

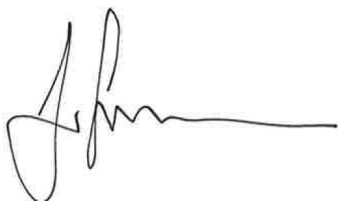
# LATE AGENDA

## 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 2 MAY 2023**

Beginning at 10:00 am for the purpose of considering and determining matters included in this Late Agenda.



**Jorde Frangoples**  
**Director Transport and Assets**

### **Voting Members**

Chair –Northern Beaches Council - Councillor  
 Member for Pittwater Mr R Amon MP Representative  
 Member for Davidson Mr M Cross MP Representative  
 Member for Wakehurst Mr M Regan 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  
 Ms Sally Clayton  
 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  
 Engineering Intern  
 Road Safety Officer  
 Road Safety Officer  
 Strategic Transport Coordinator  
 Transport Project Officer  
 Transport Project Officer  
 Transport Project Officer  
 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 Nicholas Murace  
 Mr Chinmaya Gupta  
 Mr Jackie Ng  
 Ms Robynann Dixon  
 Ms Pavica Kupcak  
 Ms Michelle Carter  
 Ms Kajal Todd  
 Mr Alex Yuen  
 Ms Vicki Hart  
 Mr Darren Greenow  
 Mr John Hoeben  
 Ms Caty Pilley

### **Visitors**

Nil

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

**to be held on Tuesday 2 May 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**

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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**

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4.2 Avalon Parade and Old Barrenjoey Road, Avalon Beach – Relocation of Bus Zones and Timed Parking ..... 10

### **5.0 MATTERS FOR NOTATION**

Nil

**NEXT MEETING Tuesday 6 June 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 4 APRIL 2023

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#### RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 4 April 2023, copies of which were previously circulated to all members, be confirmed as a true and correct record of the proceedings of that meeting.

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### 2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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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.*

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## 3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

|                          |  |
|--------------------------|--|
| <b>ITEM 4.1</b>          | <b>MANLY HIGH PEDESTRIAN ACTIVITY AREA - UPDATE.</b> |
| <b>REPORTING OFFICER</b> | <b>MANAGER, TRANSPORT NETWORK</b>                    |
| <b>TRIM FILE REF</b>     | <b>2023/265458</b>                                   |
| <b>ATTACHMENTS</b>       | <b>NIL</b>   |

**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 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.

Further traffic speed and volume counts have been done along the North Steyne section along with comparison locations in East Esplanade and West Esplanade, where the installation of the orange high visibility patches have been installed without the vertical elements (concrete islands and signs).

There are still three nights shifts required to finish the patches within the precinct which will be completed in the first two weeks of May.

#### 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 were 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, however, they were discounted as an initial option, due to the impacts noted above.

The ongoing issues around the beachfront parking access has resulted in Council undertaking additional investigation of the effectiveness of the installed devices along the North and South Steyne areas, along with the East and West Esplanade corridor for a comparison between the patches and islands and the patches installed in isolations.

Based on the data summary below, there are several actions to be considered as part of the actions from this report as detailed in the Proposal section of this report.

| Location  | Initial speed prior to 30km/h zone | Signs and lines only installed | Colour patches installed |
|---|------------------------------------|--------------------------------|--------------------------|
| Outside 89 West Esplanade                             | 42.5 km/h                          | 39.9 km/h                      | 37.2 km/h                |
| Outside 1-3 Eustace Street                            | 46.5 km/h                          | 47.2 km/h                      | 32.5 km/h                |
| Outside 35-36 East Esplanade                          | 40.9 km/h                          | 38.2 km/h                      | 36.7 km/h                |
| Outside 26 East Esplanade                             | 49 km/h                            | 41.2 km/h                      | 33.2 km/h                |
| Osbourne Road between East Esplanade and Addison Road | 46.5km/h                           | 45.9 km/h                      | 38.7 km/h                |
| Outside 19-21 South Steyne                            | 30 km/h                            | 28.8 km/h                      | 27.9 km/h                |
| Outside 33 South Steyne                               | 32.5 km/h                          | 31.2 km/h                      | 31.1 km/h                |
| Outside 48 North Steyne                               | 36.9 km/h                          | 35.4 km/h                      | 33.2 km/h                |
| Outside 58 North Steyne                               | 38.1 km/h                          | 36.2 km/h                      | 31.9 km/h                |
| Outside 69-74 North Steyne                            | 41.4 km/h                          | 38.7 km/h                      | 37.2 km/h                |
| Outside 89-90 North Steyne                            | 43.9 km/h                          | 39.8 km/h                      | 32.9 km/h                |
| Outside 110 North Steyne                              | 42.5 km/h                          | 39.3 km/h                      | 36.9 km/h                |
| Outside 126 North Steyne                              | 44.7 km/h                          | 38.7 km/h                      | 31.2 km/h                |

## PROPOSAL

Council has undertaken a review of the locations and issues and proposes to remove the median islands at the following locations, 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

These locations could potentially have a painted median installed with either profile linemarking or another enhanced linemarking option.

The location could be monitored for ongoing compliance, using the current speed information as a base line with additional measures that could be considered, including rumble bars or pavement flaps if the speed increases again above acceptable levels. All these options would allow access to the parking spaces at low speeds. If these measures fail to produce the required speed management outcomes, then other options would need to be considered.

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



The intermediate and side street treatments will remain as painted patches, whilst ongoing 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.

Options being considered for the remaining key entry treatments are listed below for preliminary comment, prior to being released to the public (where required) for consultation and reporting back to the Northern Beaches Council Local Traffic Committee for consideration at a future meeting, likely to be September 2023.

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

- Osbourne Road near East Esplanade – vegetated median or roundabout option currently being considered.
- Darley Road near Ashburner Street – raised pedestrian crossing in place of existing refuge.
- Belgrave Street between Sydney Road and Gilbert Street - painted median only.

- Commonwealth Parade near Fairlight Street – marked pedestrian crossing in the existing refuge location.
- Fairlight Street approaching West Esplanade – speed cushion on the eastbound lane adjacent to the existing westbound devices.

## 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 with further consultation will be undertaken as the detailed designs are prepared for the above 5 locations.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee:

- A. Notes the additional speed counts undertaken and presented in the summary table.
- B. Endorses the removal of the medians at the 6 locations:
  - a. North Steyne, north of Denison Street
  - b. Outside No.84 North Steyne
  - c. Outside No.91 North Steyne
  - d. Outside No.105-107 North Steyne
  - e. Outside No.112-113 North Steyne
  - f. North Steyne, north of Ceramic Lane
- C. Endorses the modification of the median island outside No.140 North Steyne
- D. Notes the proposed process and options development for the remaining 5 main entry treatment locations.

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|--------------------------|--|
| <b>ITEM 4.2</b>          | <b>AVALON PARADE AND OLD BARRENJOEY ROAD, AVALON BEACH – RELOCATION OF BUS ZONES AND TIMED PARKING</b>   |
| <b>REPORTING OFFICER</b> | <b>ENGINEER - TRAFFIC</b>  |
| <b>TRIM FILE REF</b>     | <b>2023/233935</b>   |
| <b>ATTACHMENTS</b>       | <b>1 Avalon Parade Avalon Beach - Proposed Bus Stop Relocation</b><br><b>2 Avalon Parade and Old Barrenjoey Rd Avalon Beach - Proposed Bus stop relocation</b> |

**GEOCODES:** 151.329466; -33.635586, 151.327557

## **REPORT**

### **BACKGROUND**

Council has received a request from Keolis Downer, the local bus service provider, for changes to the Bus Zones locations in the Avalon Town centre.

### **LOCATION**

- Avalon Parade is local sub-arterial road with a 50km/h speed limit. The section between Edmund Hock Avenue and Bellevue Avenue has a 40km/h speed limit as it is a designated High Pedestrian Activity Area.
- Old Barrenjoey Road is a local road with a 50km/h speed limit. The southern section of road between Avalon Parade and The Crescent is a designated High Pedestrian Activity Area with a 40km/h reduced speed limit. The northern section of Old Barrenjoey Road between the existing Woolworths carpark entry and Avalon Parade, operates as a one-way in the southbound direction, with a reduced 10km/h Shared Zone speed limit.
- Avalon Parade forms a T-intersection with Old Barrenjoey Road. Traffic is prioritised along Avalon Parade, with 'STOP' controls in Old Barrenjoey Road.
- Marked pedestrian crossings have been installed on each arm of the intersection, except on the northern approach to Old Barrenjoey Road, where pedestrians have priority with the Shared Zone.
- On-street parking consists of a mixture of 90 degree angle parking and parallel parking. Parking in the Avalon Village centre is timed parking, with the majority being 1P or 2P restrictions, applying 8:30am-6pm Monday to Friday and 8:30am-12pm on Saturdays.
- The 191 Avalon Beach to Taylors Point (Loop Service), operates in a clockwise direction along Avalon Parade and Old Barrenjoey Road; servicing Avalon Beach, Bilgola Plateau and Clareville areas.
- The 192 Avalon Beach to Stokes Point (Loop Service), operates in an anti-clockwise direction along Central Road and Barrenjoey Road, servicing the Avalon Beach area.

## ISSUES

- Serviceability of the 191 and 192 Avalon Loop bus services have been affected with the changes to the Avalon Village centre.
- The bus stop for the 192 Avalon Beach to Stokes Point (Loop Service), was previously located in the northern section of Old Barrenjoey Road, to enable the bus to turn around in an anti-clockwise direction. The introduction of the Shared Zone with one-way in the southbound direction, requires the bus to travel further distances with additional travel times.
- The relocation of Bus Zones affects both the new and current locations, with impacts to existing parking and Loading Zones.
- The current parking restrictions were installed many years ago to cater for businesses with different demands operating at the time.

## PROPOSAL

- Council has liaised with Keolis Downer regarding the serviceability requirements for the operation of the 191 and 192 bus routes which operate in the area. A review was undertaken with new locations for bus stops proposed to improve efficiency.
- The proposal includes a number of additional changes to address the impacts as well as improvements, with the provision of a new Loading Zone outside No.20 Avalon Parade, and additional short-term parking to cater for businesses which rely on higher turnover of parking for takeaways. The new Loading Zone location is located close to the marked pedestrian crossing which provides additional options for delivery drivers who need to service both sides of the road. Timed parking 'P10MINUTE 7AM-5PM EVERYDAY' restrictions are located near cafes and food providers.

## 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 will improve pedestrian connectivity to public transport with bus stops located closer to the Avalon Village centre.

## CONSULTATION

- Consultation letters have been distributed to 255 properties within the immediate vicinity of the location to provide notification of the proposals for comment. A copy of the proposal was also forwarded to the Avalon Palm Beach Business Chamber for their information and comment.
- A total of five submissions were received at the time of reporting, with five indicating support and one non-support. No additional comments were provided.
- Submissions have been received from the Avalon and Palm Beach Business Chamber, along with the Avalon Preservation Association, both of whom do not support the changes using the existing size buses, although it should be noted that the bus service already uses both streets.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Relocation of the Bus Zone at No.15-33 Avalon Parade (southern side) to Old Barrenjoey Road (eastern side); replacing the existing section of timed parking '1P 8.30AM–6PM MON-FRI 8.30AM–12.30PM SAT'. Replace the existing Bus Zone with timed parking '1P 8AM–6PM EVERYDAY', with one 6m car park space 'P10MINUTE 7AM–5PM EVERYDAY' located at the eastern end near Edmund Hock Avenue.
- B. Relocation of the Bus Zone in Avalon Parade (northern side), fronting the Council Car Park near Bowling Green Lane; to replace the existing Loading Zone outside No.20 Avalon Parade. Replace the existing Bus Zone with timed parking '1P EVERYDAY' restrictions.
- C. Retention of one 6m car park space in the existing section of '1P 8.30AM–6PM MON-FRI 8.30AM–12.30PM SAT', immediately east of the marked pedestrian crossing at No.32 Avalon Parade and convert the remaining section to a 'Loading Zone 7AM-1PM' with timed parking restrictions '1P AT OTHER TIMES'.
- D. Replacing the existing section of timed parking '1P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' and part of the 'No Stopping' located west of the marked crossing at No.49 Old Barrenjoey Road (Avalon Parade frontage), with 'P10MINUTE 7AM–5PM EVERYDAY' restrictions.

