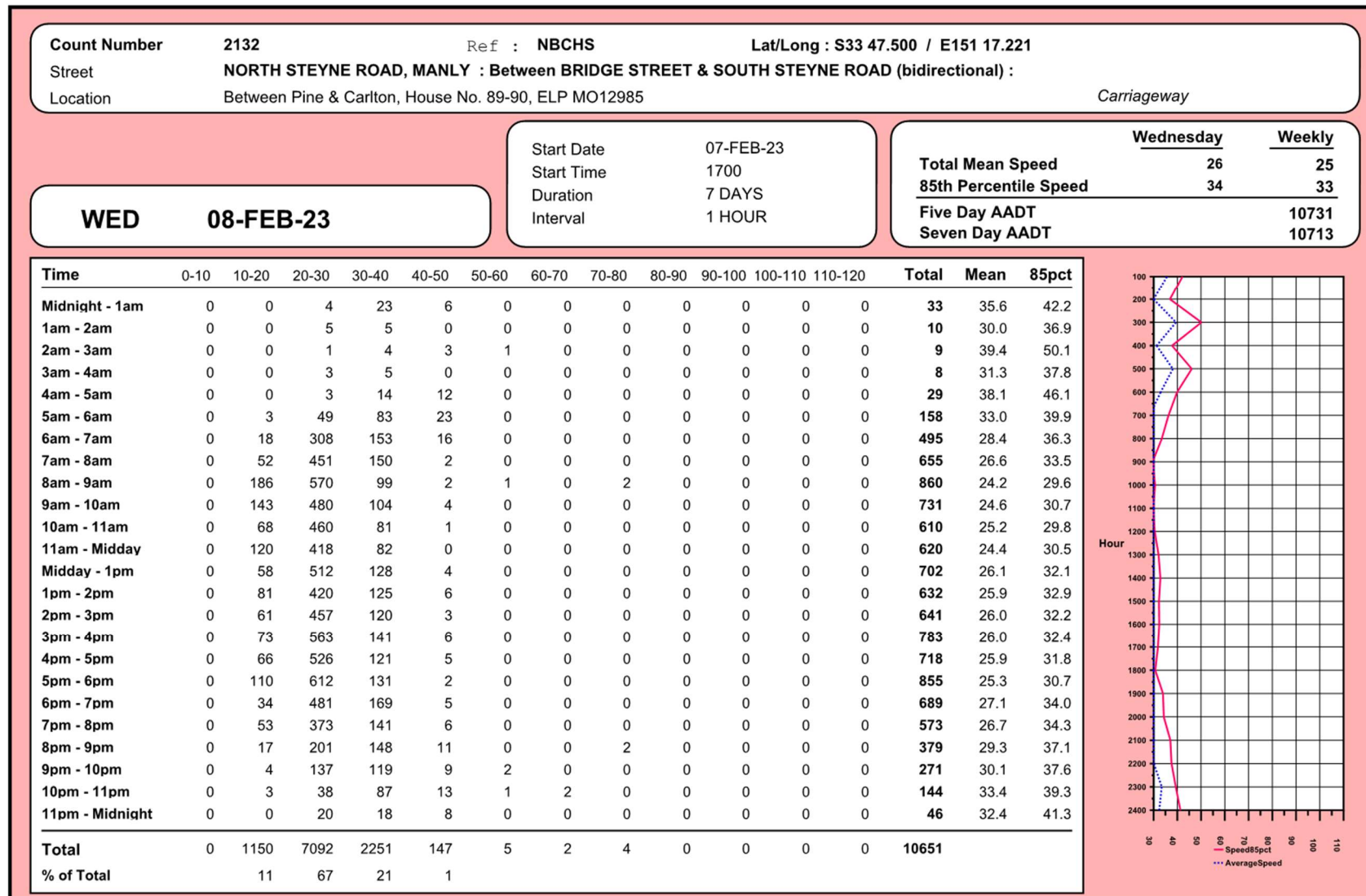
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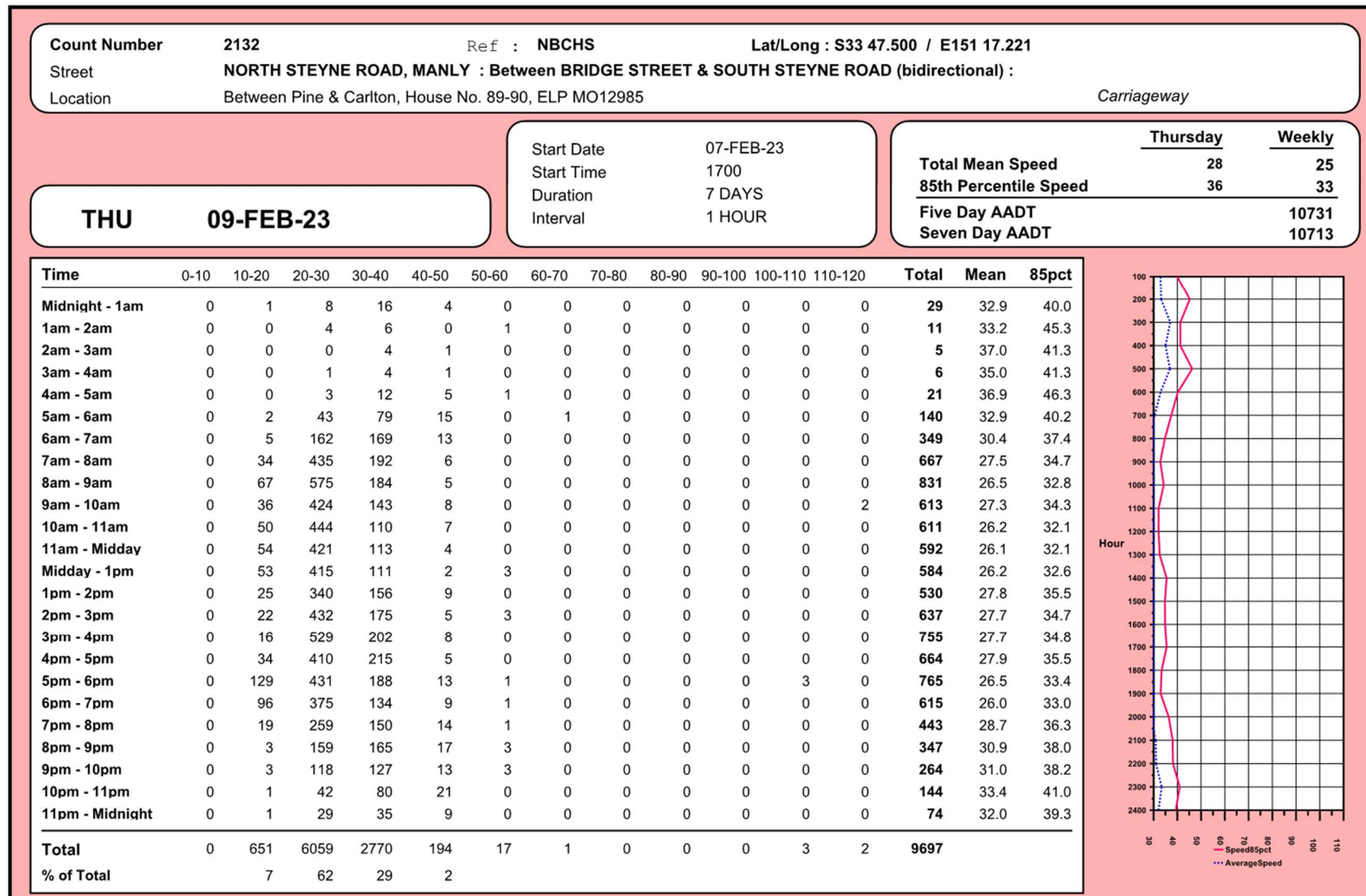
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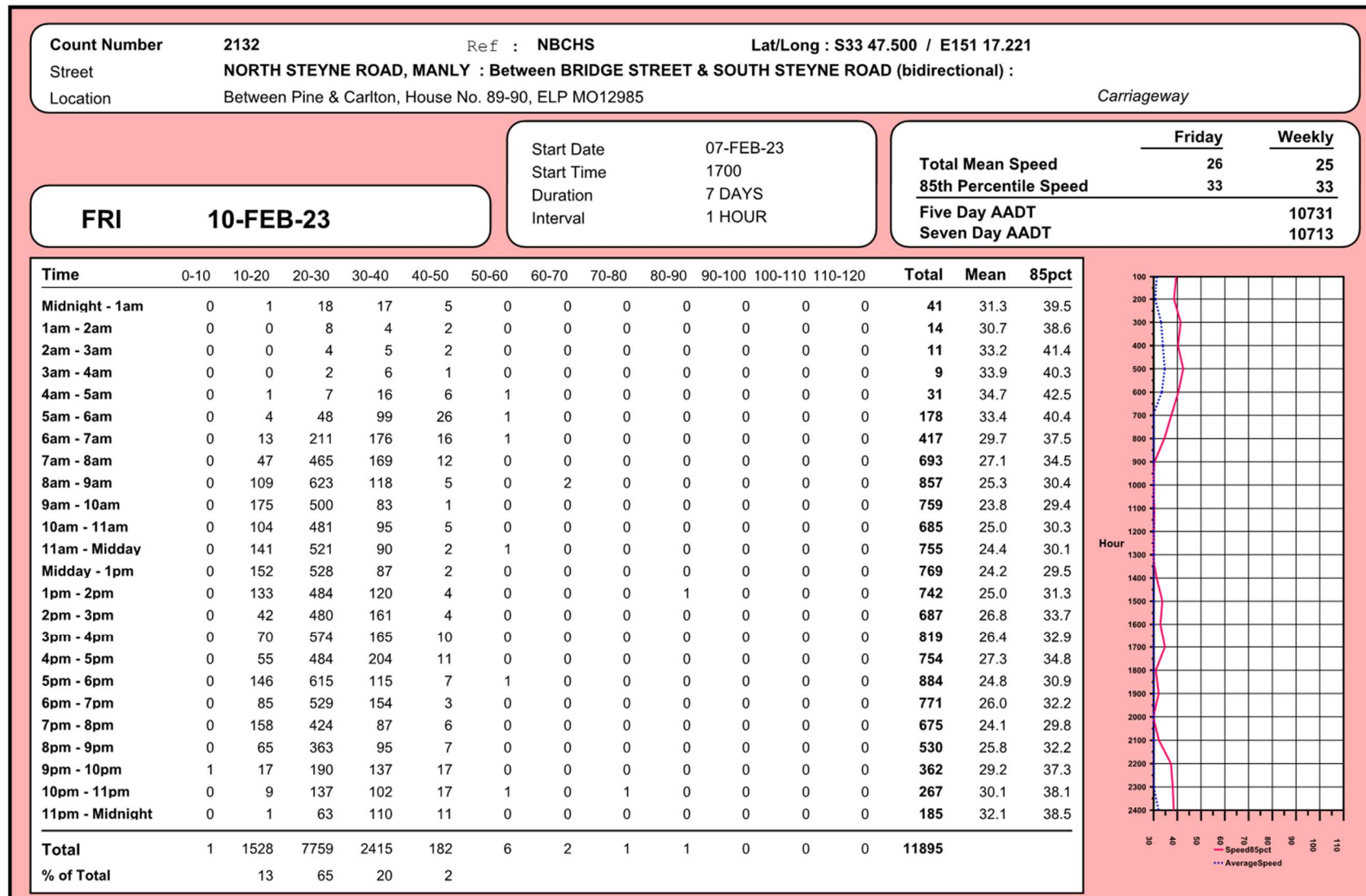
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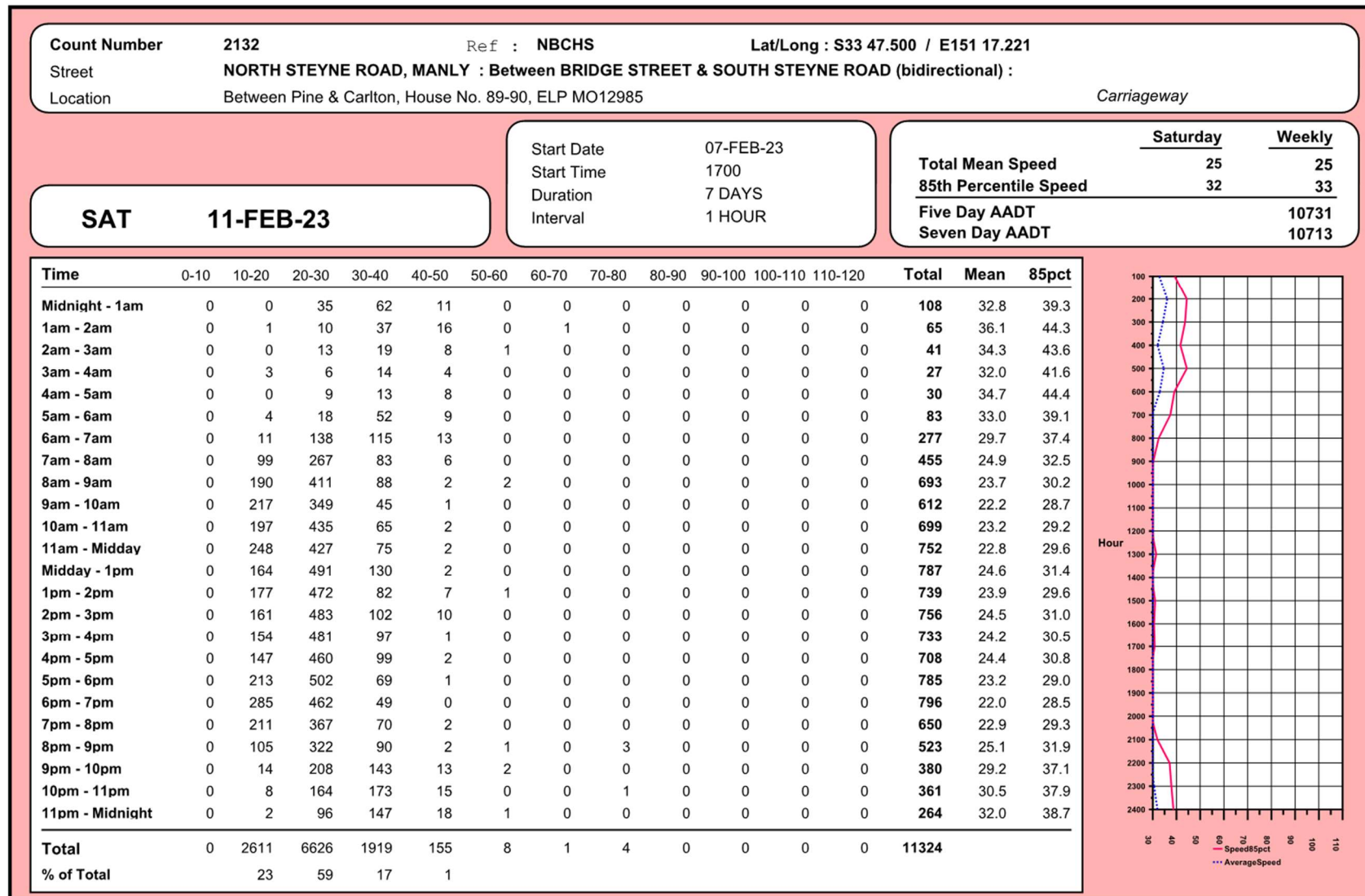
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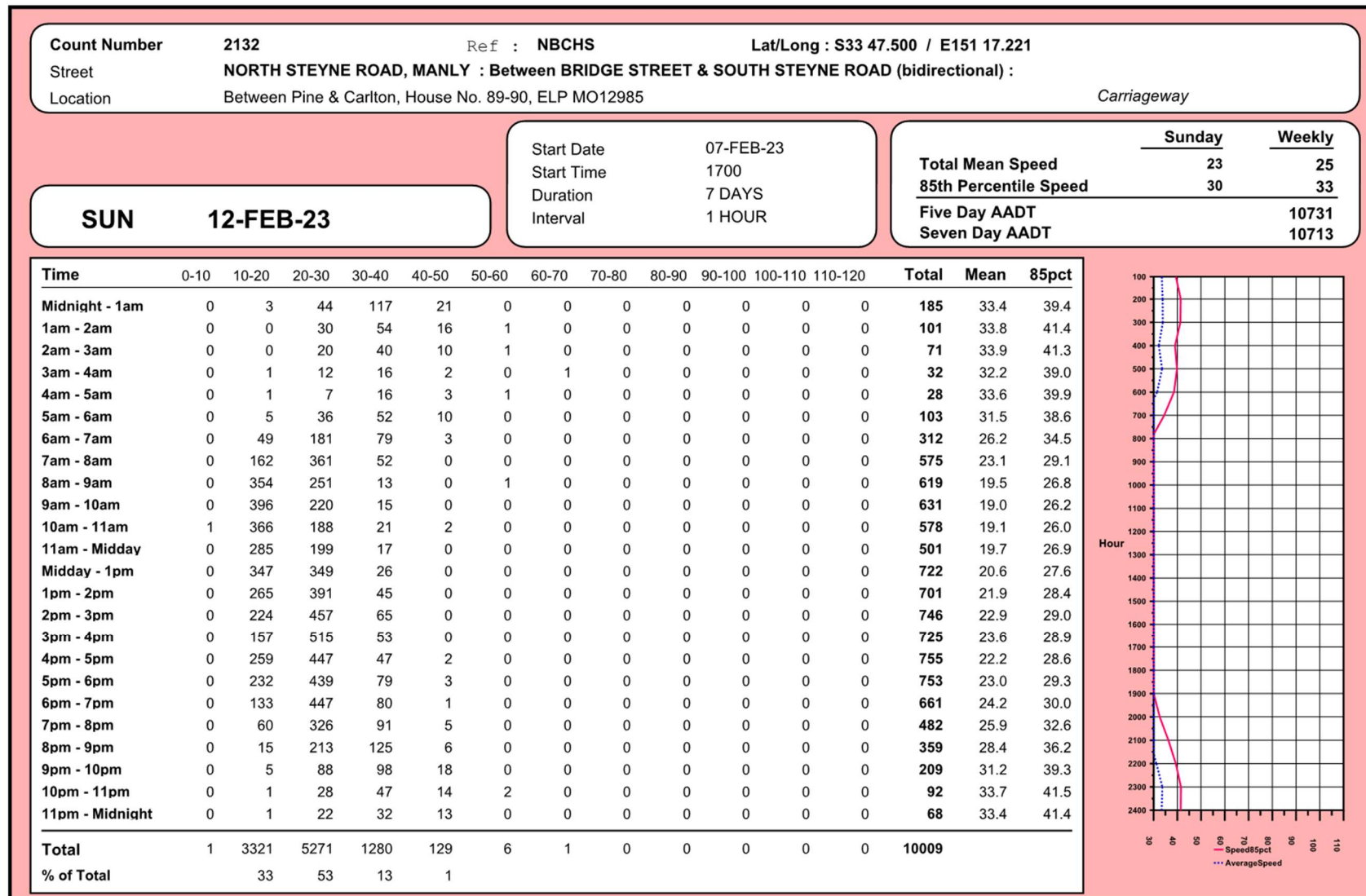
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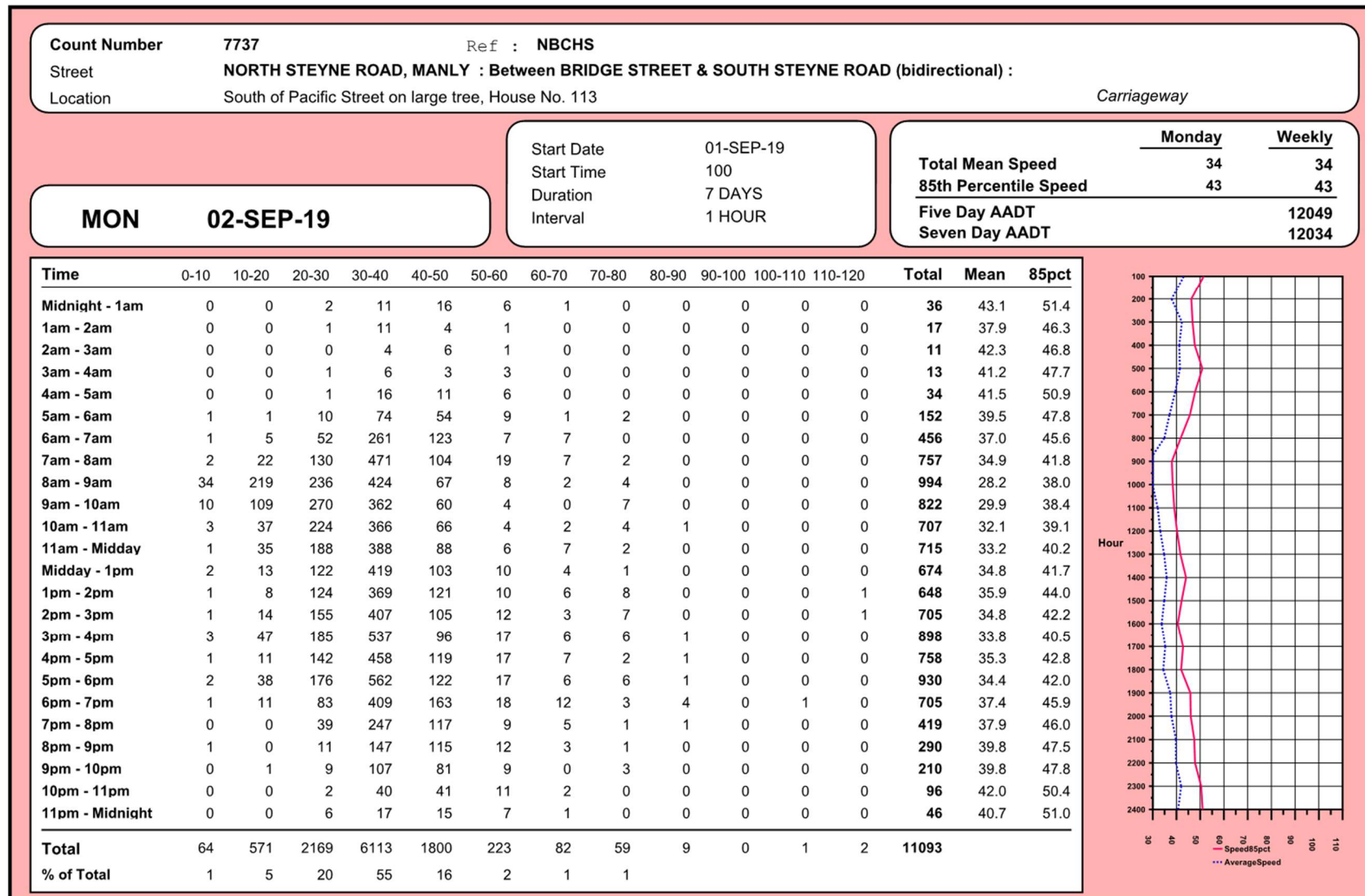
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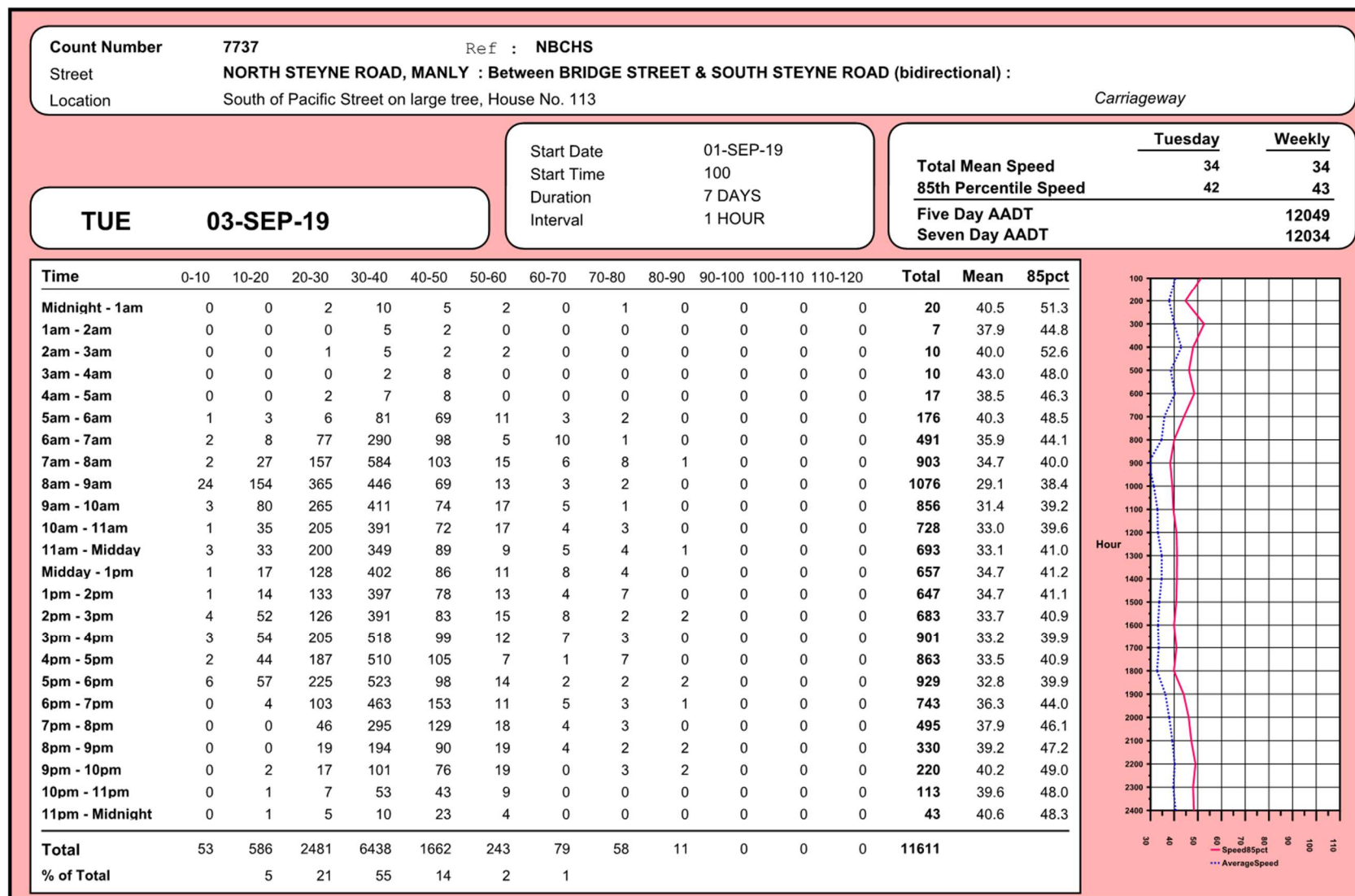
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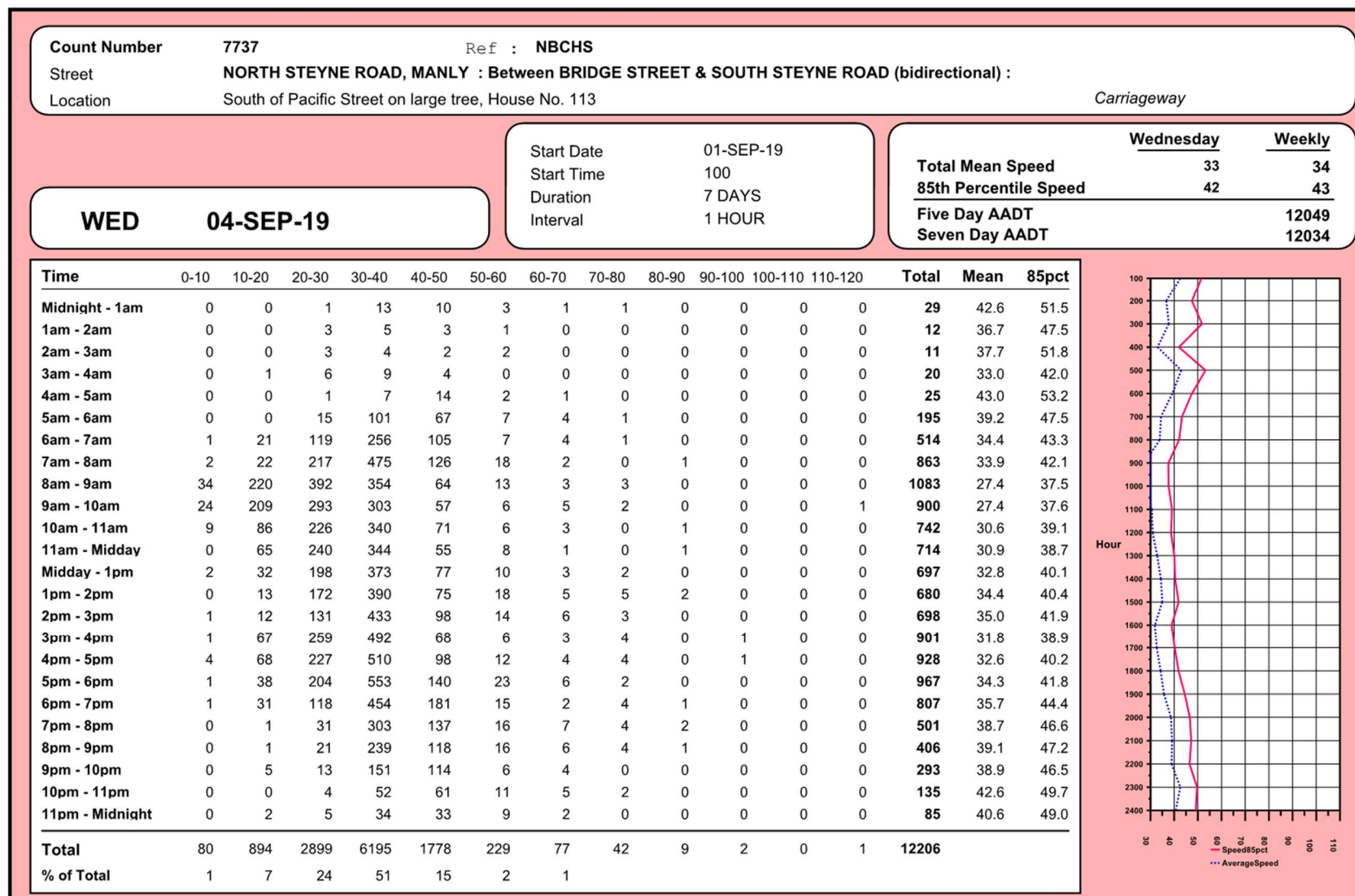
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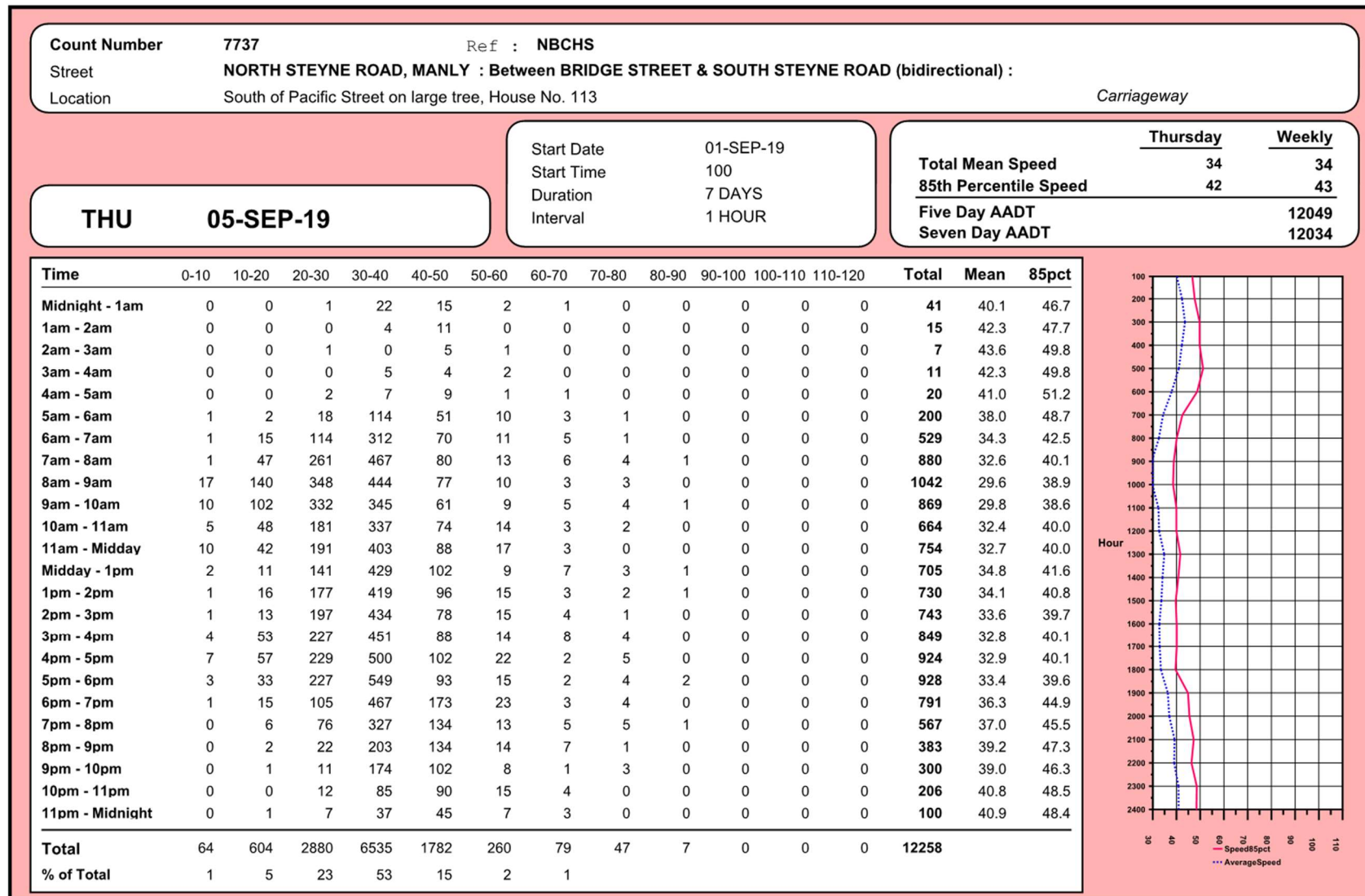
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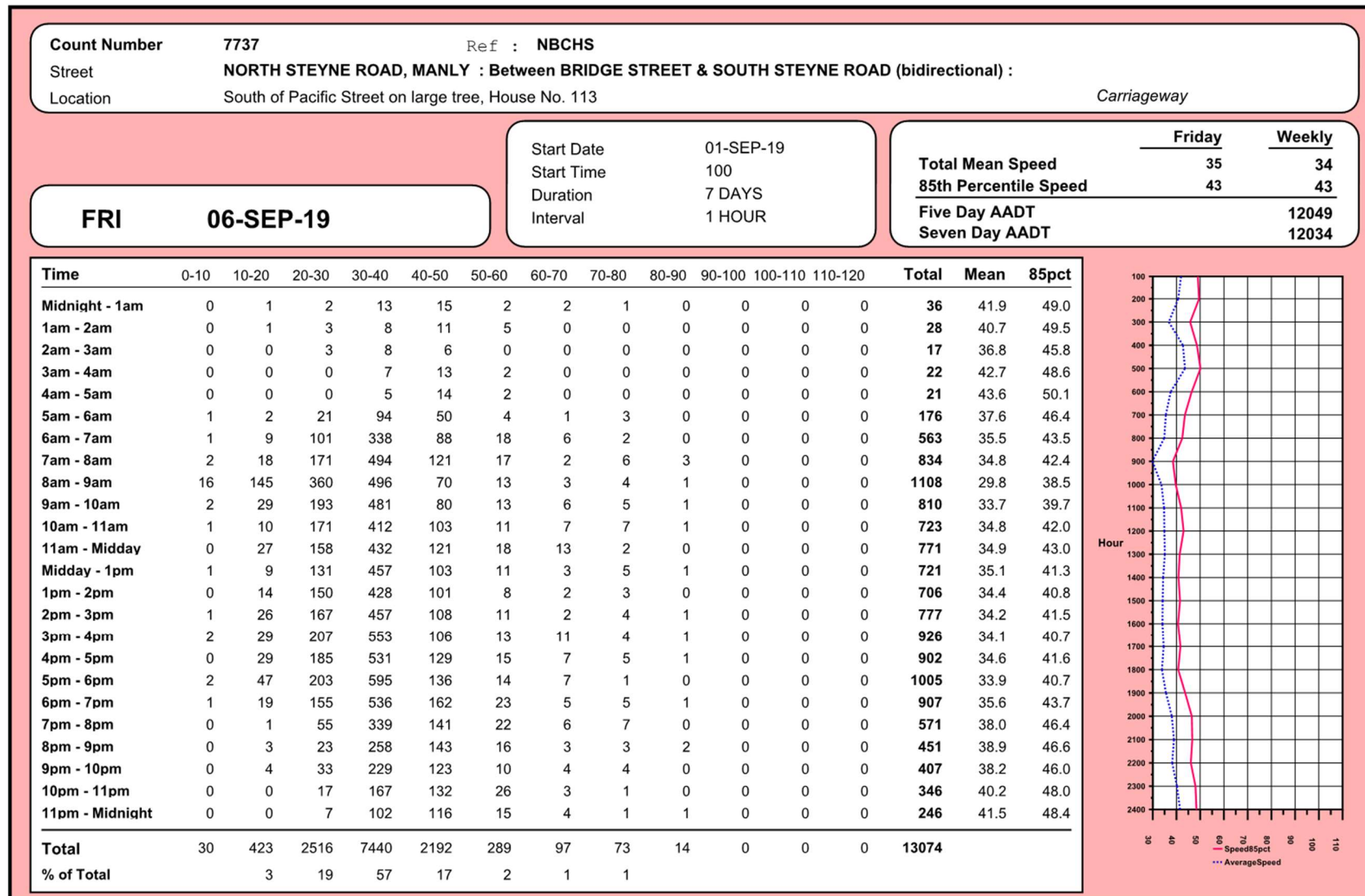
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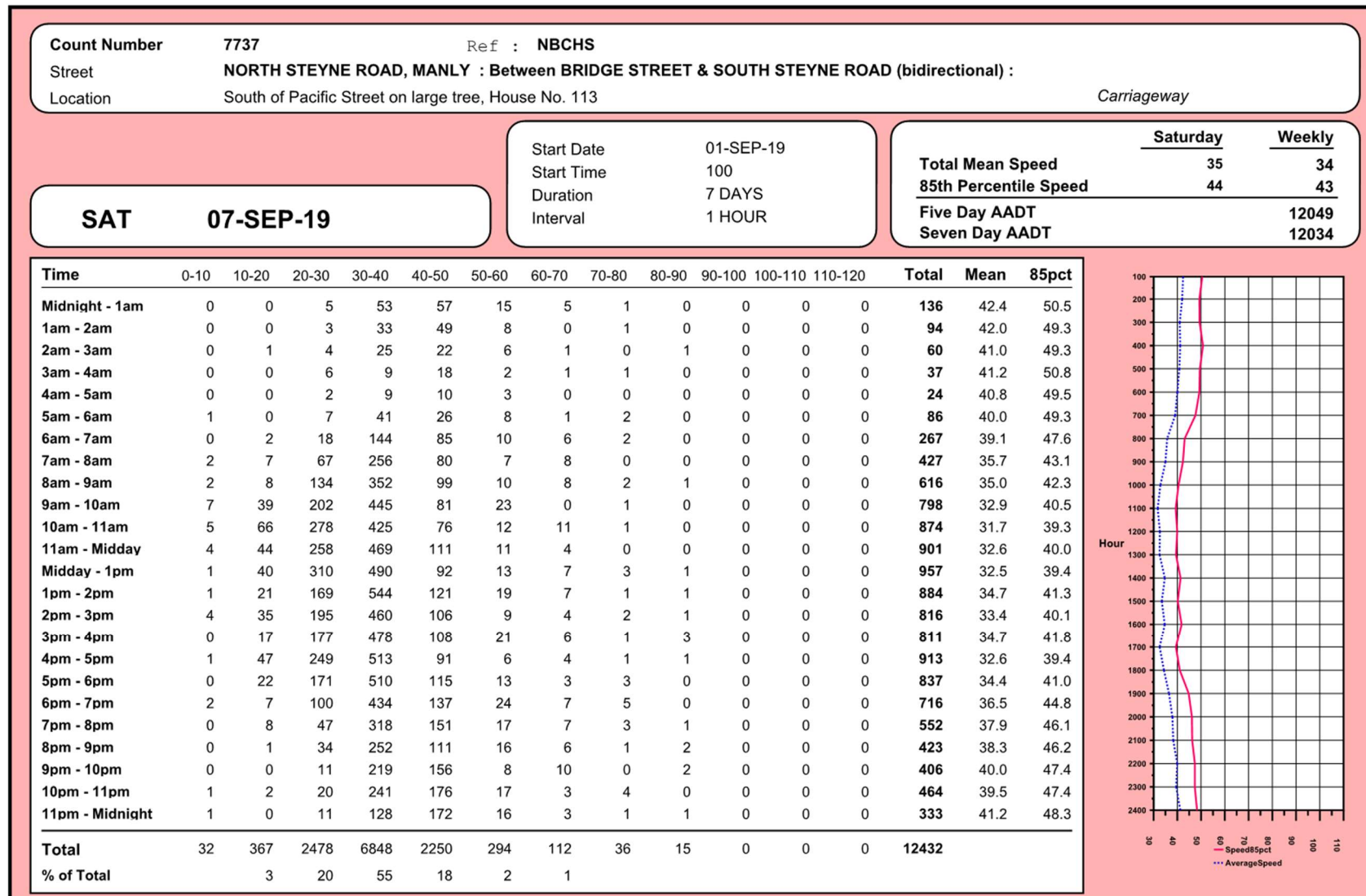
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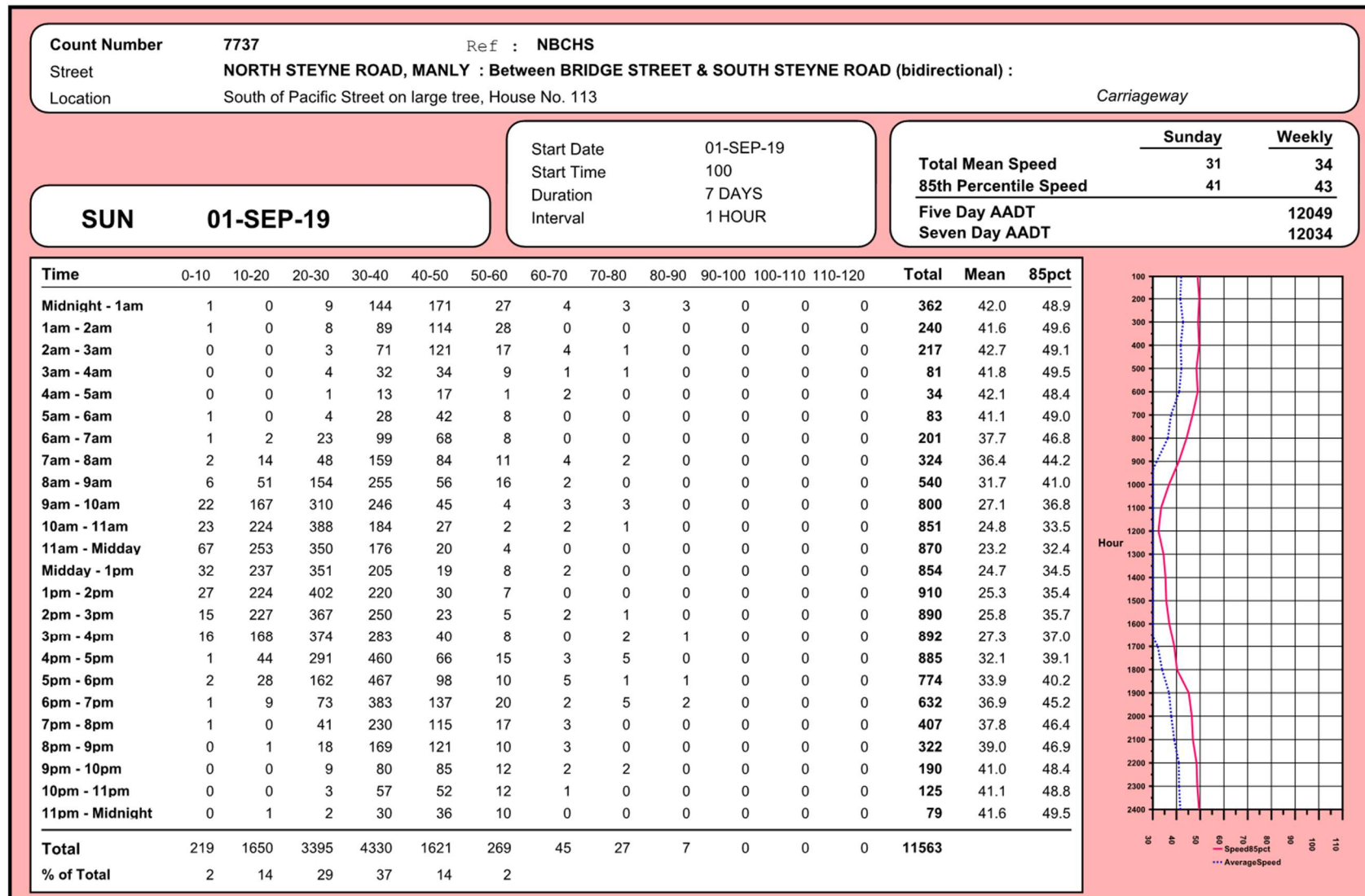
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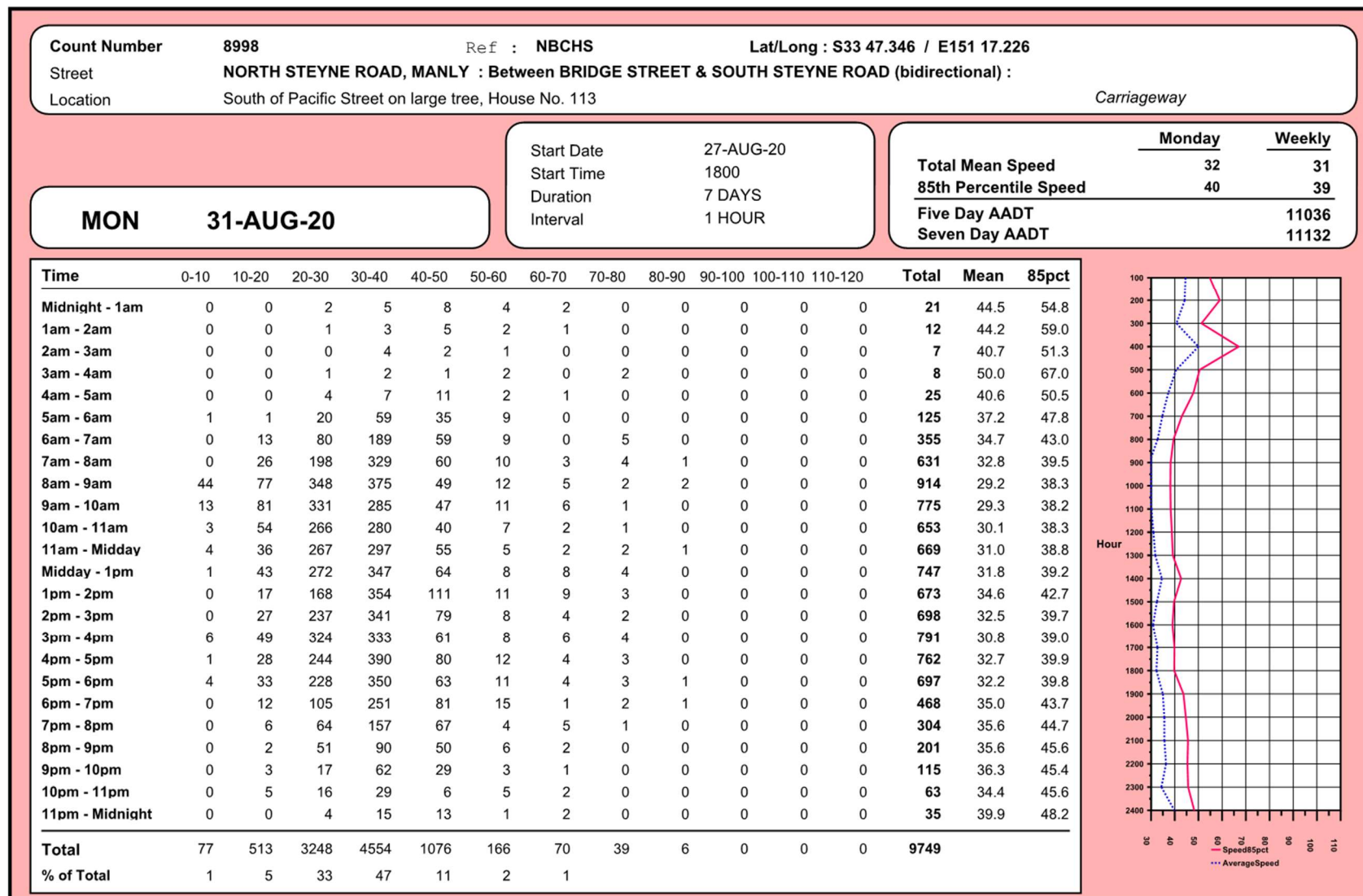
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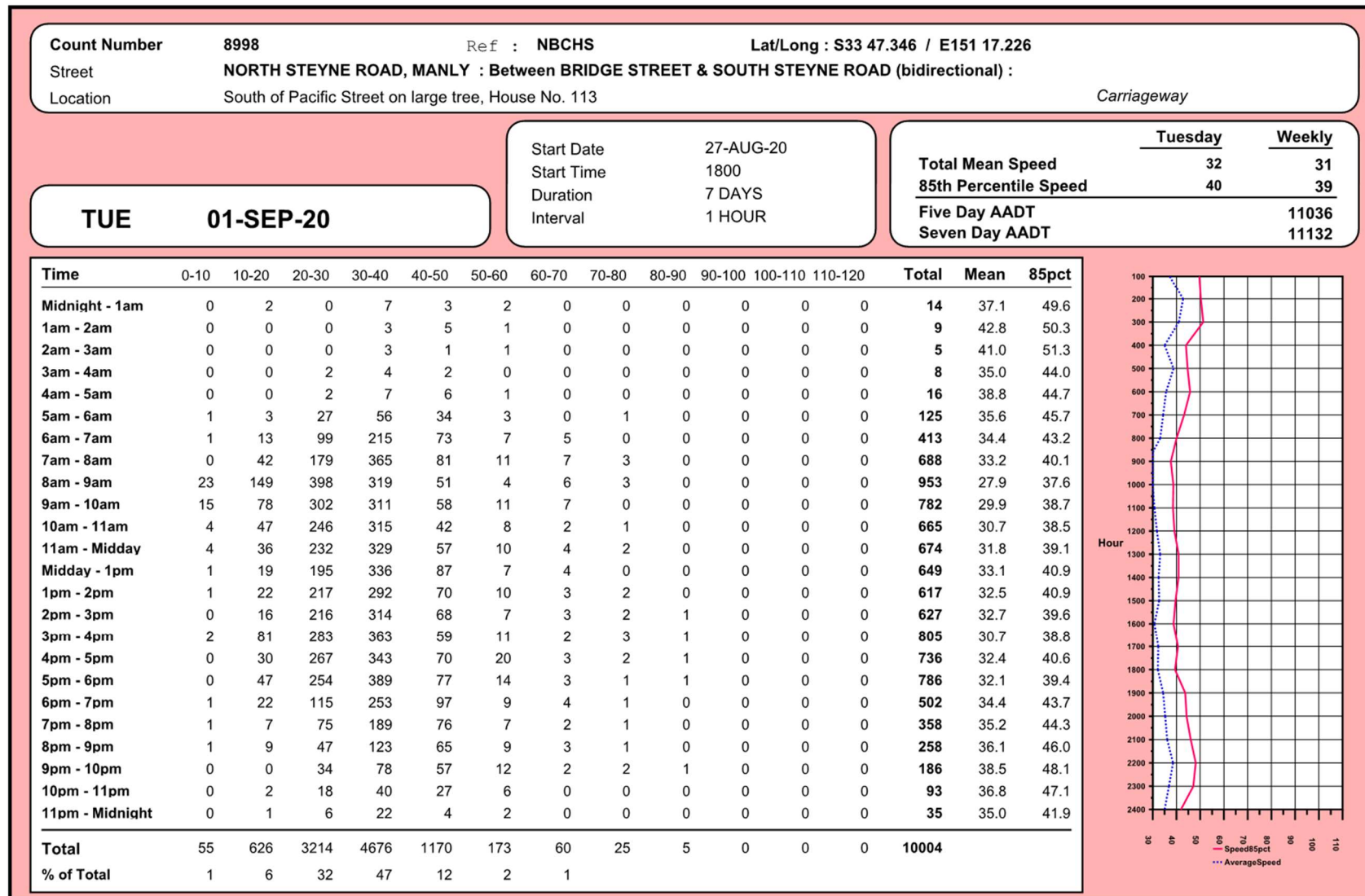
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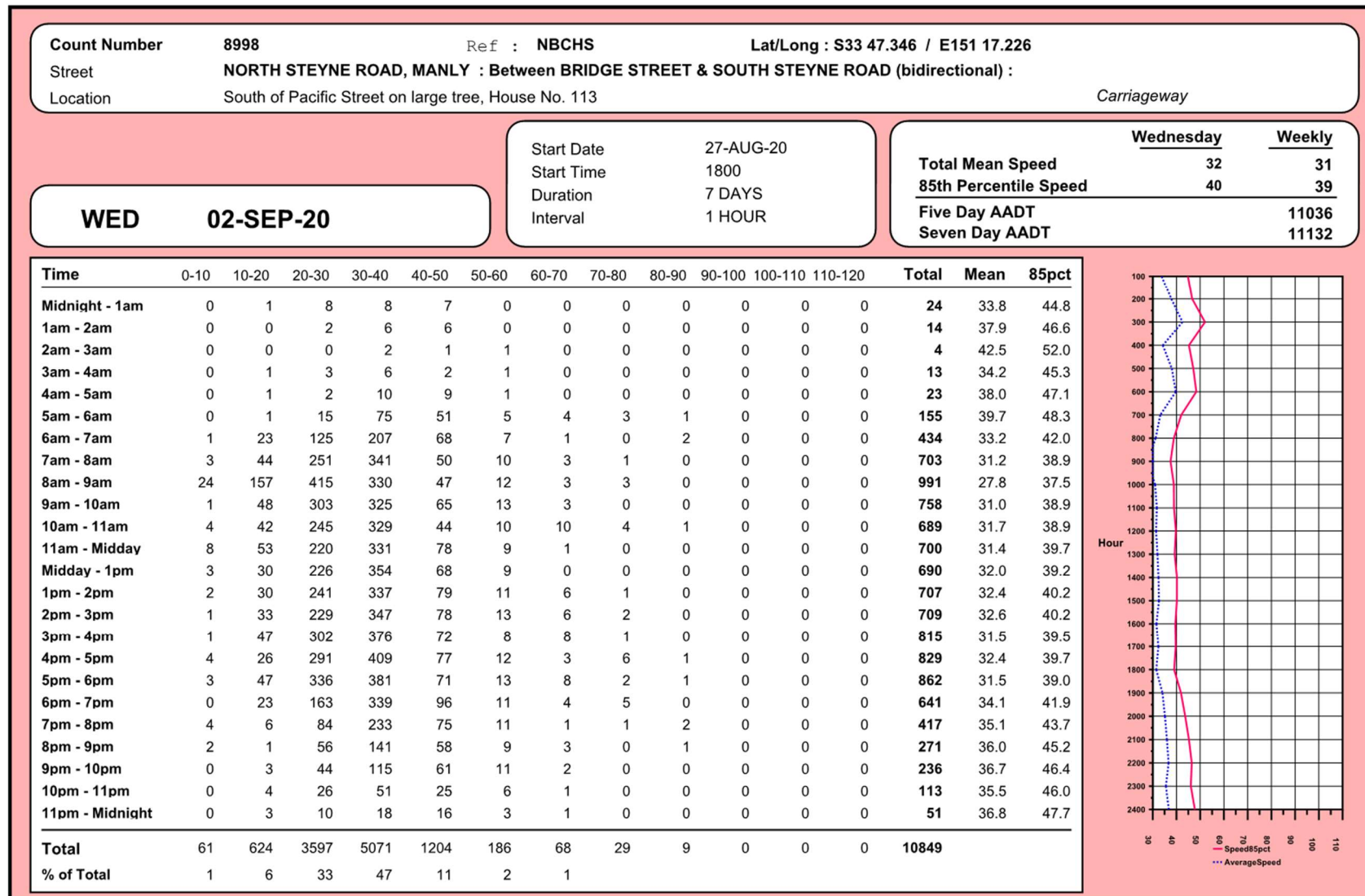
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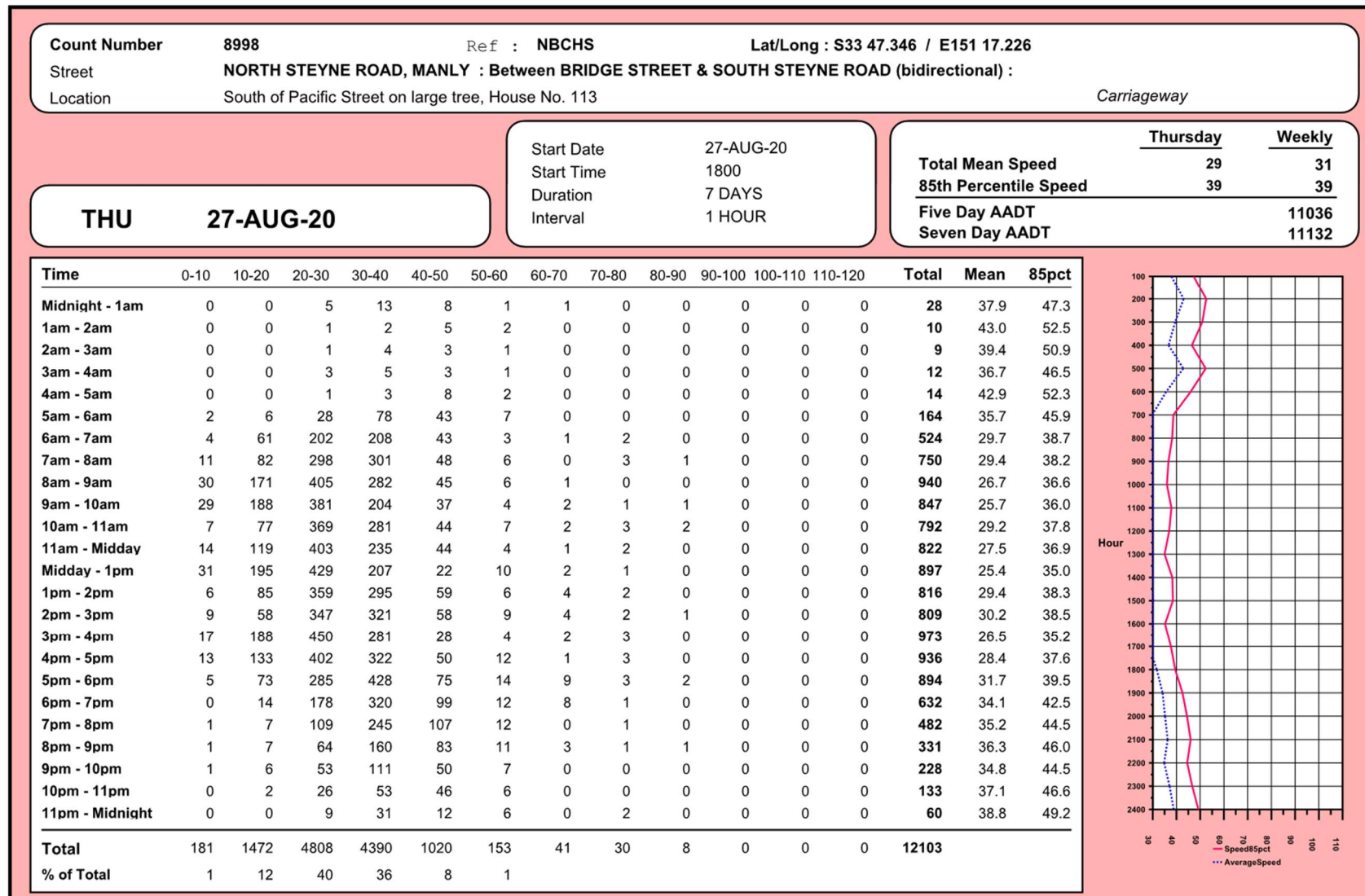
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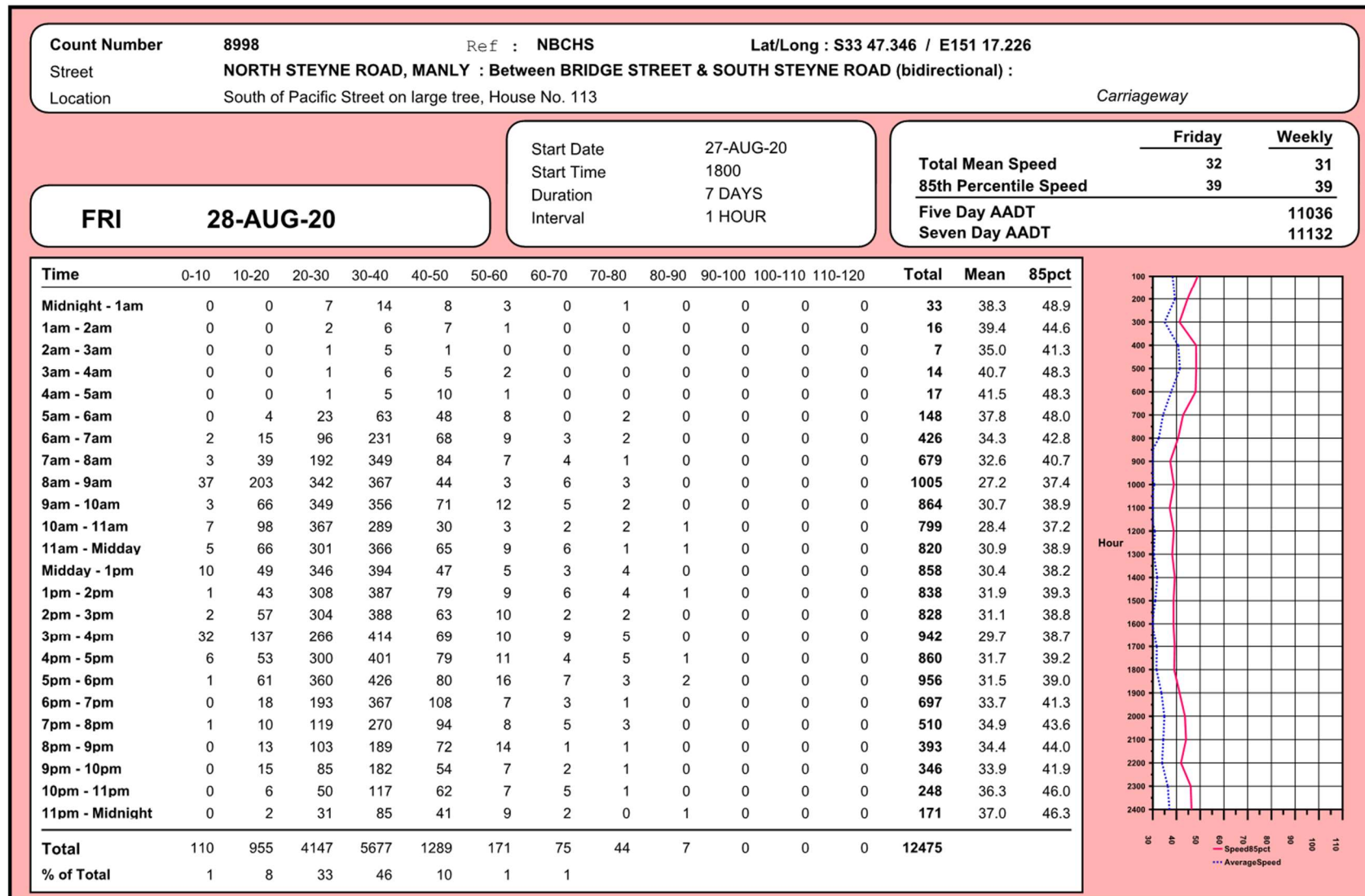
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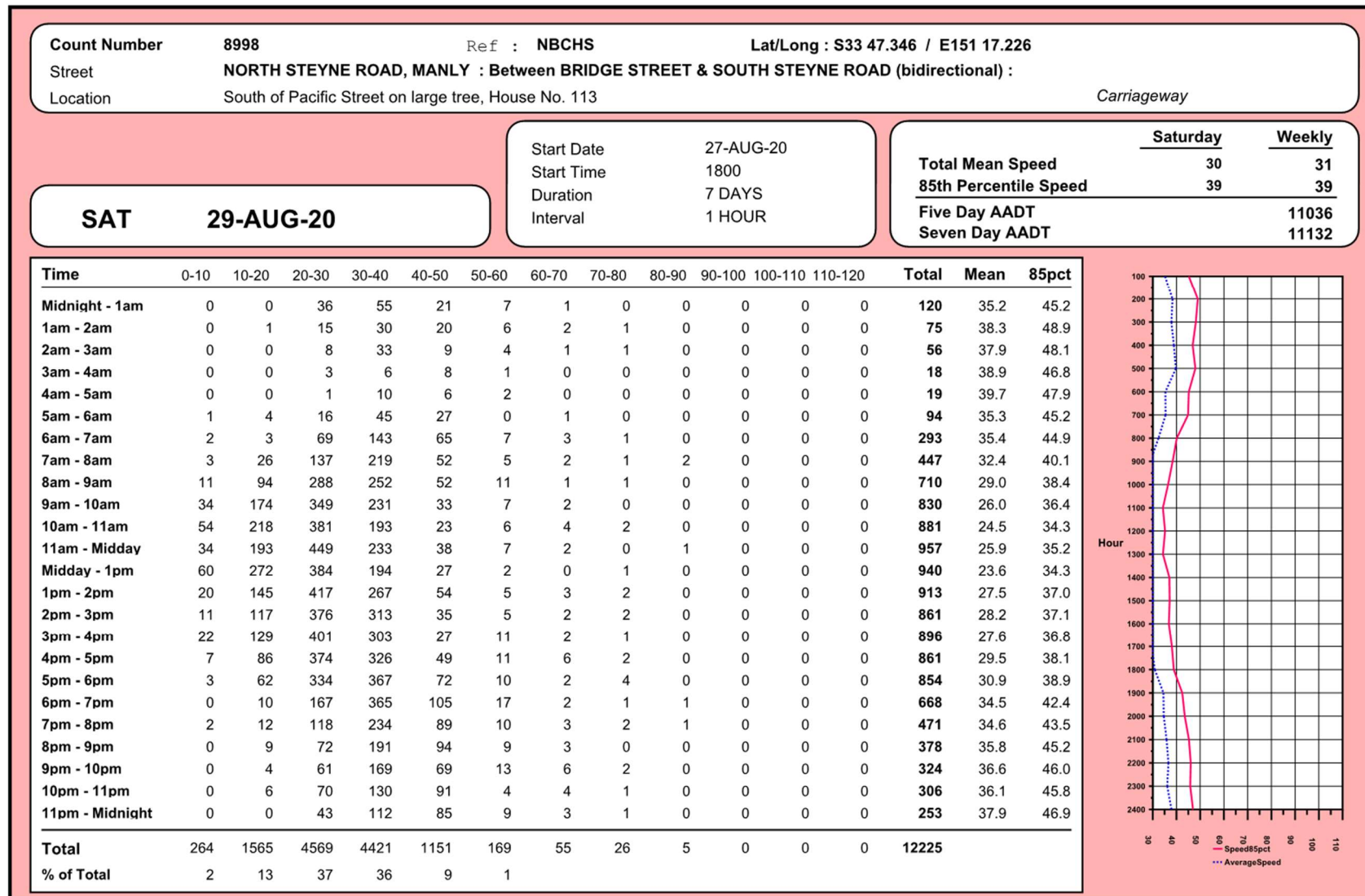
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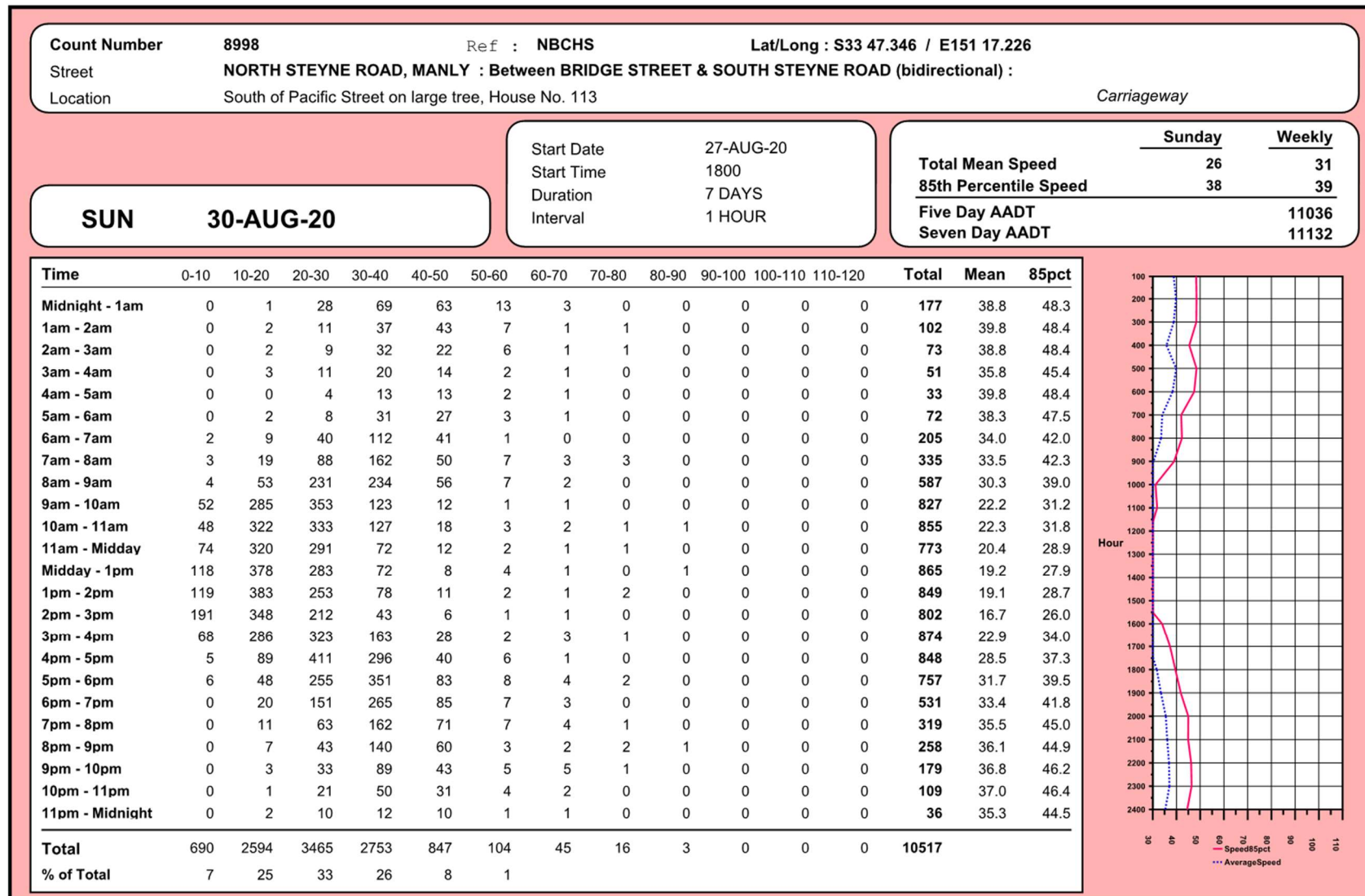
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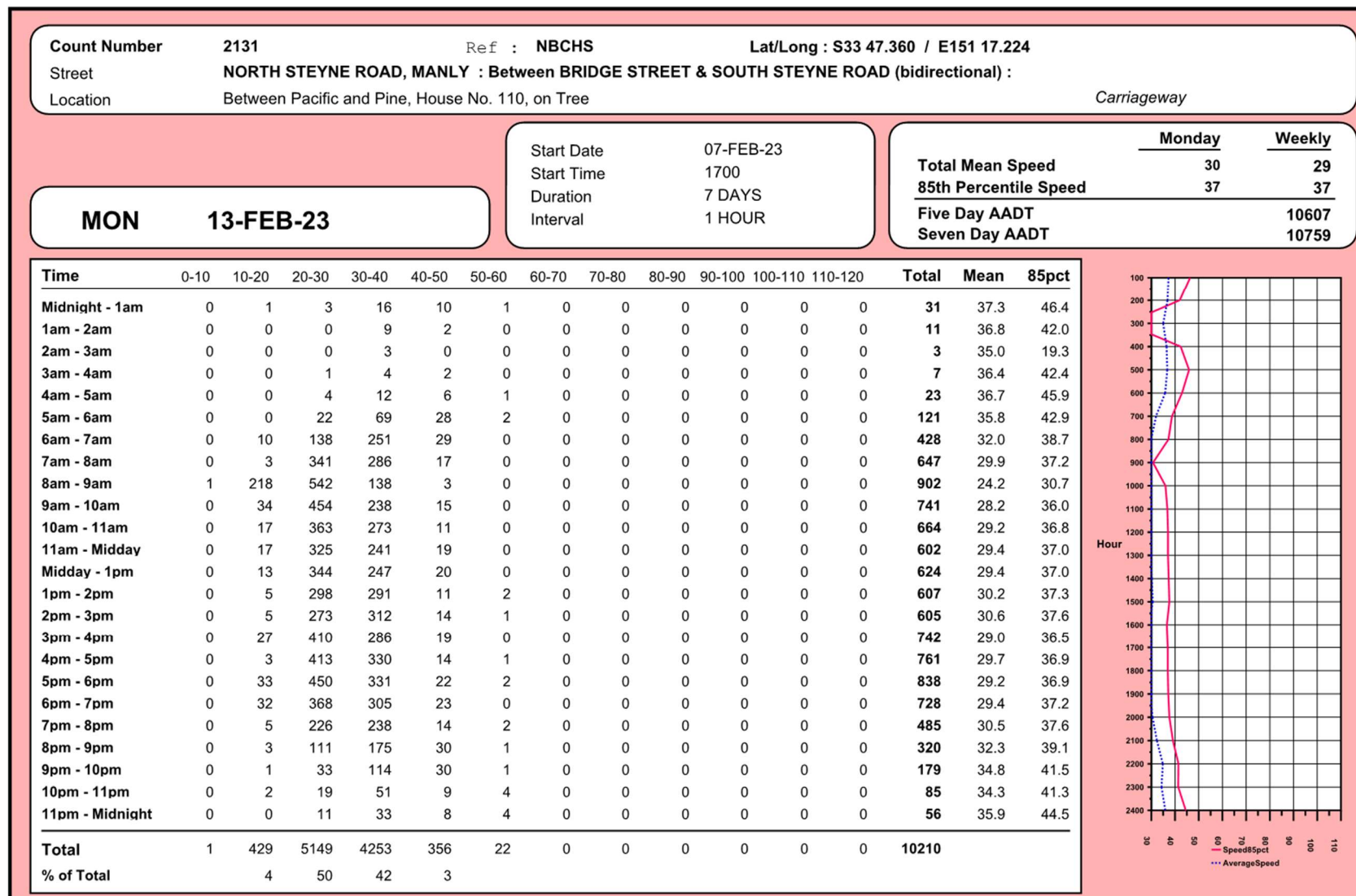
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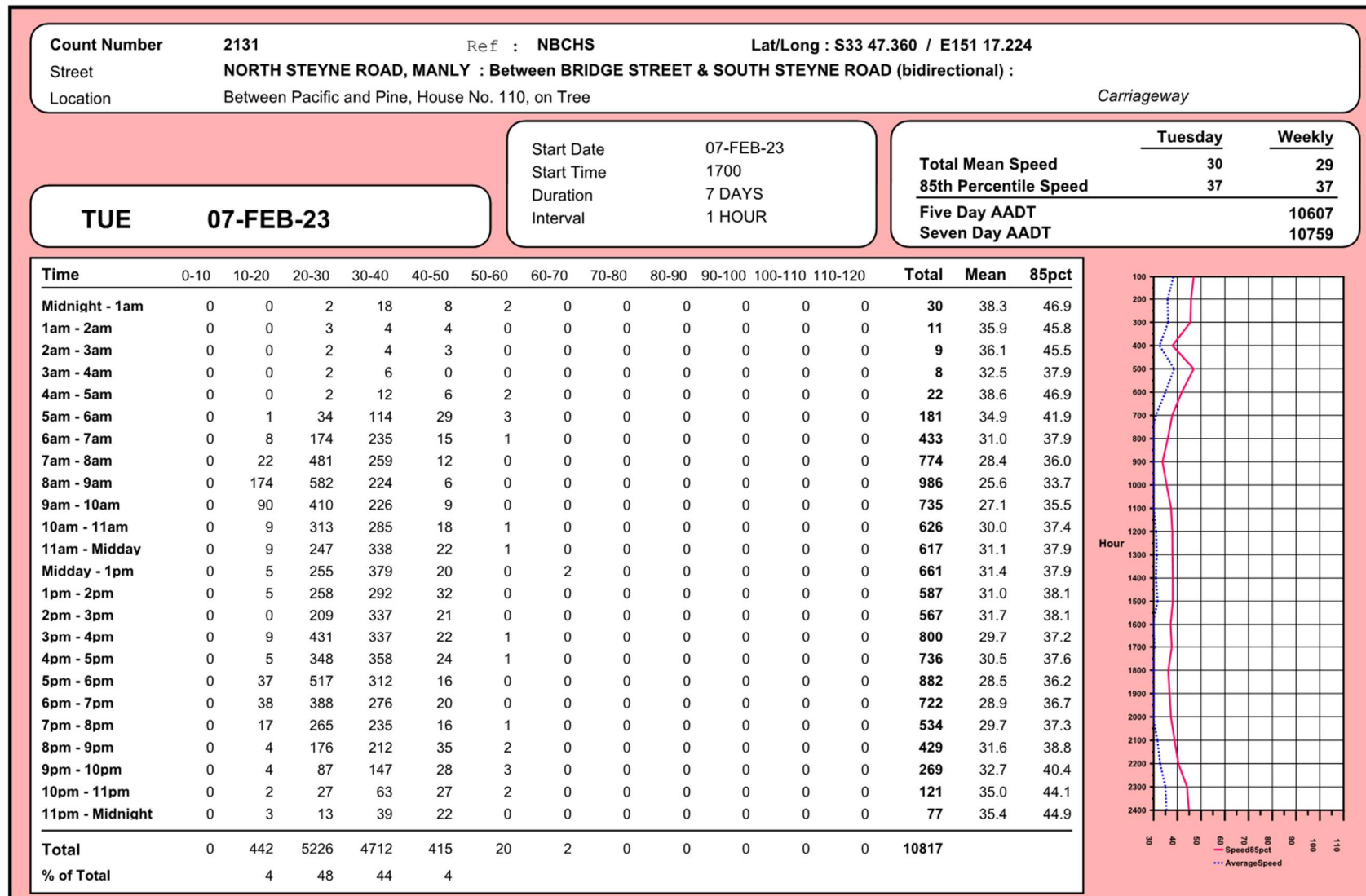
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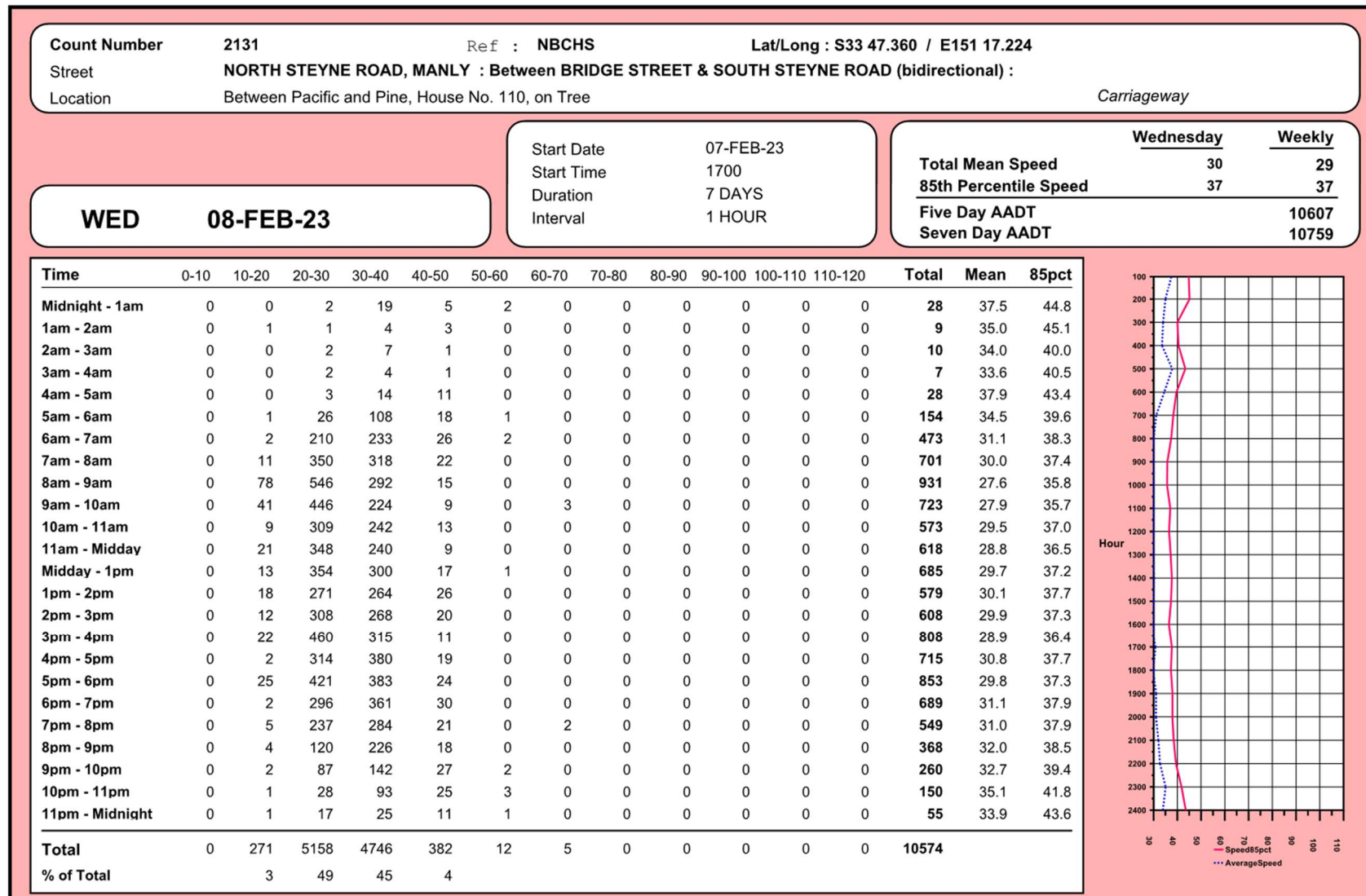
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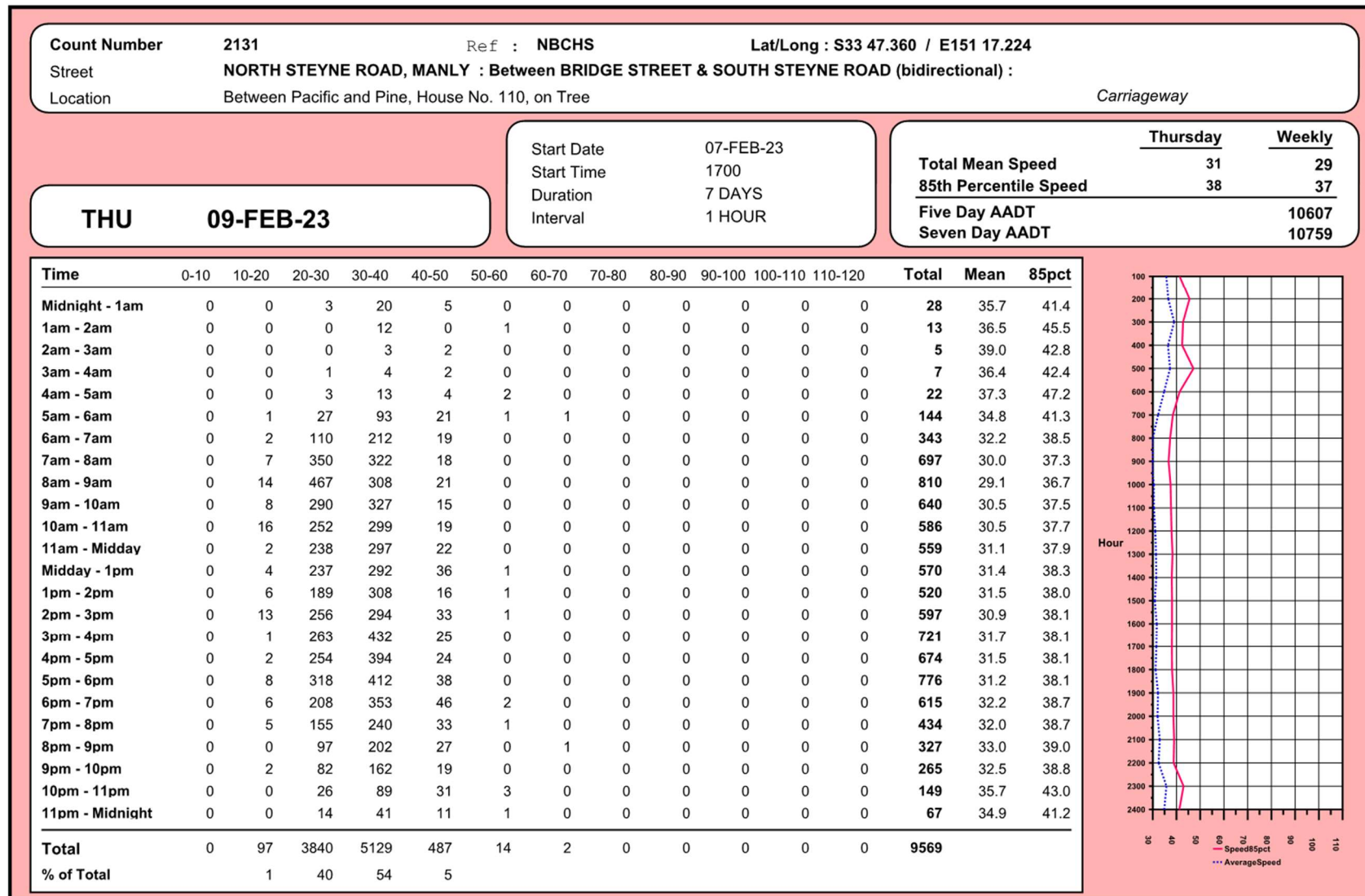
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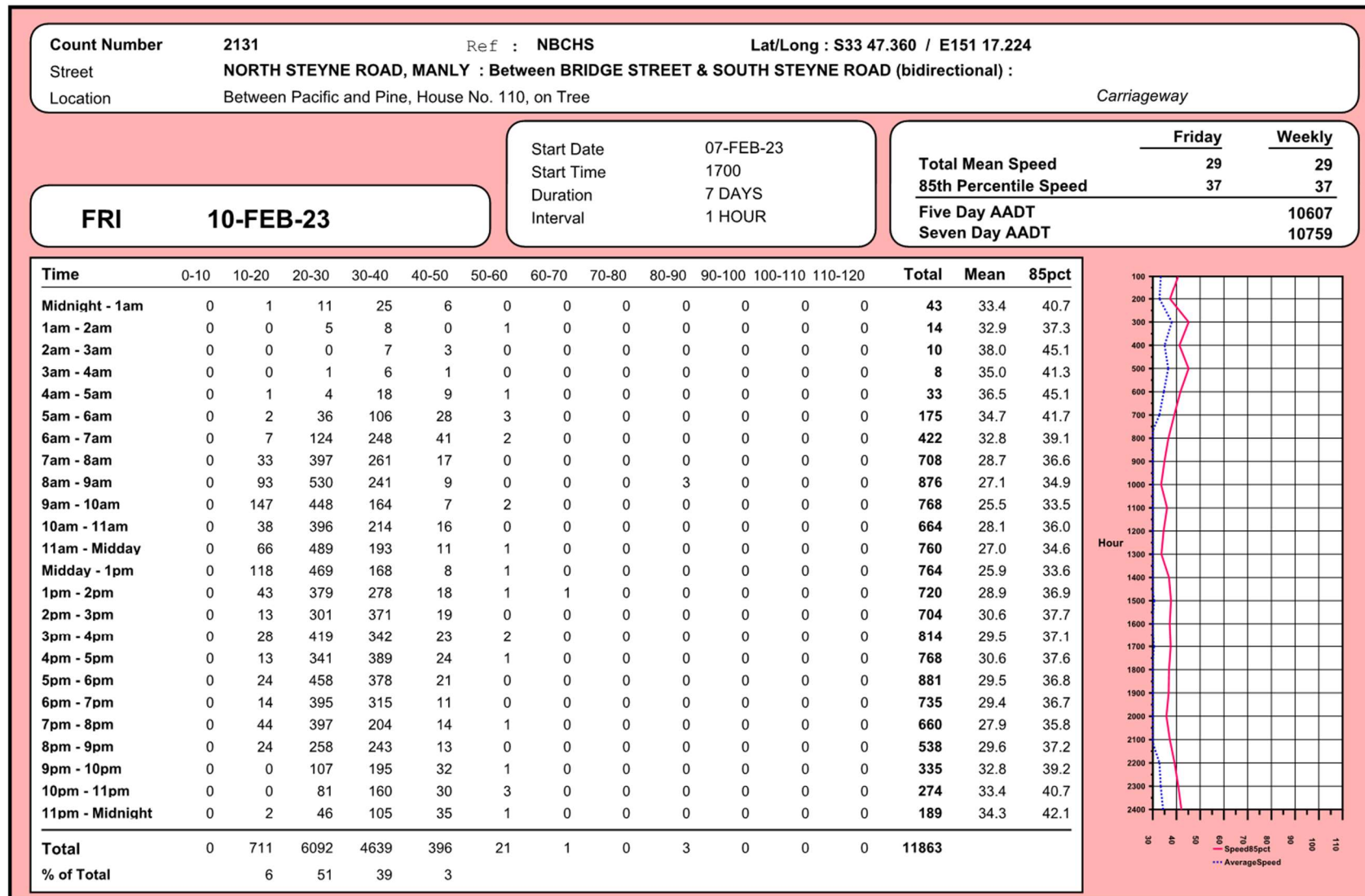
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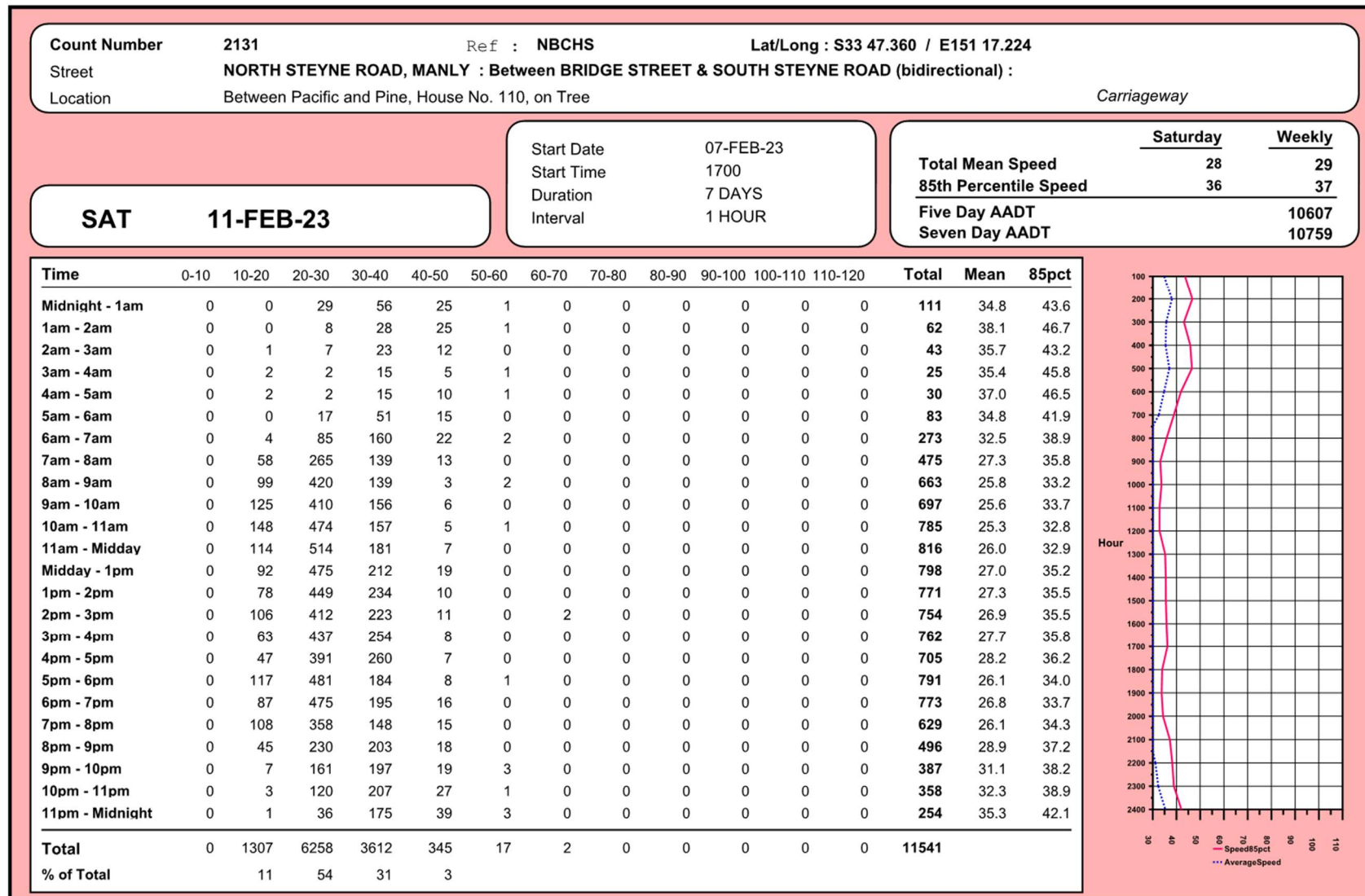
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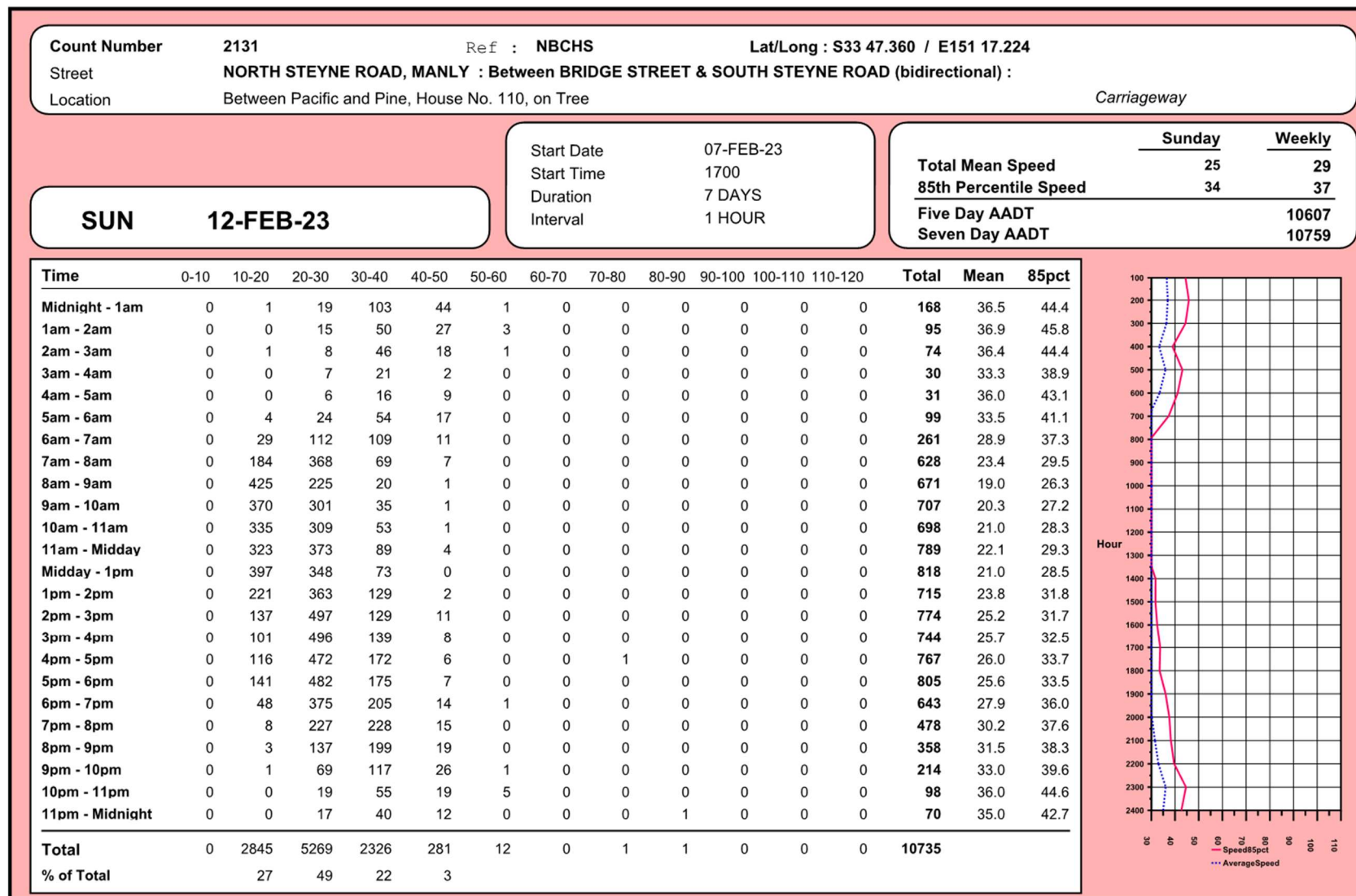
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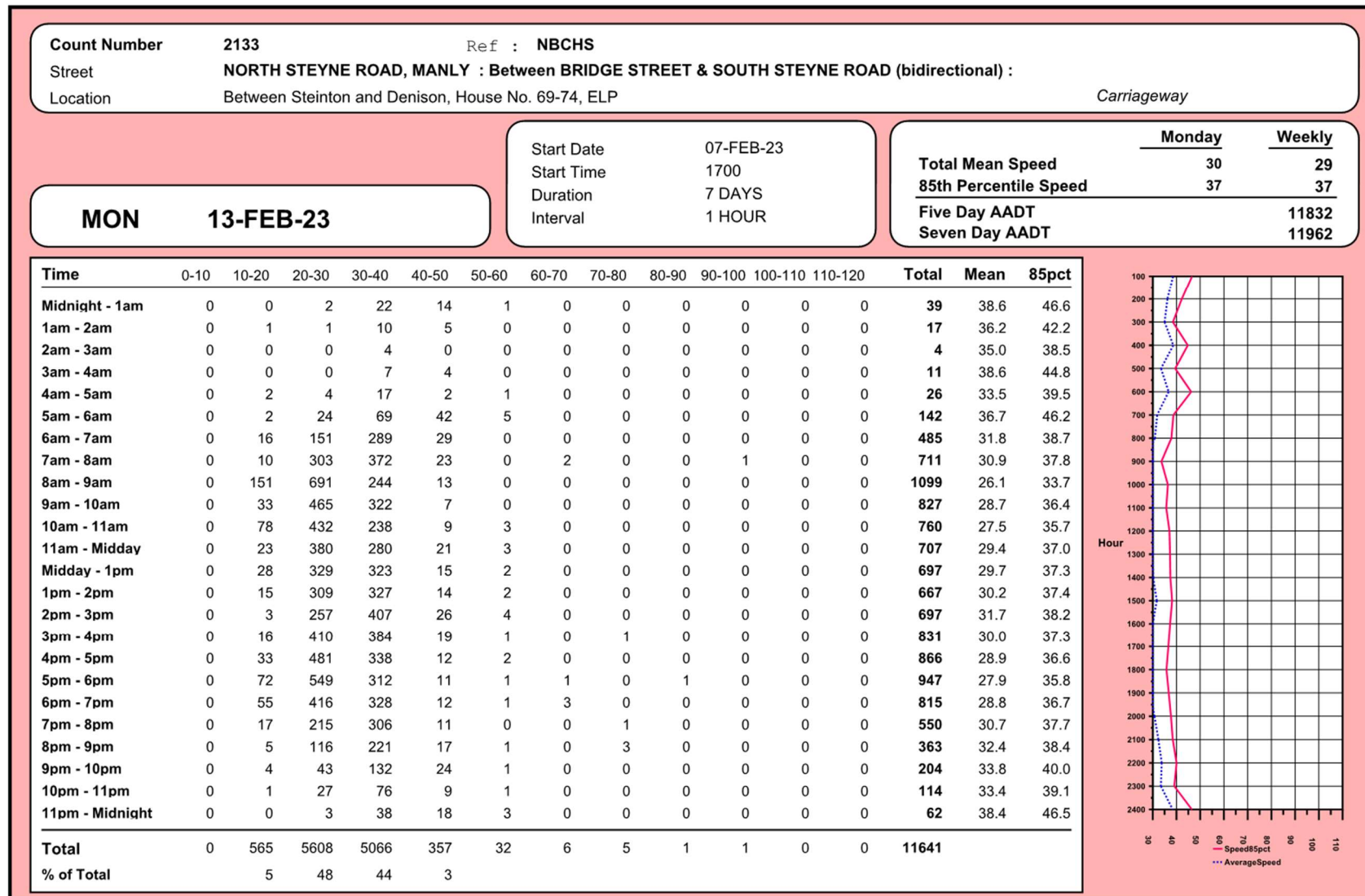
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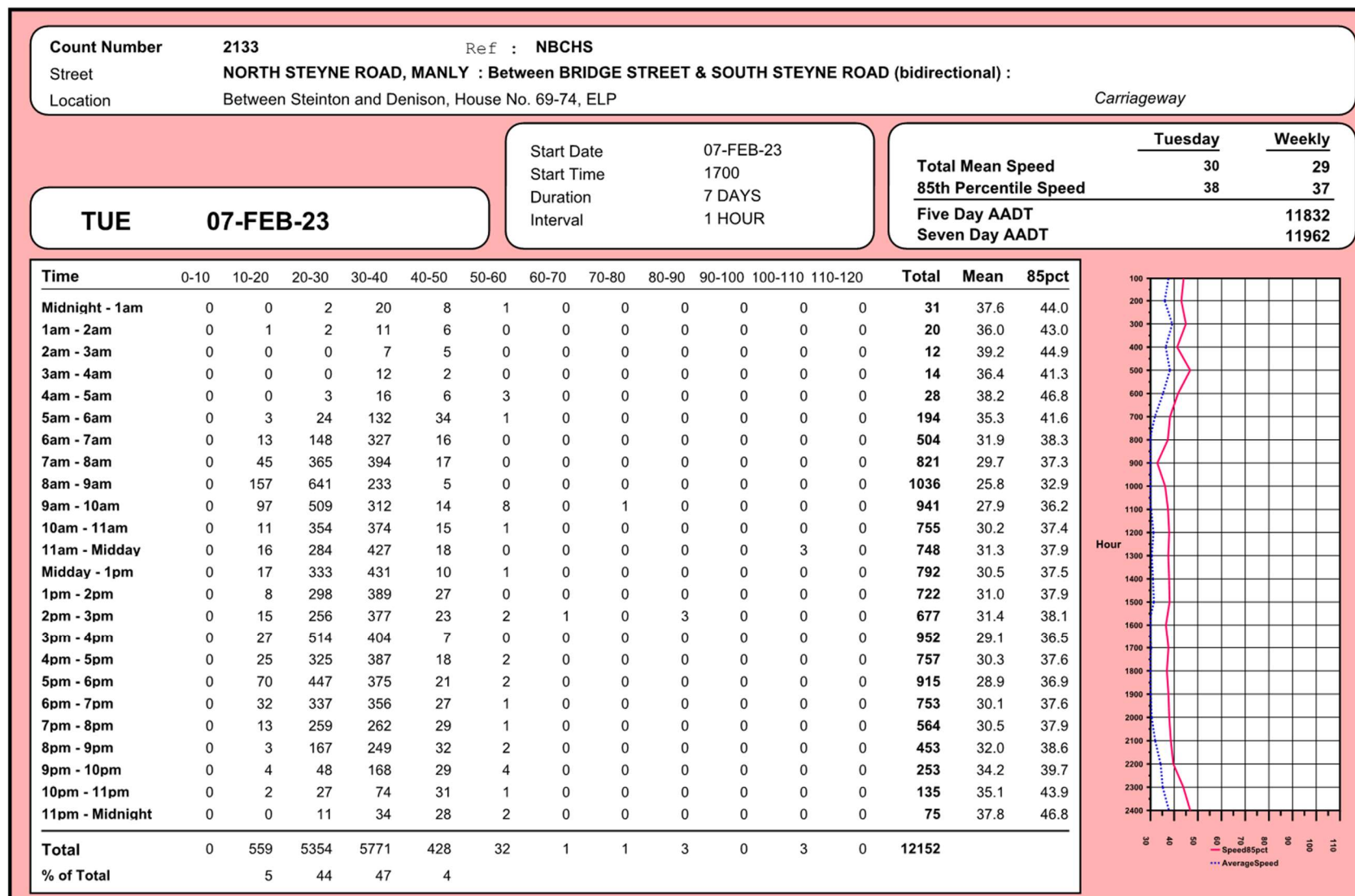
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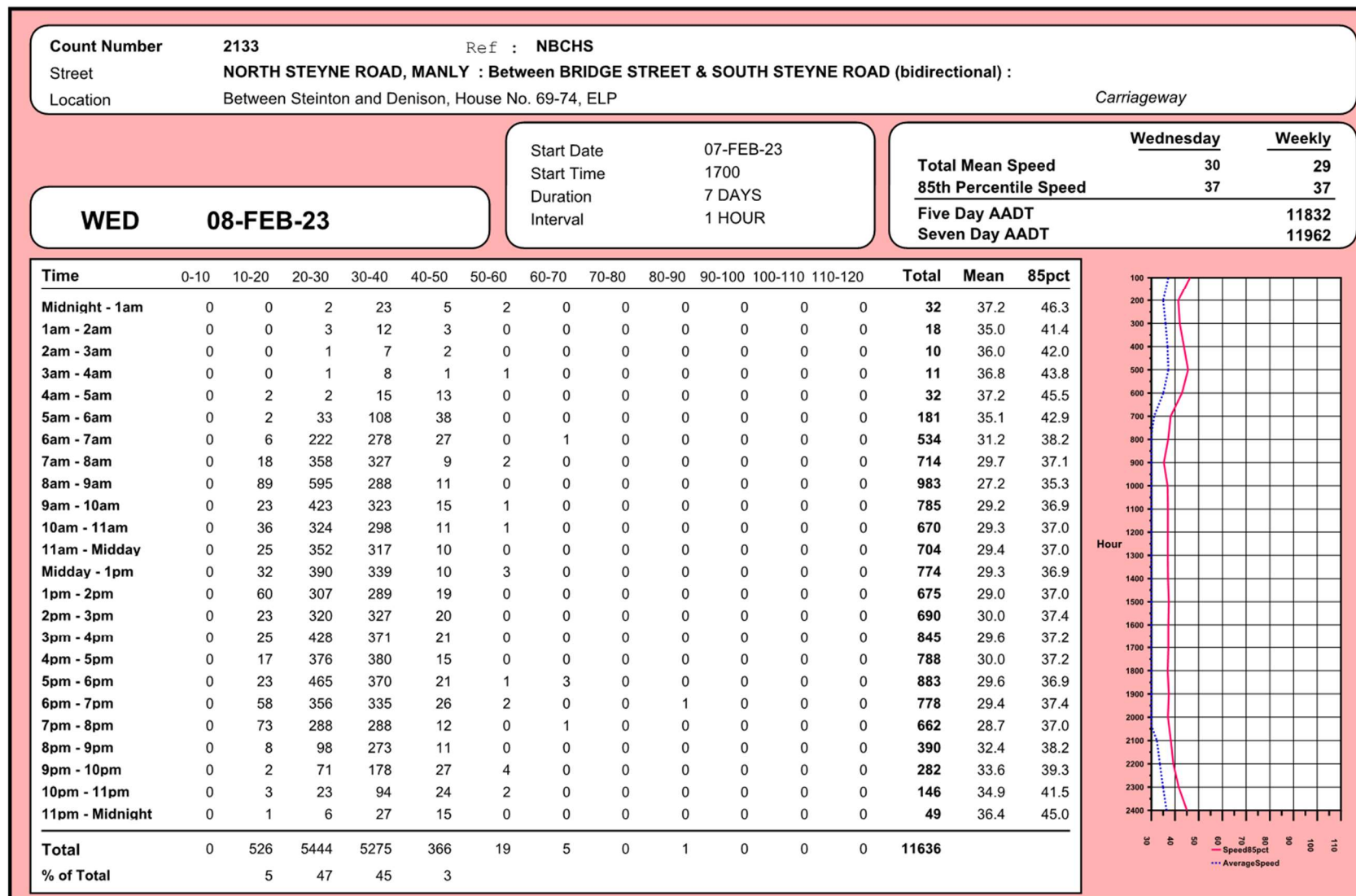
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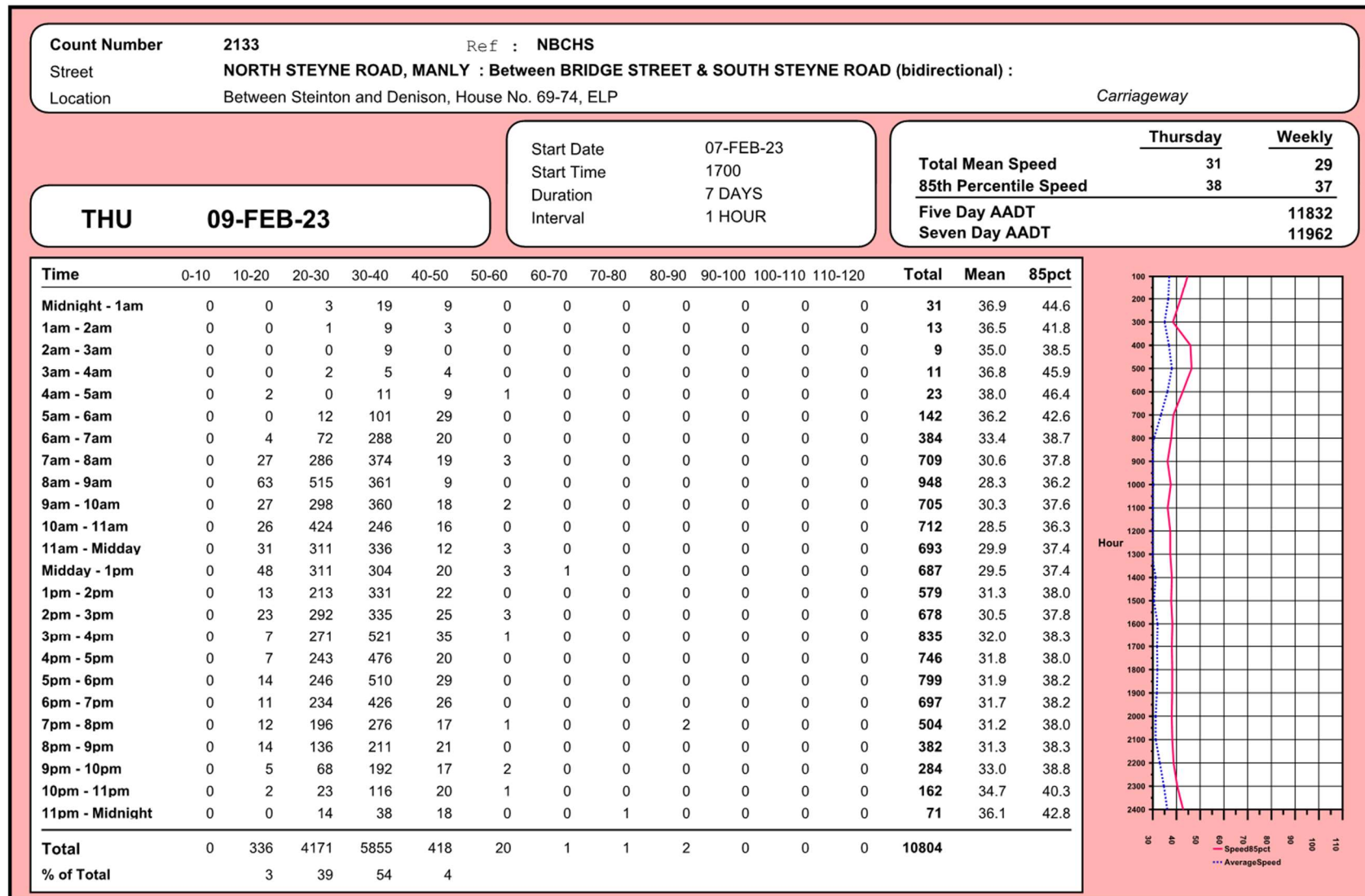
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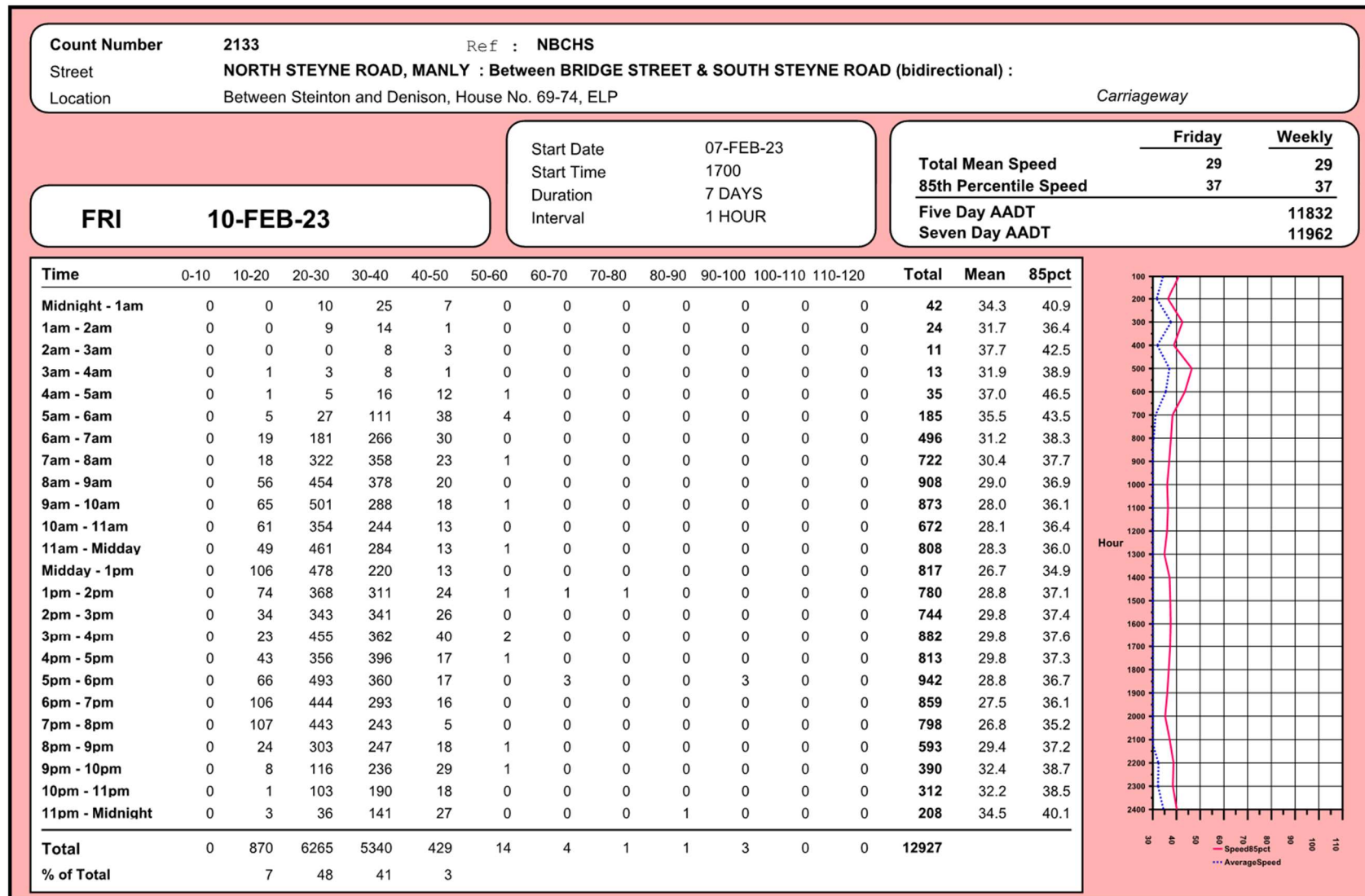
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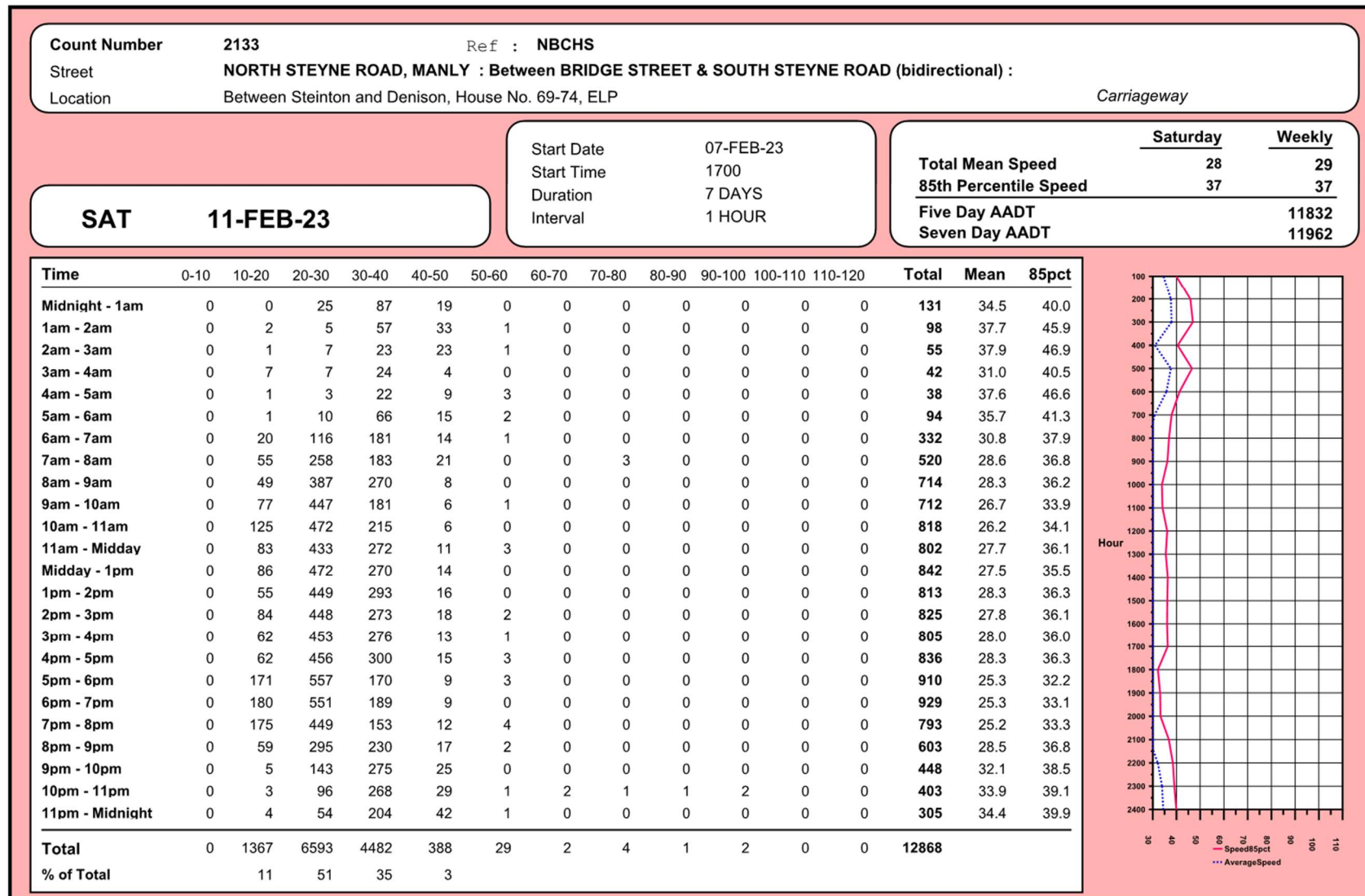
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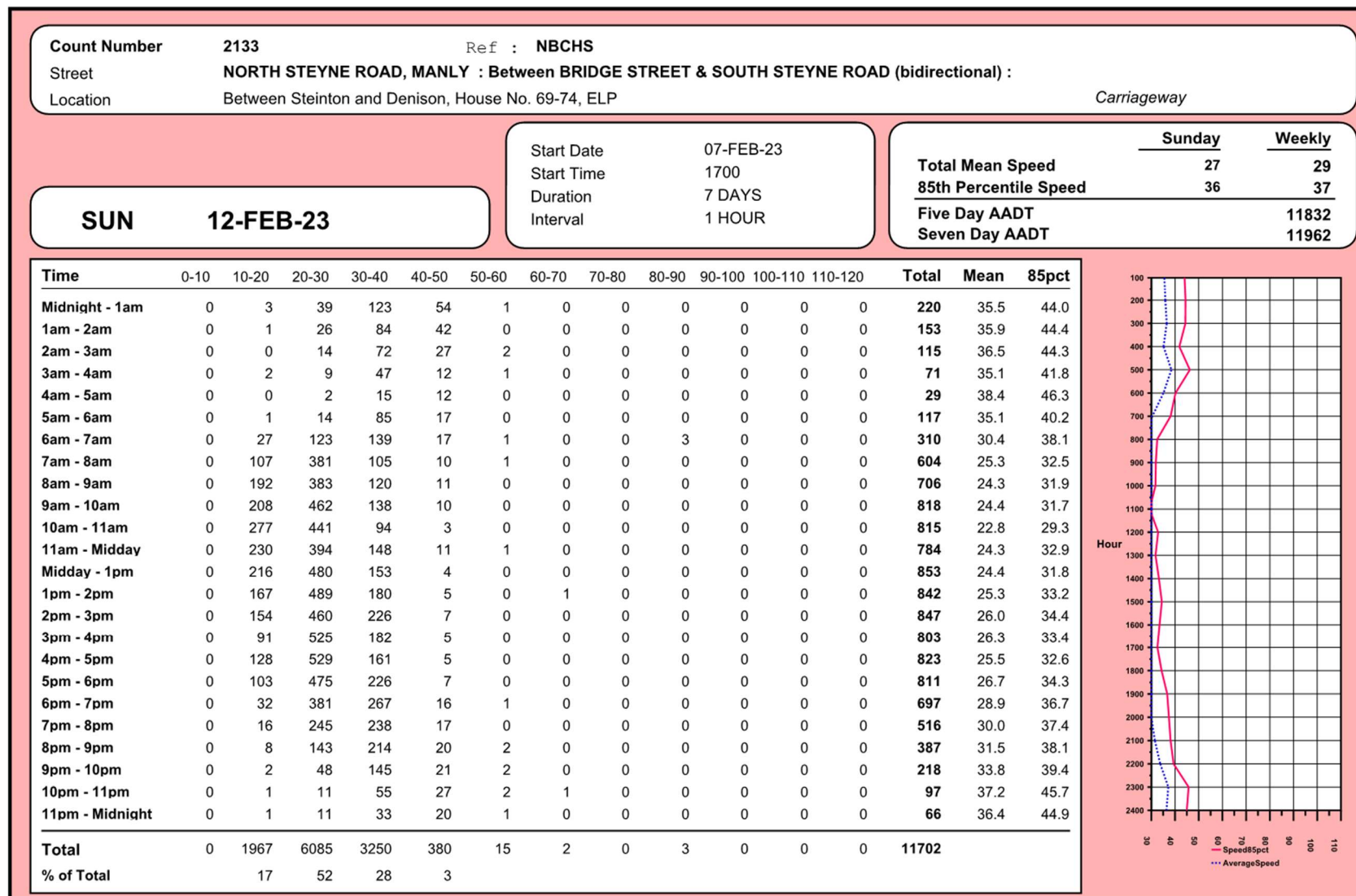
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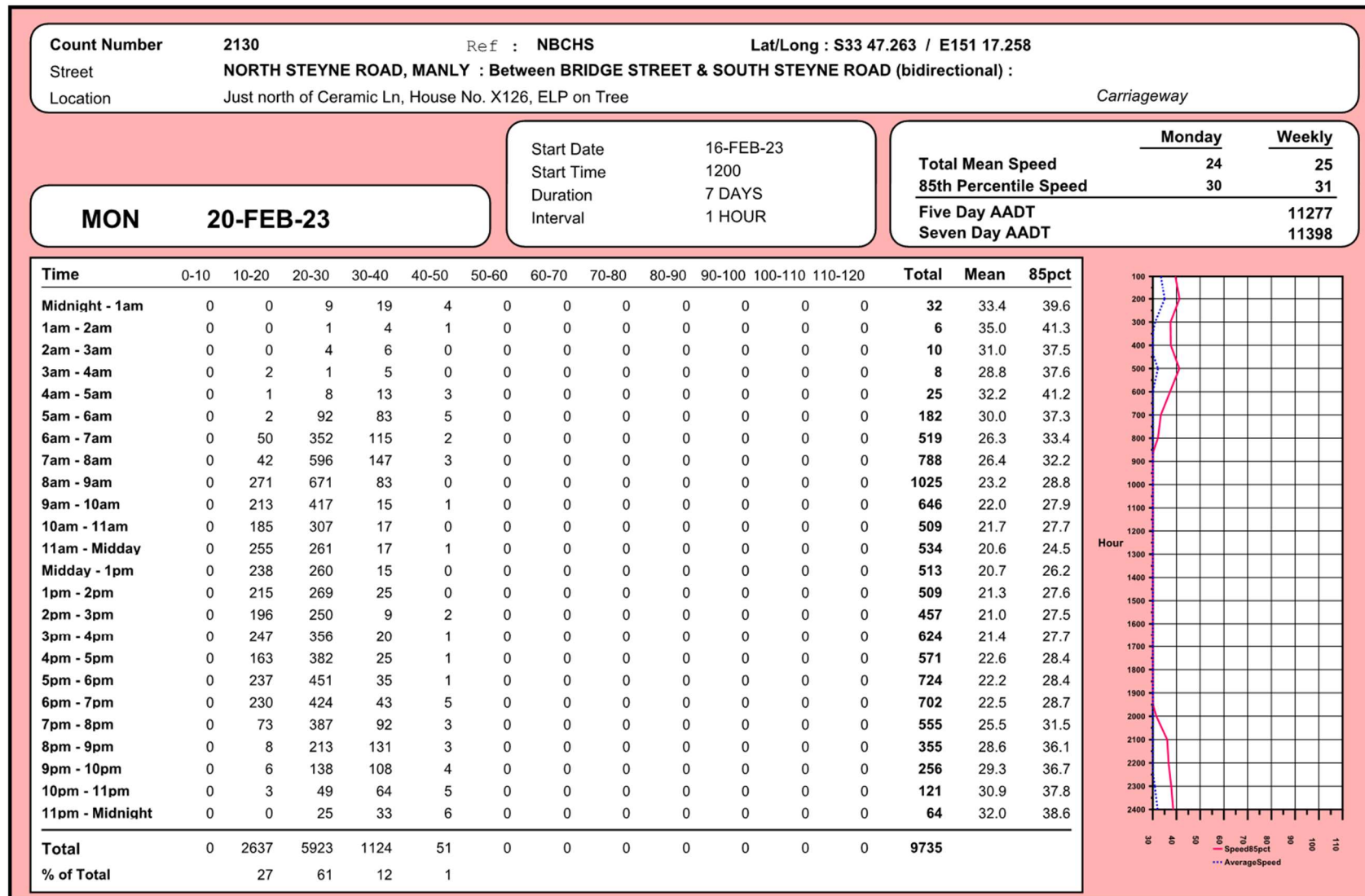
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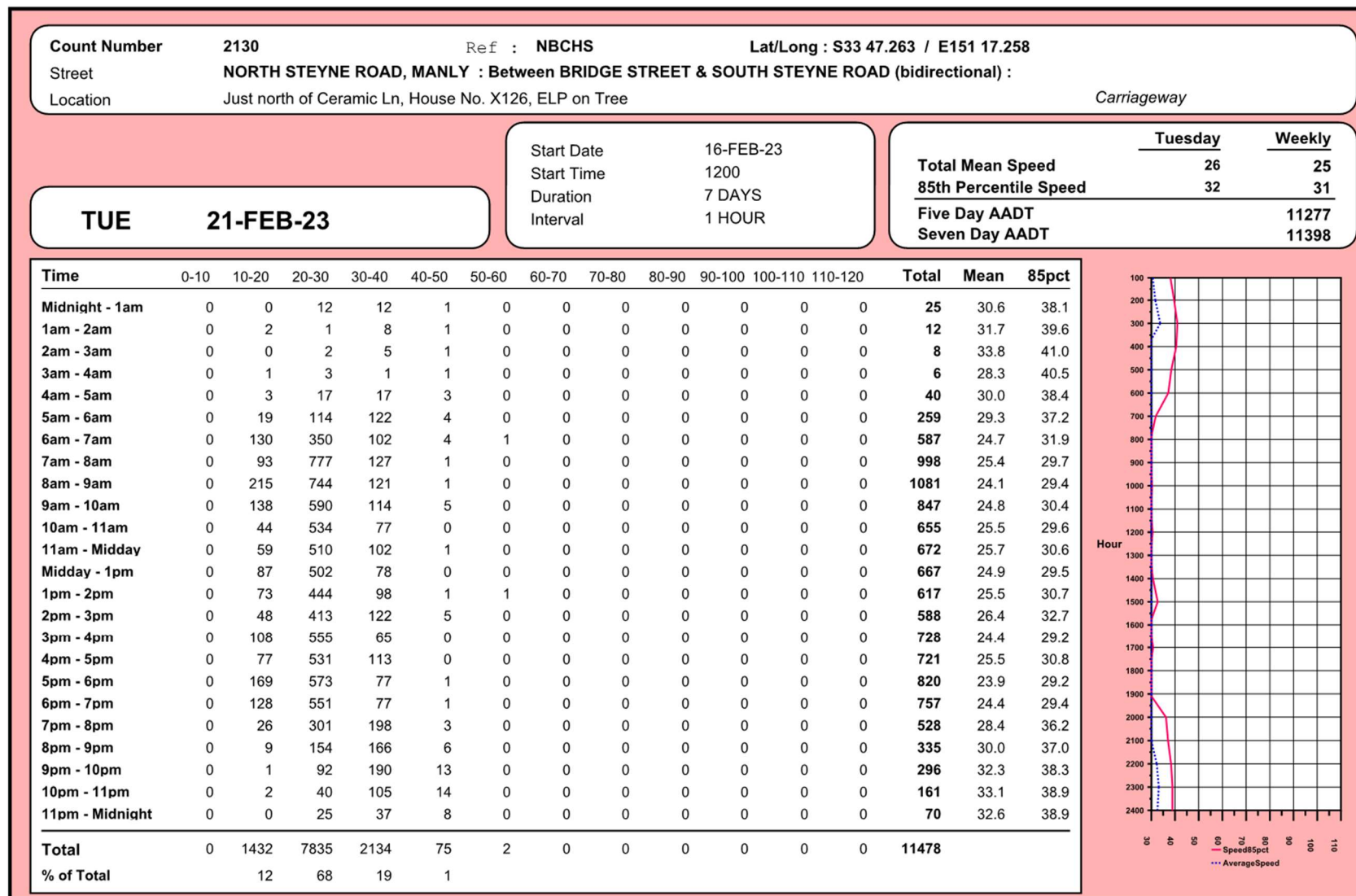
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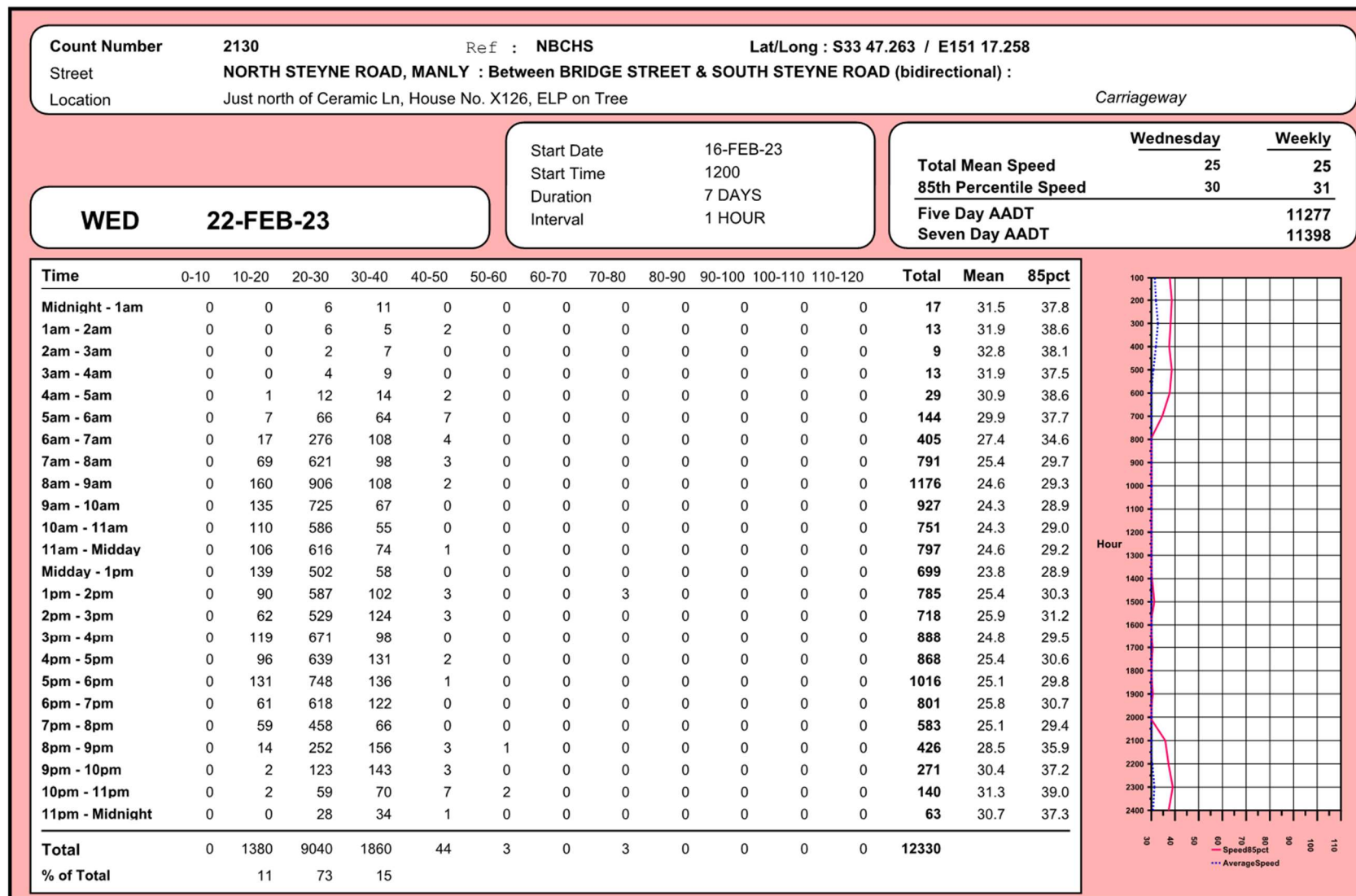
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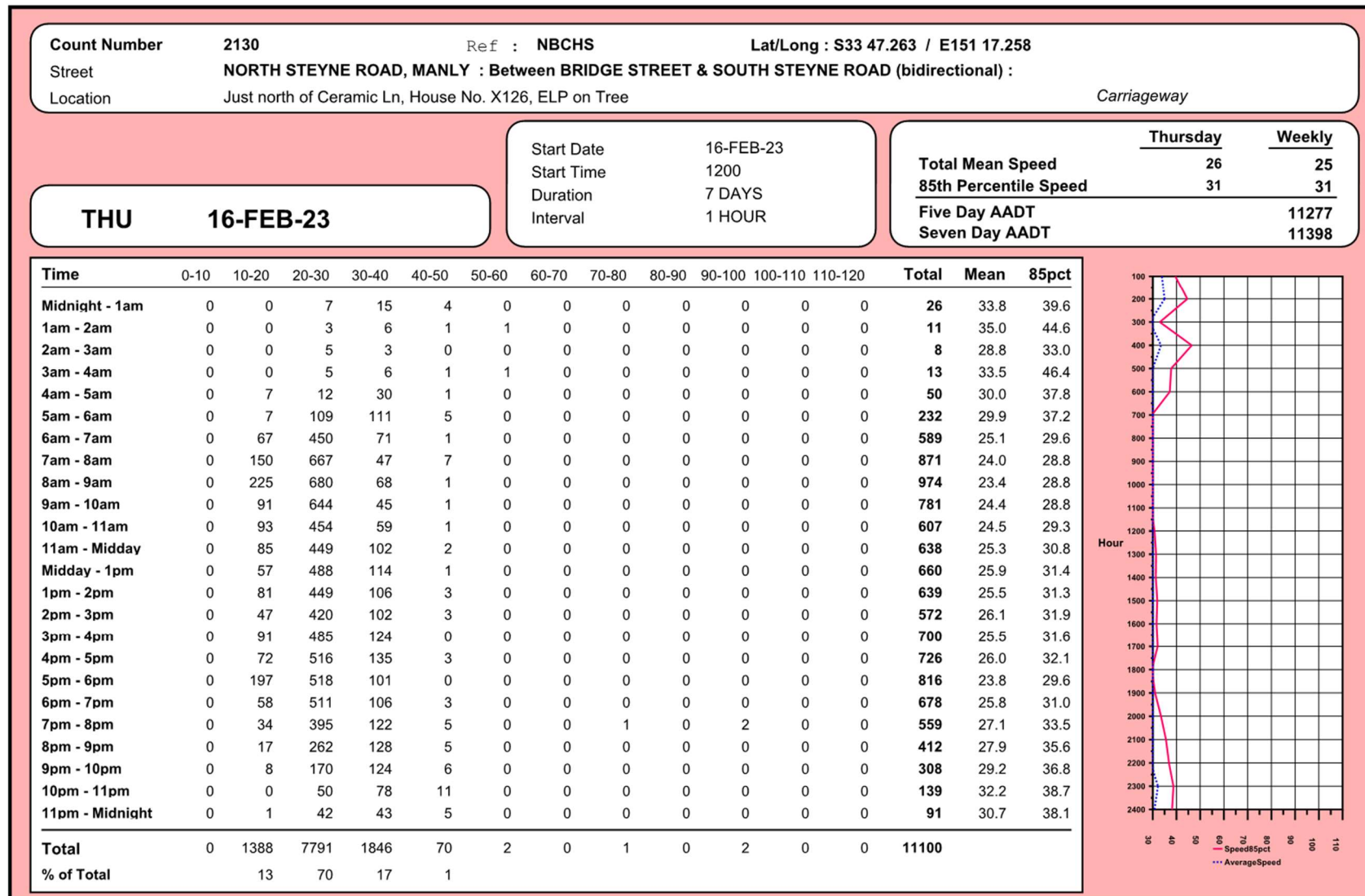
CfeIT bob.white@cfeit.com (02) 9740 8600

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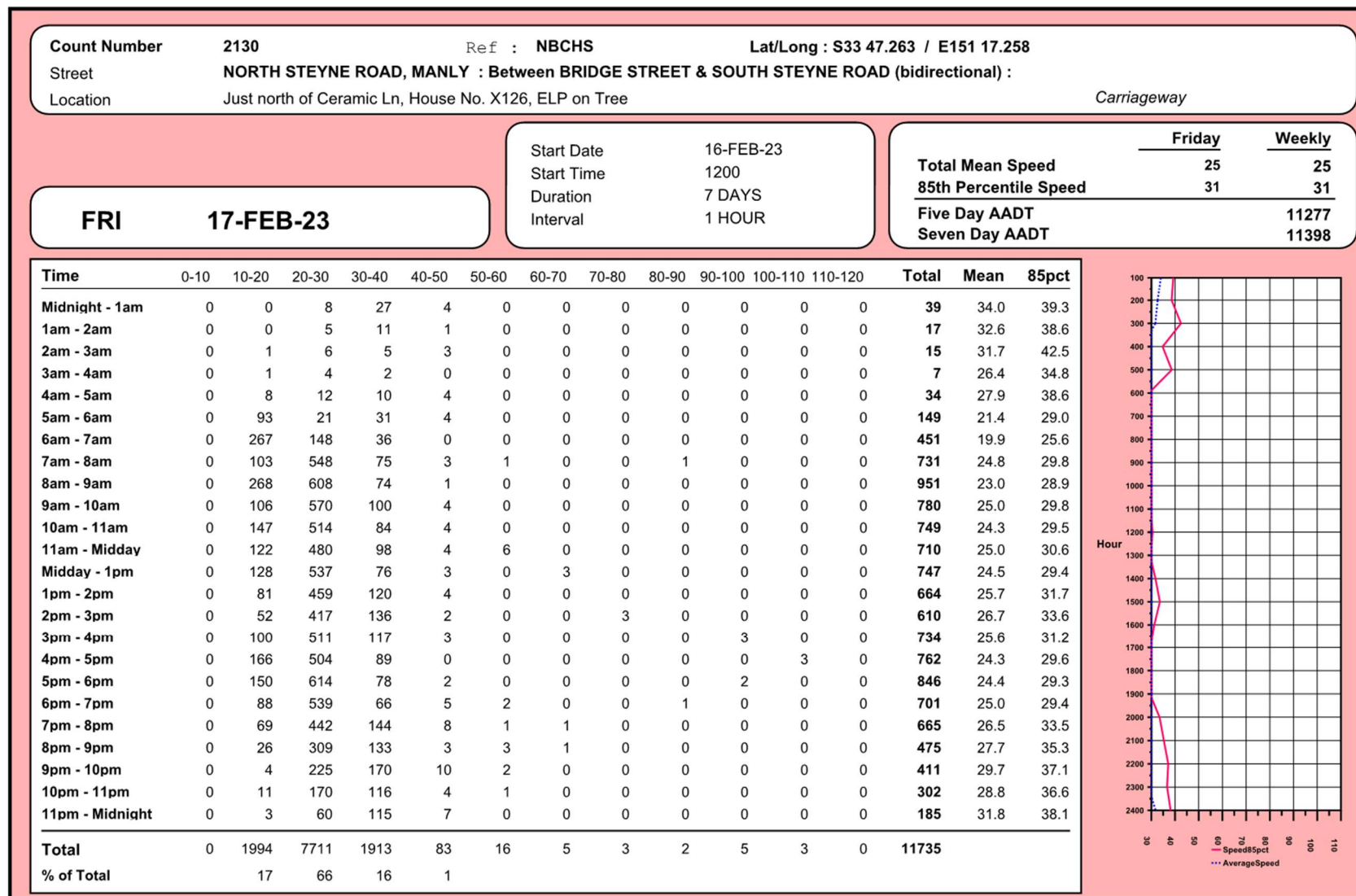
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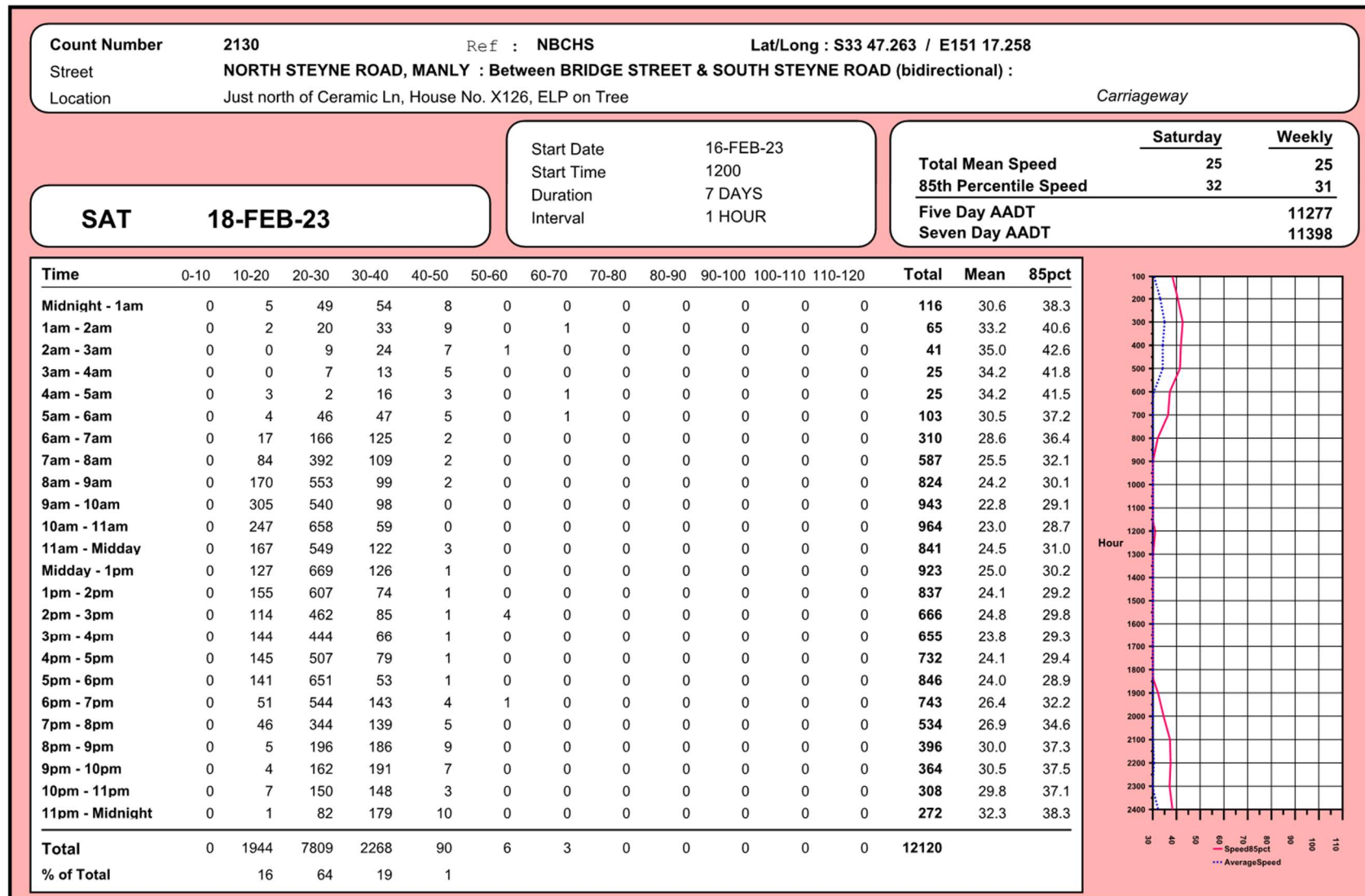
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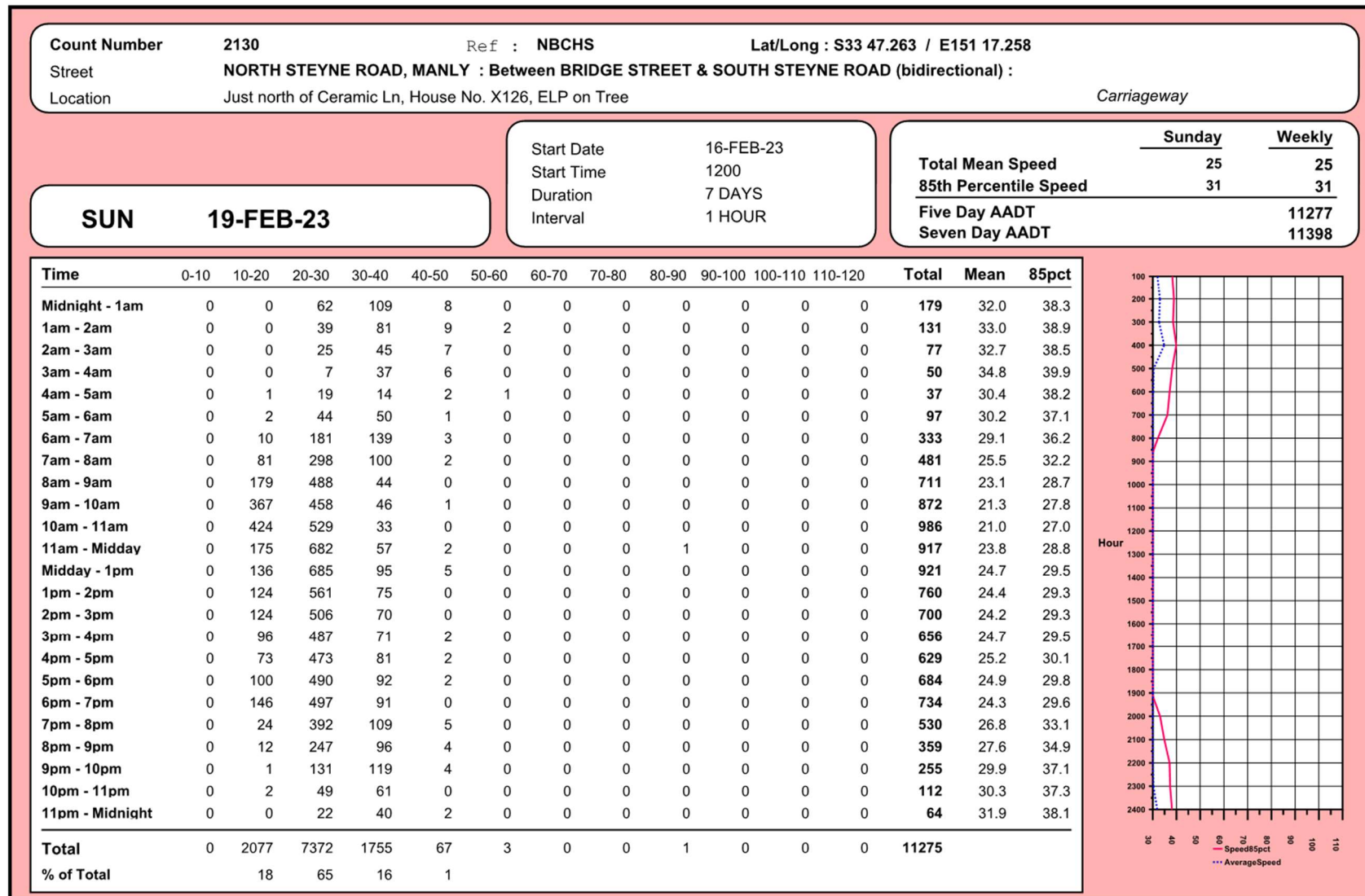
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Speed Data



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Speed Data





under 30km/h
drop in speed
increase in speed

ITEM 4.5	GARDEN STREET PARKING IMPROVEMENTS
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2023/117362
ATTACHMENTS	1 Garden St cnr Powderworks Rd, N Narrabeen - Traffic Adjustments - plan

GEOCODES: -33.702448, 151.295699

REPORT

BACKGROUND

Council has received concerns from local businesses regarding the lack of high turnover parking in Garden Street to the north of Powderworks Road. The parking was removed to comply with the provision of the No Stopping at the departure side of traffic signals of 20 metres, where there is through traffic.

This has resulted in the removal of 3 car spaces previously used for the adjoining businesses, which has had an adverse impact on the business community in the precinct.

LOCATION

Garden Street north of the intersection of Powderworks Road is a collector road with traffic access to the adjoining commercial properties, Warriewood Square Shopping Centre and through to the Warriewood Valley precinct to the north.

Garden Street south of the intersection of Powderworks Road functions as a regional road connecting Pittwater Road to Powderworks Road and then through to Elanora Heights and Mona Vale Road (light vehicles <4.5t GVM only).

ISSUES

The proposal requires the kerb side northbound lane on approach to the intersection to be converted to a Left Turn Only lane, through the introduction of pavement arrows and delineation. The introduction of a kerb blister north of the intersection will reinforce that the left lane must turn left requirement and prevent drivers using this lane as a through lane.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce the additional linemarking to provide the Left Lane Must Turn Left requirement and install the kerb blister and associated signage to improve visibility of the island.

The additional 3 parking spaces created will be 1P restricted from 8am – 6pm Everyday, to support parking turnover for the adjoining businesses.

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 was undertaken with the business community at North Narrabeen. The businesses were supportive of the proposed parking changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a kerb blister north of the intersection of Garden Street and Powderworks Road on the western side of the carriageway.
- B. Installation of 1P 8am – 6pm Everyday between the kerb blister and driveway at 54 Garden Street North Narrabeen.
- C. Installation of Left Turn pavement arrows in the kerb side lane on the northbound Garden Street approach to Powderworks Road.
- D. Installation of an additional 47metres of Separation line in Garden Street on the northbound approach to Powderworks Road.

TRAFFIC ADJUSTMENTS GARDEN ST & POWDERWORKS RD NORTH NARRABEEN



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 DOES NOT 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.



LEGEND

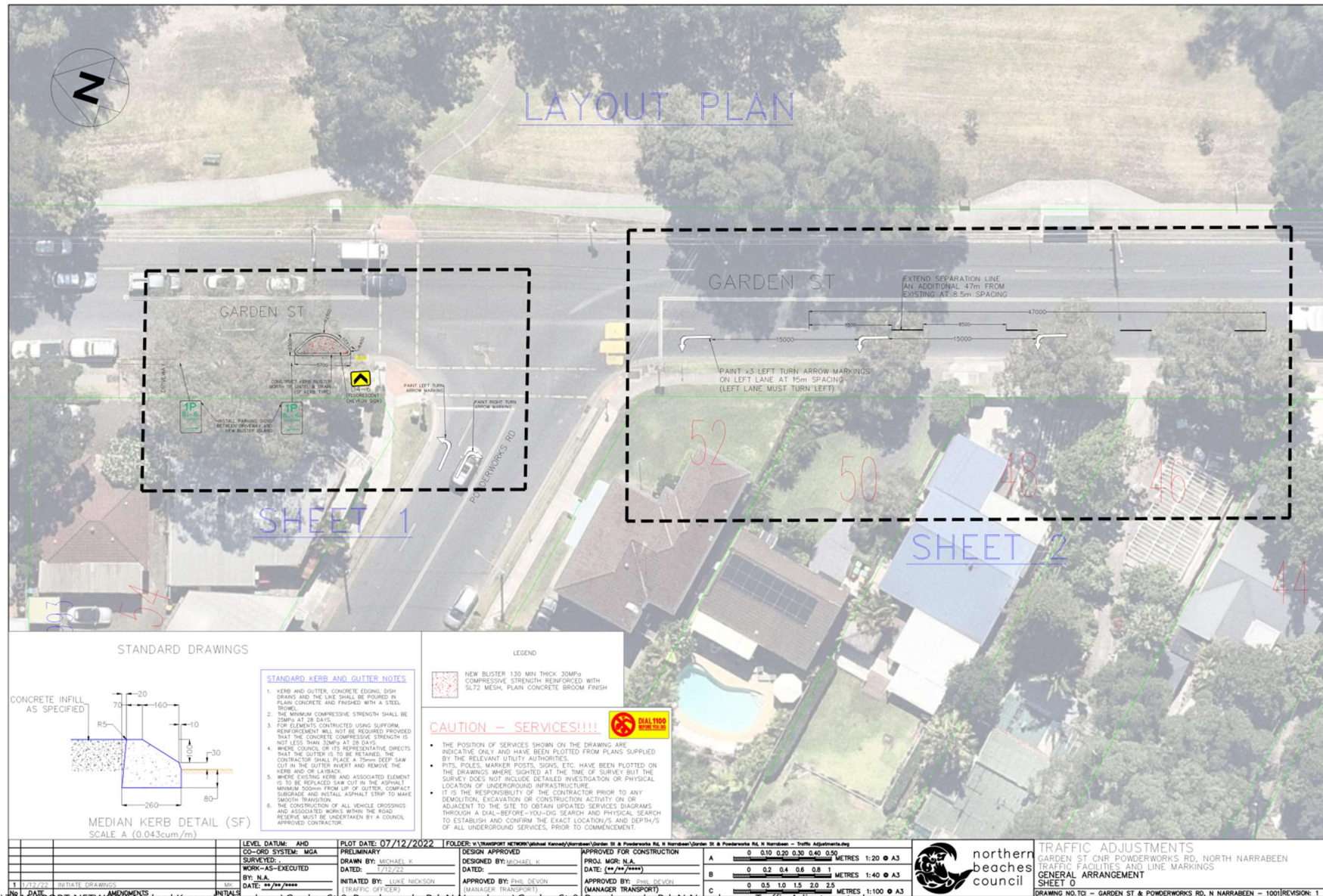
 NEW BLISTER 130 MM THICK 30MPa COMPRESSIVE STRENGTH REINFORCED WITH 5L72 MESH, PLAIN CONCRETE BROOM FINISH

LOCALITY PLAN NOT TO SCALE

LEVEL DATUM: AHD		PLOT DATE: 07/12/2022		FOLDER: V:\TRANSPORT NETWORK\Michael Kennedy\Narrabeen\Garden St & Powderworks Rd, N Narrabeen\Garden St & Powderworks Rd, N Narrabeen - Traffic Adjustments.dwg		 <div>northern beaches council</div>		TRAFFIC ADJUSTMENTS GARDEN ST CNR POWDERWORKS RD, NORTH NARRABEEN TRAFFIC FACILITIES AND LINE MARKINGS LOCALITY PLAN INDEX SHEET DRAWING NO. T01 - GARDEN ST & POWDERWORKS RD, N NARRABEEN - 0001 (REVISION: 1)	
CO-ORD SYSTEM: MGA		PRELIMINARY		DESIGN APPROVED					
SURVEYED:		DRAWN BY: MICHAEL K		DESIGNED BY: MICHAEL K					
WORK-AS-EXECUTED		DATE: 17/12/22		DATE:					
BY: N.A.		INITIATED BY: LUKE JACKSON (TRAFFIC OFFICER)		APPROVED BY: PHIL DEVON (MANAGER TRANSPORT)					
DATE: 07/12/2022									

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ITEM 4.6	LAGOON STREET, NARRABEEN - BUS ZONE AMENDMENT
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2023/120736
ATTACHMENTS	1 Plan

GEOCODES: -33.712870, 151.298572

REPORT

BACKGROUND

Council has received concerns from both St. Joseph's Catholic Church and the St. Joseph's School regarding the under-utilised bus stop on the east side of Lagoon Street on the frontage of St. Joseph's Catholic Church. The Bus Zone historically operated only in the "before and after school periods", however, it was amended so that it applied between 6:30am and 6:30pm Everyday. This change was made to provide additional kerb space for layover of the 155 Bus service at the request of Sydney Buses. It is used infrequently for this purpose.

LOCATION

Lagoon Street is a local road of 12.8m in width carrying moderate volumes of traffic. At its southern end, it intersects with Waterloo Street which is primarily commercial in nature. The St. Joseph's Catholic Church is located on the north-east corner of the Waterloo Street/Lagoon Street intersection and the St. Joseph's school (which caters for primary and infants aged children) is located to the north of the church.

ISSUES

- There is a high demand for parking at the southern end of Lagoon Street due to its proximity to the shops.
- The demand for parking intensifies during the school drop-off and pick-up periods.
- Buses serve the school in the "before and after school period" using the subject Bus Zone on the east side of Lagoon Street.
- Church parking activity is more pronounced on weekends with elderly parishioners, some with mobility issues wanting to park near the church. The church has a drive-through drop-off/ pick-up area. However, once passengers have been dropped off, the driver must then leave the premises to park on the street, as parking on the driveway impacts upon the ability of others to drop off or pick up from the site.
- The Bus Zone, which currently applies 6:30am to 6:30pm Everyday, is rarely used outside the school drop-off and pick-up period and when used it is only for layover purposes. There are several other bus stops in close proximity, including on Waterloo Street, east and west of Lagoon Street and on Pittwater Road - each of which appear to be used on a frequent basis for layover purposes.
- Keolis Downer have confirmed that the Lagoon Street bus stop is used infrequently.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to reestablish Bus Zone operating hours that serve the use of the Bus Zone during the school drop-off and pick-up period. ie: 8:00am – 9:30am and 2:30pm–4:00pm on School Days.

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



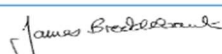
Consultation letters have not been distributed, however, the changes have the support of both the school and the church, as it will free up parking outside of the Bus Zone operating hours. Keolis Downer have also indicated that they do not oppose the change,

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Adjustment to the operating hours of the Bus Zone on the east side of Lagoon Street, outside St. Joseph's Church, the Bus Zone to operate 8am-9:30am and 2:30pm-4pm School Days.



	PROPOSAL		 northern beaches council
	Lagoon Street, Narrabeen Bus Zone changes		
	Drawn JB	Approved 	

ITEM 4.7	SOUTH CREEK ROAD, CROMER - SIGHT LINE IMPROVEMENTS
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2023/120744
ATTACHMENTS	1 Plan

GEOCODES: -33.738929, 151.285937

REPORT

BACKGROUND

Council has received concerns from local residents regarding sightlines being impeded by buses parked on the north side of South Creek Road, east of its intersection with Inman Road. The Bus Zone in question is used by school buses and by bus hire companies transporting groups to and from events/activities at Cromer Park.

LOCATION

South Creek Road intersects with Inman Road at a T-Junction. The intersection is sited within the Cromer Industrial Area and directly opposite Cromer Park (located south of the intersection and adjacent to Cromer High School (located west of the intersection). A large industrial unit development is currently under construction on the former Roche Site on the east side of the intersection.

South Creek Road and Inman Road are both local roads carrying moderate volumes of traffic, given the location with the Industrial Area a higher percentage than normal are heavy vehicles and given the proximity of both Cromer High and Cromer Park, the location is well used by buses.

ISSUES

- The majority of buses serving Cromer High utilise Bus Zones located on the north side of South Creek Road west of its intersection with Inman Road. An access road has been constructed on the school frontage providing one way in and out access for buses and this proves adequate for the majority of buses serving the school.
- The Bus Zone on the north side of South Creek Road east of Inman Road is used infrequently by school buses and also by tour buses. At most times, it is empty which means that sight lines to the east are good, however, when it is occupied by a bus when Cromer Park is busy and traffic activity high, sightlines can be significantly impeded.
- There is a 12m length of No Stopping east of Inman Road after which the Bus Zone commences, it then extends for 32m, which is sufficient to accommodate at least 2 buses. While the above means the statutory No Stopping is exceeded given the size and bulk of two buses, a driver must proceed well into the intersection to see beyond the buses to any approaching traffic.
- The alignment of the road, which kinks to the south at Inman Road, exacerbates the sightline issue when the Bus Zone is occupied.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to shift the Give Way linemarking on Inman Road to the south by 2m and introduce a painted chevron island east of the intersection. The Bus Zone will also be shifted 6m in an easterly direction. The above will improve sight lines for motorists. Only one parking space will be lost.

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 not been distributed as the above change has little impact on parking and is being introduced for safety reasons.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Relocating the Give Way Linemarking for Inman Road traffic approximately 2m to the south with an associated painted chevron island to the east of the intersection.
- B. Extending the existing No Stopping zone on the north side of South Creek Road east of Inman Road by 6m and shifting of the Bus Zone in an easterly direction maintaining its existing 32m length.



PROPOSAL

South Creek Road – Give Way and Bus Zone amendments

Drawn JB

Approved *James Brocklebank*



ITEM 4.8 **REQUEST FOR WORKS ZONE**
REPORTING OFFICER **TRAFFIC OFFICER**
TRIM FILE REF **2023/125633**
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
Prime Home Group Pty Ltd 11 Jacques Street CHATSWOOD NSW 2067	22 Victoria Parade MANLY NSW 2095	Length: 5 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	13 February 2023 to 16 April 2023
Metricon Homes Pty Ltd Building E Level 4 32 Lexington Drive BELLA VISTA NSW 2153	51 Lagoon Street NARRABEEN NSW 2101	Length: 7 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	20 February 2023 to 17 September 2023

RECOMMENDATION TO TRAFFIC COMMITTEE

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

5.0 MATTERS FOR NOTATION

ITEM 5.1	HILLCREST AVENUE - REPORT BACK ON PARKING OPTIONS.
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2023/117366
ATTACHMENTS	NIL

GEOCODES: -33.671932, 151.317337

REPORT

BACKGROUND

Council has received concerns from local residents regarding the lack of on-street parking availability and a review was requested to be conducted of options to increase the existing parking. There were previous concerns raised by the residents regarding the inappropriate parking of vehicles along the carriageway that restricts access.

Some residents were parking on the grass verge and from time to time, these vehicles were infringed by Parking Officers in response to complaints received.

A review of the restrictions was undertaken to determine what alternative measures could be provided to increase parking along Hillcrest Avenue.

LOCATION

Hillcrest Avenue provides access to North Mona Vale Headland Reserve, however, it is predominantly a residential street with a carriageway width of 7 metres. All properties have access to off-street parking, although several properties also have secondary dwellings, which are not required to have off-street parking under the SEPP.

ISSUES

The Coast Walk construction resulted in the extension of the double barrier lines by 50m to improve pedestrian safety at the crossing point adjacent to No.2 Hillcrest Avenue. This removed approximately 8 legal spaces with an additional 6 spaces that historically were used by residents that were not legal, as they relied on vehicles to be partly on the grassed unformed footpath area adjacent to the properties No's 7, 9, and 11 Hillcrest Avenue.

A no stopping restriction (yellow line) was installed on the inside of the curve between No.17 and No.23 to improve the line of sight through the corner.

Residents continue to park on the grassed areas and periodically receive fines for this offence, and some residents have constructed parking bays without approval adjoining the road formation, with others requesting Council widen the road to increase the availability of on-street parking. There are 58 legal parking spaces along the length of Hillcrest Avenue, with 55 residential allotments in the street, with every property having parking for at least 2 vehicles on the property.

Numerous requests have been made to increase parking by constructing additional parking bays on the southern side of the carriageway, however this would be a significant expense and is a lower priority for the Capital Works Program, given the number of other safety projects that are on the Future Works Schedule.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to add the works to the Future Works Schedule as a low priority project for the construction of parking bays adjacent to No's 3,5, and 7 Hillcrest Avenue - creating 3 spaces. Further investigation of additional spaces will need to be undertaken, including geotechnical investigation for the retaining structures, to allow construction of spaces in future years, noting the extremely low CBR for the number of potential spaces proposed.

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.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the:

- A. Results of the review undertaken
- B. High cost to provide parking for the residents in this location due to the topography of the area available for parking construction.