


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 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 Phil Corbett
 Mr Phil Corbett
 Ms Sally Claydon
 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
 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 Hoebe
 Ms Caty Pilley
 Ms Tracey Gwyther

Visitors

Mr A. Williams

Re: Item 4.5 – Crown Road, Queenscliff

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

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 4 April 20233

2.2 Declaration of Pecuniary and Conflicts of Interest

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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

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.

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.

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

| | |
|--------------------------|--|
| ITEM 4.1 | LAWRENCE STREET, FRESHWATER - NO STOPPING |
| REPORTING OFFICER | TRAFFIC OFFICER |
| TRIM FILE REF | 2023/189477 |
| ATTACHMENTS | 1 Lawrencece Street, Freshwater - Plan 2 Lawrence Street, Freshwater - Amended Plan 3 Lawrence Street, Freshwater - Table Of Consultation |

GEOCODES: -33.778684, 151.283360

REPORT

BACKGROUND

Council has received concerns from local residents regarding existing unrestricted parking that affects visibility and traffic flow approaching the signaled intersection at the left turn signal.

LOCATION

- Lawrence Street is local road with a posted speed limit of 50km/h, carrying moderate volumes of traffic in two directions.
- A signalised intersection is located on the subject location of Oliver Street and Lawrence Street Freshwater, carrying one trafficable lane and transitions into a dual carriageway from the statutory No Stopping restrictions at the signalised intersection.
- The intersection is located outside St Marks Anglican Church Freshwater and near the Freshwater shopping precinct.
- Parking is generally unrestricted; however, statutory No Stopping restrictions exist at the signalised intersection that is located on the subject location of Oliver Street and Lawrence Street, Freshwater.

ISSUES

- Existing unrestricted parking affects sightlines entering the intersection.
- Increased traffic queuing at the signaled intersection and traffic flow is affected at the left turn signal.

PROPOSAL

Council has undertaken a review of the location and proposed the installation of a No Stopping 7am-7pm Everyday restriction approximately 25m, beginning on the existing power pole FF56075 to the existing statutory No Stopping restriction from the intersection of Lawrence & Oliver Street, outside No.4 Oliver Street on Lawrence Street, Freshwater.

Additionally, install No Parking Wedding or Funeral Vehicles Excepted approximately 11 metres in length outside St Marks Anglican Church, Lawrence Street, Freshwater

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 25 properties within the immediate vicinity of the location, providing notification of the proposed changes. The majority of responses did not support the proposed changes; however, the proposal has been amended to facilitate the movement of traffic in the left turn lane.

An updated plan is available in Attachment 2. The responses to the original proposal are noted in Attachment 3 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping 7am-7pm Everyday restriction approximately 25m, beginning on the existing power pole FF56075 to the existing statutory No Stopping restriction from the intersection of Lawrence & Oliver Street, outside No.4 Oliver Street on Lawrence Street, Freshwater.



| | | |
|--|---|--|
|  | | <p>PROPOSED WORK</p> <p>i. Install a No Stopping 7am-7pm Everyday restriction approximately 25m, beginning on the existing power pole FF56075 to the existing statutory No Stopping restriction from the intersection of Lawrence & Oliver Street, outside No.4 Oliver Street on Lawrence Street, Freshwater.</p> |
| | | |
|  | <p align="center">PROPOSAL</p> | |
| | <p align="center">Lawrence Street, Freshwater No Stopping</p> | |
| <p>Drawn </p> | <p>Approved </p> | |
| | |  northern beaches council |

Table of Consultation

| | |
|-----------------|---|
| Address | <u>Lawrence Street, Freshwater</u> |
| Proposal | <u>No Stopping</u> |

Original Proposal

| | |
|-----------------------------|----|
| Properties Consulted | 25 |
| Responses Received | 9 |
| Support | 1 |
| Do Not Support | 8 |

| Issue | Resident Comment | Council Response |
|------------------------------|---|---|
| Affects Residents & Visitors | <p>I think the proposal is extreme. It would mean the loss of 5 parking spaces.</p> <p>We often struggle to find on street parking close to my house. I have elderly in-laws that struggle with mobility that preferably would park close to my house when they visit.</p> <p>My daughter is living with me and is expecting a baby. We will be wanting to be parking on street and close to home .</p> <p>We are a three car household. It is already a challenge.</p> | <p>The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and improving traffic flow.</p> <p>Lawrence Street 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> |
| Loss Of Parking | <p>I am highly aware of how important the street parking is to the residents of the units & houses on Lawrence Street as well as the members of St Marks Anglican Church.</p> <p>As a resident of the unit block at No.52 Lawrence Street, which only has 4 off-street parking spots, it is already very difficult to find parking in the surrounding streets. By removing these permanent parking spots, I and other residents will be adversely impacted.</p> | <p>Lawrence Street 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>The only traffic hazards we witness regularly, are when 2 lanes of cars heading north across the Oliver Street/Lawrence St intersection merge into one to avoid parked cars on Oliver Street. We're not proposing that this parking be removed because the problem is speed and impatience, not parked cars.</p> | <p>NSW Police can investigate speeding and dangerous driving concerns.</p> |

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|-------------------|--|
| ITEM 4.2 | REGULATORY PARKING SIGNS - SENSOR INSTALLATION |
| REPORTING OFFICER | STRATEGIC TRANSPORT COORDINATOR |
| TRIM FILE REF | 2023/090911 |
| ATTACHMENTS | 1 Parking sensor installation car parking locations - Manly Ward |

REPORT

BACKGROUND

At the Council Meeting held on 27 September 2022, Council adopted Tender 2022/007 relating to the Smart Parking Infrastructure Project.

It is a requirement from Transport for NSW to update all existing Gateway and Repeater signage to display '**Parking Electronically Monitored**' following the installation of parking sensors.

Including '**Pay by Machine or App**' on Gateway and Repeater signage in the car parking locations detailed in this report and across the LGA as required, will improve the customer experience when paying for parking, as users will be informed of all payment options.

It is not a legal requirement when utilising paid parking to place a ticket on the vehicle dashboard. Enforcement Officers carry out number plate checks using their enforcement device for vehicles that do not have a Northern Beaches Beach Parking Permit or a ticket displayed.

Therefore, the wording '**P Ticket**' is redundant.

These changes will allow Gateway and Repeater signage to be updated without future changes to accommodate:

1. Imminent transition to digital parking permits.
2. Future enforcement technology.
3. Future transition to remove ticketless parking from paid parking areas.

Our paid parking areas operate as 'pay by plate' through existing paid parking machines or NSW Government Park'nPay App.

- *If paying by paid parking machine:* Customers enter their vehicle registration number in the paid parking machine, then select the timeframe they would like to purchase a ticket. They then pay by either coin, card or payWave (watch and phone payments are accepted).

A ticket is printed which can be displayed on their dashboard.

- *If paying by or NSW Government Park'nPay App:* Customers create a profile within the App and enter their vehicle registration number. Payment is paid by a credit or debit card within the App.

No ticket is printed or displayed. Enforcement Officers check the vehicle registration with their enforcement device.

LOCATION

This project will see the installation of parking sensors in the following car parking areas located in the Manly Ward:

1. Shelly Beach
2. Little Manly Reserve carpark
3. North Steyne
4. South Steyne
5. Clontarf
6. Sandy Bay Road

Refer to Attachment A: Parking sensor installation car parking locations – Manly Ward

As other car parking areas across the Northern Beaches Local Government Area are funded for the provision of parking sensors, signage will be updated to reflect the recommendations within this report.

ISSUES

There is no change to the method of payment for customers who pay for parking within our paid parking areas located at beaches and reserves.

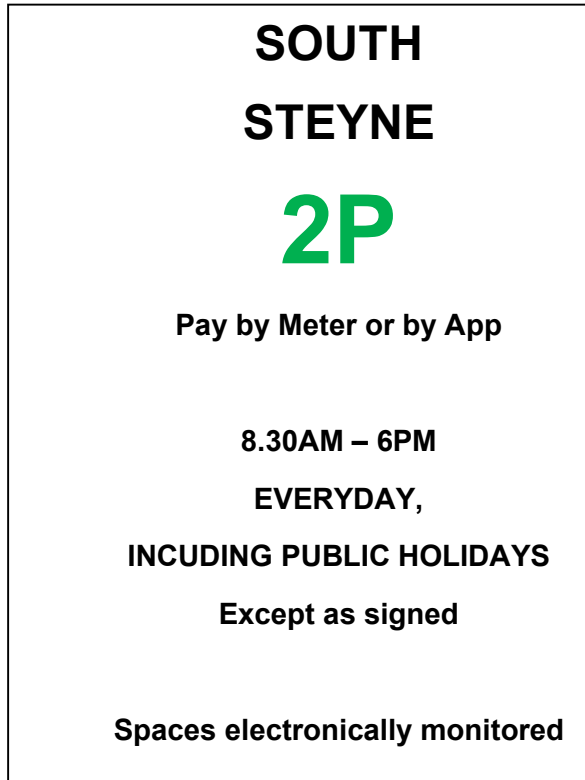
There is no change to the current operational process for our Enforcement Team.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to amend the signage for the parking locations detailed in this report.

As parking sensors are installed in other car parking locations across the LGA, signage will be updated as detailed within this report.

Proposed signs for South Steyne detailed below. Other car parking locations will have signage updated to reflect the existing time restriction and changes as per the recommendations detailed in this report.



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

There is no requirement to undertake external community consultation for the replacement of parking signs relating to the installation of parking sensors within the Northern Beaches LGA.

All existing payment options will remain in place and there is no change to how customers will pay for paid parking or how enforcement is currently undertaken.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The removal of **'P Ticket'** from Gateway and Repeater signage located in paid parking areas within the Manly Ward that are part of Tender 2022/007 - Smart Parking Infrastructure Project.
 - B. To include **'Pay by Machine or App'** on Gateway and Repeater signage located in paid parking areas within the Manly Ward that are part of Tender 2022/007 - Smart Parking Infrastructure Project.
 - C. To include **'Parking Electronically Monitored'** on Gateway and Repeater signage located in paid parking areas and Little Manly Reserve carpark within the Manly Ward that are part of Tender 2022/007 - Smart Parking Infrastructure Project.
 - D. The update of future signage within parking areas that are upgraded to include parking sensors, as per the recommendations detailed in this report.
-



| | |
|--------------------------|---|
| ITEM 4.3 | OLD BARRENJOEY ROAD, AVALON BEACH - ACCESSIBLE PARKING |
| REPORTING OFFICER | ENGINEER - TRAFFIC |
| TRIM FILE REF | 2023/131963 |
| ATTACHMENTS | 1 Old Barrenjoey Road, Avalon Beach - Plan |

GEOCODES: -33.637143, 151.329005

REPORT

BACKGROUND

Council has received a request for additional accessible parking spaces in the Avalon Village Centre, to improve access for people with disabilities.

LOCATION

- Old Barrenjoey Road is a local sub-arterial road with a 50km/h speed limit. The section between Avalon Parade and The Crescent is a designated High Pedestrian Activity Area with a 40km/h reduced speed limit.
- 90 degree angle parking exists on both sides of the road with 2 hour parking restrictions (8.30am-6pm Monday-Friday and 8.30am-12.30pm Saturday).
- There are two existing accessible parking spaces within this section of Old Barrenjoey Road. One parking space is located on the eastern side outside No.36 (towards the southern end of the Village Centre) and the other is located on the western side outside No.21.
- The 191 Avalon Beach to Taylors Point (Loop Service) bus route operates along Old Barrenjoey Road.

ISSUES

- There are a limited number of accessible parking spaces in the Avalon Village Centre.
- The only accessible parking space on the eastern side of Old Barrenjoey Road is situated at the southern end of the angled parking area.
- It would be more beneficial for users if an accessible parking space is located mid-way along Old Barrenjoey Road and near key services such as the pharmacy.

PROPOSAL

- Council proposes to install two accessible parking spaces in the existing 90 degree angle parking area outside No.60 Old Barrenjoey Road (TerryWhite Chemmart). The proposal will include a Shared Area with bollard between the new spaces. A copy of the plan is shown in Attachment 1 - Old Barrenjoey Road, Avalon Beach - Plan.
- It is considered reasonable that the request be granted, as it will improve amenity for people with disabilities or mobility issues, by providing accessible parking closer to the Avalon Village Centre.

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 pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 33 properties within the immediate vicinity of the location to provide notification of the proposals for comment. A copy of the plan was also forwarded to the Avalon Palm Beach Business Chamber for their information and comment. No submissions were received at the time of reporting.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Provision of two Accessible Parking spaces with Shared Area and bollard, in the existing 90 degree angle parking area outside No.60 Old Barrenjoey Road (TerryWhite Chemmart).



OLD BARRENJOEY ROAD, AVALON BEACH
ACCESSIBLE PARKING

Drawn RK

[Signature]

| | |
|--------------------------|--|
| ITEM 4.4 | PONDEROSA PARADE, WARRIEWOOD – PARKING MODIFICATION |
| REPORTING OFFICER | ENGINEER - TRAFFIC |
| TRIM FILE REF | 2023/174885 |
| ATTACHMENTS | 1 Ponderosa Parade, Warriewood - Plan 2 Table of Consultation |

GEOCODES: -33.67799, 151.28866

REPORT

BACKGROUND

Council has received multiple concerns from residents regarding parking of boats & trailers, caravans, and abandoned vehicles on Ponderosa Parade, Warriewood. The concerns raised not only affect traffic flow and fairness of parking opportunities, but also affect visibility and create potential risks.

LOCATION

- Ponderosa Parade is a local road having an average width of 12.2m & speed limit of 50km/h.
- Ponderosa Parade is located in an industrial precinct and a Bus route.
- The northern end of Ponderosa Parade ends at Mona Vale Road and the southern end stops at MacPherson Street.

ISSUES

- As there are no restrictions for parking on the eastern side of Ponderosa Parade between Jubilee Avenue and nearby KFC, these parking spots are attracted to and occupied by boats & trailers, caravans and abandoned vehicles.
- On-street parking facilities are not utilised with fairness.
- As an industrial precinct, Ponderosa Parade carries considerable traffic volume, including heavy/long vehicles, which impacts traffic flow and larger parked vehicles impact the traffic flow even further.
- Visibility is often compromised and creates potential risks.

PROPOSAL

Council has undertaken a review of the above location and proposes a parking modification, which is shown in Attachment:1 and includes the following:

- Proposed to convert the 87m length of unrestricted parking on the eastern side of Ponderosa Parade between Jubilee Avenue and nearby KFC into '4P' timed parking.

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 impact walking paths.

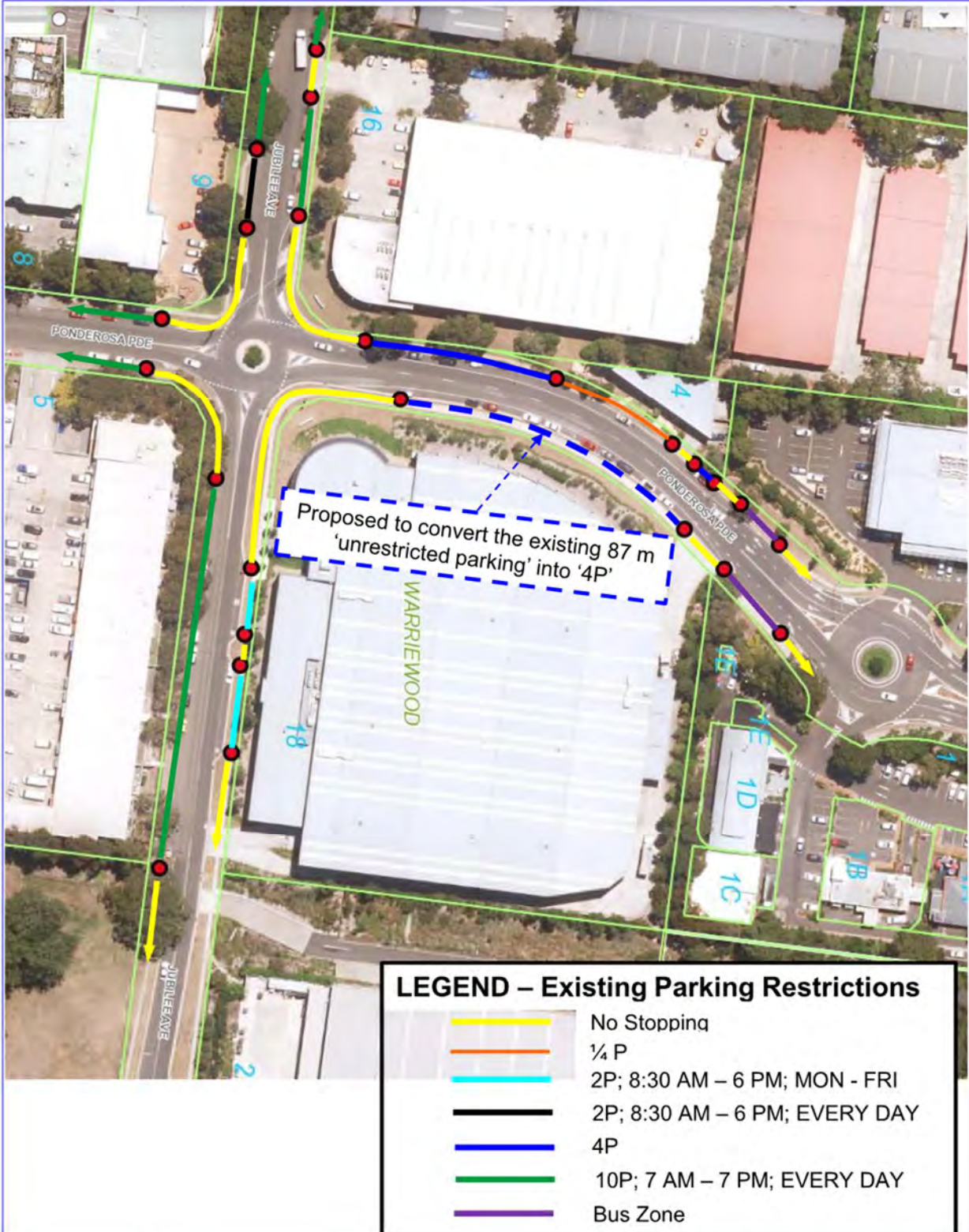
CONSULTATION

Consultation letters have been distributed to 56 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. Converting the 87m length of unrestricted parking on the eastern side of Ponderosa Parade between Jubilee Avenue and nearby KFC into '4P' timed parking.



PROPOSAL

Ponderosa Parade, Warriewood
Parking Modification

Drawn VS

Approved 



northern
beaches
council

| <u>Table of Consultation</u> | | |
|-------------------------------------|---|---|
| Address | Ponderosa Parade, Warriewood | |
| Proposal | Parking modification | |
| Properties Consulted | 56 | |
| Responses Received | 2 | |
| Support | 2 | |
| Do Not Support | 0 | |
| Issue | Resident Comment | Council Response |
| Parking modification | Concern about 4P and either 8P or 10P may more appropriate. | 4P timed parking restriction is consistent with the surroundings. Also, this timing provides more turnaround of parking and is appropriate to the industrial/business precinct. |

| | |
|--------------------------|---|
| ITEM 4.5 | CROWN ROAD, QUEENSCLIFF - NO STOPPING |
| REPORTING OFFICER | TRAFFIC OFFICER |
| TRIM FILE REF | 2023/186556 |
| ATTACHMENTS | 1 Crown Road, Queenscliff - Plan 2 Crown Road, Queenscliff - Table Of Consultation |

GEOCODES: -33.783519, 151.289067

REPORT

BACKGROUND

Council has received concerns from local residents regarding illegal parking and parking inappropriately in a currently unrestricted section of Crown Road. The parking activity narrows the traffic lane and impedes access to and from the cul-de-sac for larger service vehicles. It also reduces sight distance for traffic entering Crown Road, Queenscliff.

LOCATION

- This section of Crown Road is a local road that caters for two-way traffic, with a speed limit of 50km/h. Crown Road is used by traffic to reach Freshwater and the surrounding suburbs.
- The proposed area of Crown Road is located between the intersection of Pavilion Street and a cul-de-sac at the western end adjacent to Pavilion Street Reserve, Queenscliff.
- On-street parking is unrestricted in this section of Crown Road, with the exception of an existing No Stopping Unbroken Yellow Kerb Line from the intersection of Pavilion Street approximately 20 metres in length to opposite No.7 Crown Road, Queenscliff. A section of the cul-de-sac has existing No Parking restrictions.
- Adjacent land use consists of low to medium density housing along the northern and southern sides of Crown Road, correspondingly.

ISSUES

- It has been observed that vehicles are regularly parking illegally on path/strip consistent with NSW Road Rules in the proposed section of Crown Road, reducing visibility for motorists and affecting movements of waste operations and emergency vehicles.
- It should be noted, parking on the nature strip between the property boundary and the kerb alignment is illegal per NSW Road Rules. The offence title is Stop on path/strip in built-up area R 268 197(1). It also interferes with pedestrian access and causes eroding of the nature strip.
- There appears to be no improvement or reduction in the number of illegally parked vehicles in this section of road reserve.

PROPOSAL

Council has undertaken a review of the location and proposes to remove the existing unrestricted parking and introduce a No Stopping Unbroken Yellow Kerb Line approximately 12m in length between the driveways of No.7 & No.13 Crown Road, Queenscliff.

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 14 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. Removal of the existing unrestricted parking and introduce a No Stopping Unbroken Yellow Kerb Line approximately 12m in length between the driveways of No.7 & No.13 Crown Road, Queenscliff.

| | | |
|---|--|--|
| <p>PROPOSED WORK i. Install 1 x 'NO STOPPING' Unbroken Yellow Kerb Line (C3) approximately 12m in length between the driveway of No.7 & 13 Crown Road, Queenscliff</p> | | |
|  | | |
|  | <p>PROPOSAL</p> | |
| | <p>Crown Road, Queenscliff No Stopping</p> | |
| | <p>Drawn </p> | <p>Approved </p> |
| | |  northern beaches council |

Table of Consultation

| | |
|-----------------|--------------------------------|
| Address | Crown Road, Queenscliff |
| Proposal | No Stopping |

| | |
|-----------------------------|----|
| Properties Consulted | 14 |
| Responses Received | 7 |
| Support | 3 |
| Do Not Support | 4 |

| Issue | Resident Comment | Council Response |
|------------------------------|--|---|
| Affects Residents & Visitors | It removes a heavily congested street of two car parking spaces although they are illegal in the sense our residents park on the strip partly. However, this has been the case ever since I've been living here and has helped facilitate parking in the street without inhibiting pedestrian access. I have call Council Rangers a great many times regarding vehicles parked on this corner, blocking visibility down Pavilion Street. | The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and access. Council Rangers can investigate existing NSW Road Rules. |
| Loss Of Parking | I propose Council install a parking permit system for the parking which gives non residents a 4 hour parking window before they need to move. Residents of the cul de sac could apply for Residents Permit which would allow parking at all times. At the very least Council should create approved parking in front of properties No 9 and No 13 by indenting the road and making a legal parking position for 2 cars which would enable greater access along the cul-de-sac. If Council adopted this they should consider putting a footpath along the side of Pavillion Reserve up to the telegraph pole and then continue the footpath on the other side from No.7 to No.1 Crown Road | Crown Road is a public road, located in a residential area and the long term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking. With off street parking available in Crown Road, it would not meet Transport For NSW guidelines for a Resident Parking Scheme. |
| Additional Comments | There is no footpath on either side, and to expect people with young children and prams, perhaps pushing an elderly person in a wheelchair, or just elderly people using canes or walking frame, to travel along the rough nature strip outside No. 9 Crown Road side of the road cul-de-sac, or the narrow section of grass on the other side of the road, is unacceptable. Council should also consider the relocation or removal of the telegraph pole across from No 7 Crown Road, as it impedes access. | A footpath request has been raised and Council will investigate and consider installation as part of a Future Works Program. Council has no intention of moving the telegraph pole across from No.7 Crown Road. |

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|--------------------------|--|
| ITEM 4.6 | GRANDVIEW DRIVE, NEWPORT - NO TRUCKS GARBAGE TRUCKS EXCEPTED |
| REPORTING OFFICER | ENGINEER - TRAFFIC |
| TRIM FILE REF | 2023/170505 |
| ATTACHMENTS | 1 Grandview Drive, Newport - Plan 2 Table of Consultation |

GEOCODES: -33.651773, 151.318542

REPORT

BACKGROUND

Council has received concerns from local residents regarding trucks and heavy vehicles using Grandview Drive as a through route to access Bilgola Plateau.

LOCATION

- Grandview Drive is a collector road that links Newport with Bilgola Plateau.
- The road has a 40km/h speed limit approved under a previous Local Area Traffic Scheme.
- 'No Trucks Vehicles over 3t GVM' signs were previously installed to restrict truck access between Seaview Road and Daly Street.
- Grandview Drive is approximately 7m wide between kerbs, with a constructed footpath on one side of the road.
- Dividing barrier lines have been installed along the majority of Grandview Drive, where parking is not permitted within 3m of the continuous dividing line. .

ISSUES

- Grandview Drive is a narrow and winding which includes two hairpin bends. The steep gradient and geometry of the road is generally unsuitable for trucks and heavy vehicles,
- There have been reported instances of trucks losing control on the curves and downhill slope. Road blockages cause inconvenience and disruption to local residents.
- Building activity and home renovations in the Bilgola Plateau has resulted in an increase in heavy and long vehicles using the street as a through route.
- Access for Council's Waste collection vehicles is required to provide weekly bin collection services for the street.
- Motor vehicles in New South Wales are regulated by the Australian Road Rules and Rule 104 applies to NO TRUCKS signs. A driver (except the driver of a bus) must not drive past a NO TRUCKS sign, unless the driver's destination lies beyond the sign and it is the only route. Deliveries to properties in the section of Grandview Drive, between Seaview Avenue and Daly Street, are therefore exempt from the restrictions.
- Residents expecting large deliveries should still inform drivers of the access difficulties in the street so that more suitably sized trucks are used where possible.
- Trucks delivering to properties located outside the restricted section of Grandview Drive, however, must use alternative routes such as Plateau Road, so that the road is not used as a through route for heavy and long vehicles.

PROPOSAL

Council has undertaken a review of the above location and proposes to install 'No Trucks Garbage Trucks Excepted' signage to improve safety and prevent trucks from using Grandview Drive as a through route. The proposed restrictions will enable Council's Waste collection trucks and vehicles exempt under the Road Rules to continue servicing the area. Advanced warning signs are also proposed in Seaview Avenue and Plateau Road on the approaches to Grandview Drive. A plan of the proposal is shown in Attachment 1 - Grandview Drive, Newport - Plan.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Grandview Drive is part of the existing Road Cycling Network. The proposal will improve safety for people cycling by reducing the number of heavy and long vehicles from using the road.
- A safer environment will be provided for pedestrians walking along paths adjacent to road with reduced heavy vehicular traffic.

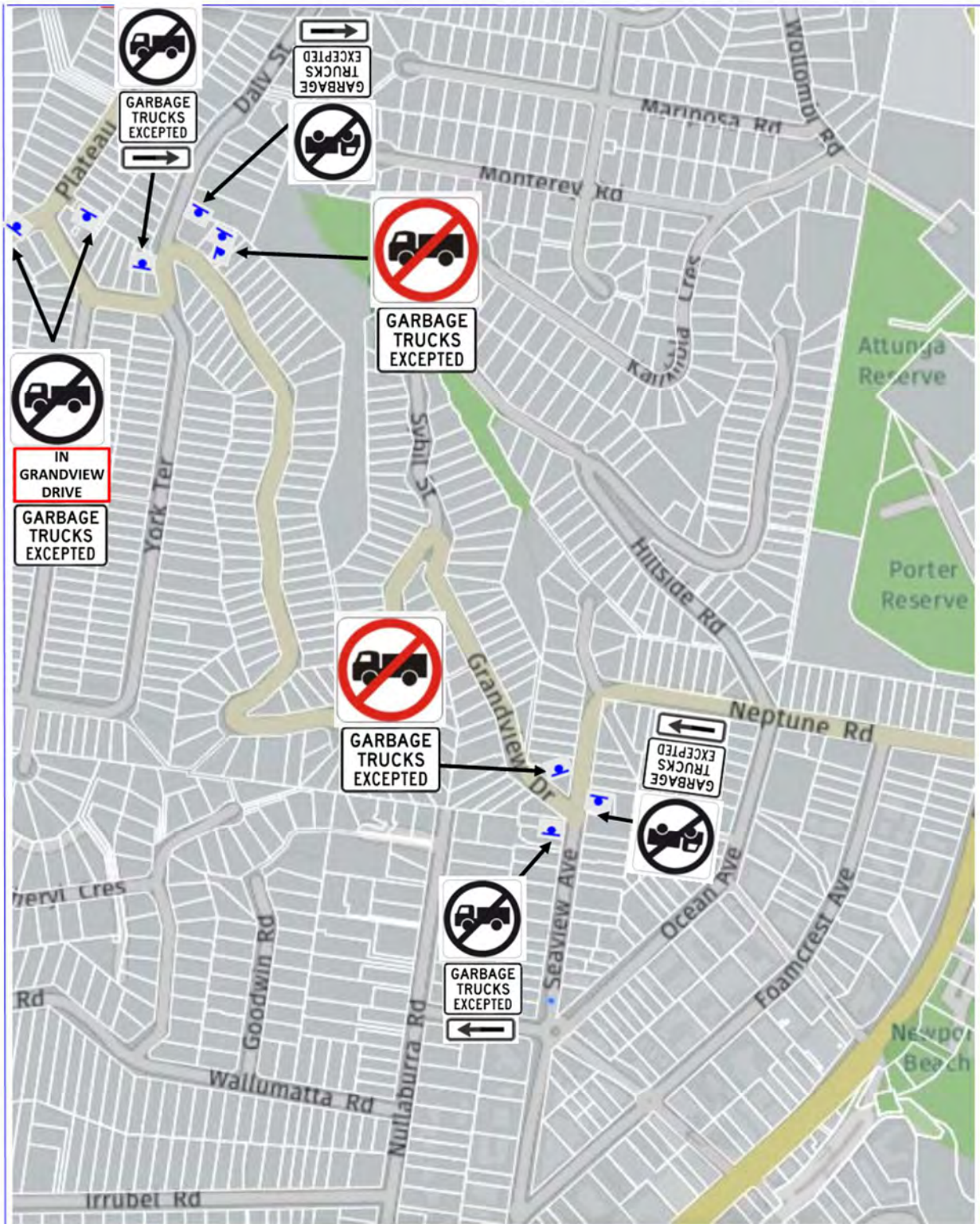
CONSULTATION

Consultation letters have been distributed to 219 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 Trucks Garbage Trucks Excepted' signs located at the entry to Grandview Drive, Newport.
- B. Installation of 'No Trucks Garbage Trucks Excepted' advanced warning signs located in Seaview Avenue and Plateau Road on the approaches to Grandview Drive, Newport.






| | | | |
|---|---|--|--|
|  | PROPOSAL | |  northern beaches council |
| | GRANDVIEW DRIVE, NEWPORT 'NO TRUCKS GARBAGE TRUCKS EXCEPTED' | | |
| | Drawn RK | Approved  | |

Table of Consultation

| | |
|-----------------|--|
| Address | Grandview Drive, Newport |
| Proposal | 'No Trucks Garbage Trucks Excepted' restrictions |

| | |
|-----------------------------|-----|
| Properties Consulted | 219 |
| Responses Received | 25 |
| Support | 11 |
| Do Not Support | 14* |

*Note that 11 of the submissions raised concerns regarding access for deliveries. The Road Rules does allow exemptions for truck access if the destination is located within the restricted section of road.

| Issue | Resident Comment | Council Response |
|--|--|---|
| 'No Trucks Garbage Trucks Excepted' restrictions | <p>- We live at the bottom of Grandview Drive and see trucks reversing down Grandview Drive all the time after they get to the first hairpin bend and realize how difficult and dangerous it is to drive up. It causes absolute traffic chaos. The road is way too steep and windy for trucks and it is extremely dangerous for cars travelling up and down the road if there is a truck.</p> <p>- I have witnessed so many truck breakdowns and near misses, especially with skidding in wet condition. Local residents continue to play extreme caution when confronted with heavy vehicles winding on the wrong side of the road when negotiating the hair bends. Accidents waiting to happen!</p> <p>- I support no trucks but this is not the way to achieve it. There are already signs saying 3tGVM and over is not allowed, yet I followed a large truck up Grandview this morning - an extra sign won't achieve the desired outcome. If you want to stop 3tGVM and over you will need to enforce the rule by either using a camera or station a police vehicle to issue fines and warnings. The exceptions won't be only garbage trucks but also delivery and construction vehicles working on Grandview.</p> <p>- Non-support. Access for concrete trucks and other large supply trucks, and equipment, will be unavailable if a building project is undertaken or renovation in Grandview drive special permission would be need for any general contractor, possibly increasing cost, this proposal is not well thought out, its emotional, based on a few complaints and not practicable.</p> <p>- The key issue is the overall volume of traffic using Grandview drive as an alternative route to Avalon and north when traffic is heavy on Barrenjoey road. Access should be restricted to local traffic only, being the residences that need to use Grandview drive for access to their homes such as the southern end of Bilgola Plateau and the residents of Grandview drive itself.</p> | <p>- The proposal will prevent trucks using Grandview Drive as a through route from entering the narrow and winding street. The proposed restrictions will enable Council's Waste collection trucks to continue providing services to the area. Large trucks are unable to negotiate the hairpin curve, obstructing access and causing inconvenience to local residents.</p> <p>- The proposed 'No Trucks Garbage Trucks Excepted' signage provides stronger messaging to deter truck access along Grandview Drive.</p> <p>- Access for delivery and construction vehicles and buses are exempt under the Road Rules, only if the end destination lies within the restricted section of road.</p> <p>- Enforcement of the restrictions by Council's Rangers and/or the Police is required to prevent trucks using Grandview Drive as a through route as the use of cameras is not possible.</p> <p>- Development Applications generally require a Construction Traffic Management Plan (CTMP) as part of the Conditions of Consent, providing information and controls on construction activity impacting the local road network. The CTMP ensures that building activity and deliveries use appropriately sized vehicles for the location and road. The proposed signage will help prevent truck access for exempt developments and other activities.</p> <p>- Grandview Drive is a collector road that links Newport with Bilgola Plateau. It is therefore not possible to restrict traffic to 'local residents only' due to its road function.</p> |

| | |
|--------------------------|---|
| ITEM 4.7 | CAMPBELL AVENUE, CROMER - NO STOPPING |
| REPORTING OFFICER | TRAFFIC OFFICER |
| TRIM FILE REF | 2023/186889 |
| ATTACHMENTS | 1 Campbell Avenue, Cromer - Plan 2 Campbell Ave, Cromer - Vehicle Tracking 3 Campbell Avenue, Cromer - Table Of Consultation |

GEOCODES: -33.744452, 151.287763

REPORT

BACKGROUND

Council has received concerns from local residents regarding on street parking in Campbell Avenue, Cromer. The existing unrestricted parking affects visibility on Campbell Avenue approaching the left curve travelling north from the roundabout at the intersection of Fisher Road, Dee Why.

LOCATION

- Campbell Avenue, Cromer is an unclassified Regional Road and forms part of the Regional Road 7365, 12m in width, carrying of two-way traffic.
- The proposed section of the road is a two-lane road with a pavement width of approximately 11.5m of carriageway.
- Parking is allowed on both sides of Campbell Avenue, except for No Parking restrictions located outside the Time & Tide Hotel and statutory No Stopping restrictions located either side of the pedestrian crossing outside Dee Why Reserve.
- Campbell Avenue is located within walking distance of Dee Why Reserve, Pittwater House School, Fisher Road School and Cromer Campus.
- Campbell Avenue has the bus route with services 180 and 180x running approximately every 10 minutes in peak hour.
- The surrounding land use consists of low to medium density housing and industrial estates.

ISSUES

- The existing unrestricted parking affects visibility on Campbell Avenue approaching the left curve traveling north from the roundabout at the intersection of Fisher Road, Dee Why.
- Long term parking of boat trailers.

PROPOSAL

Council has undertaken a review of the location and proposes to install a No Stopping Unbroken Yellow Kerb Line approximately 62m in length, beginning on the eastern side of the driveway at No.14 to the southern side of the driveway at No.16 Campbell Avenue, Cromer.

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 53 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 3 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line approximately 62m in length, beginning on the eastern side of the driveway at No.14 to the southern side of the driveway ay No.16 Campbell Avenue, Cromer.





Table of Consultation

| | |
|-----------------|--------------------------------|
| Address | Campbell Avenue, Cromer |
| Proposal | No Stopping |

| | |
|-----------------------------|----|
| Properties Consulted | 53 |
| Responses Received | 6 |
| Support | 4 |
| Do Not Support | 2 |

| Issue | Resident Comment | Council Response |
|------------------------------|--|---|
| Affects Residents & Visitors | There is already enough parking in the street. The problem is that someone has parked two boats without engines there and they have never moved because they don't get used. I think it would be a good idea to put an 8 hour parking restriction there during the day and that will get rid of the boats. Honestly, I don't think these boat owners even live in the street. We need parking in the street and if you guys remove that we are very limited. | 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. Council Rangers can investigate this matter consistent with New Rules for Vehicles Public Spaces (Unattended Property Act 2021) legislation. |
| Loss Of Parking | Parking is already at a premium along our street and although we have ample parking on our property, it's difficult for our visitors to park on the street, especially when other residents have ample parking inside their property for at least 4 cars and always park on the street, sometimes taking up 3 spaces with 2 vehicles every day. | Campbell 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. |
| Additional Comments | There are currently 2 abandoned boats that are making visibility extremely difficult when turning out of the street. The boats themselves are an eyesore as they are in complete disrepair. Who should be contacted regarding having them removed from the street? They have been in the same location for 2 months. | Council Rangers can investigate this matter consistent with New Rules for Vehicles Public Spaces (Unattended Property Act 2021) legislation. NSW Police can investigate unroadworthy vehicles. |

ITEM 4.8 **COUTTS CRESCENT, COLLAROY - EXTENSION OF NO STOPPING RESTRICTIONS****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2023/181935****ATTACHMENTS** **1 Coutts Crescent, Collaroy - Aerial**
 2 Coutts Crescent, Collaroy - Plan
 3 Coutts Crescent, Collaroy - Consultation Table**GEOCODES: -33.743562, 151.300135****REPORT****BACKGROUND**

Council has received concerns from local residents regarding the limited sightlines when entering Coutts Crescent from Cumberland Avenue, Collaroy.

LOCATION

- The section of Coutts Crescent under consideration lies between Cumberland and Westmoreland Avenue, Collaroy.
- The section of Coutts Crescent is a local road with a 50km/h speed limit.
- Coutts Crescent has a measured carriageway width is 9.8-metres and caters for two-way traffic.
- Parking is generally unrestricted on both sides of Coutts Crescent, except near the intersection with Coutts Crescent and Cumberland Avenue, with 'No Stopping' signs present.
- Coutts Crescent does not have a footpath for pedestrians.
- The land use of the surrounding area is predominantly low-density residential housing.
- There are no bus services that operate on this section of Coutts Crescent and Cumberland Avenue.

ISSUES

- It can be observed that vehicles including boats and trailers are consistently parking adjacent to the existing 'No Stopping' restrictions on Coutts Crescent. resulting in low visibility for motorists travelling into Coutts Crescent.
- It can be noted that there is limited visibility when entering Coutts Crescent from Cumberland Avenue, due to the sharp bend and the inclined slope of the road.
- Residents have reported that the boats and trailers are reducing visibility when entering Coutts Crescent.
- There are currently no reported crashes on Coutts Crescent.

PROPOSAL

As this intersection of Coutts Crescent lies on an acute bend, Council has undertaken a review of the above location and proposes to extend the existing 'No Stopping' restriction by 9 metres on the inner radius of the bend.

Council understands that street parking is in high demand, however, to balance competing demands for parking and road safety, parking has been removed only where necessary to provide an unobstructed line of sight of approaching vehicles coming down the hill and vehicles entering Coutts Crescent.

The proposal will remove one parking space.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Coutts Crescent is not part of the Road or Safe Cycling Network.
- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect pedestrian facilities or impact on walking paths.

CONSULTATION

- Consultation letters have been distributed to 28 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 8 submissions were received with 4 letters of support and 4 objections to the proposal.



RECOMMENDATION TO TRAFFIC COMMITTEE

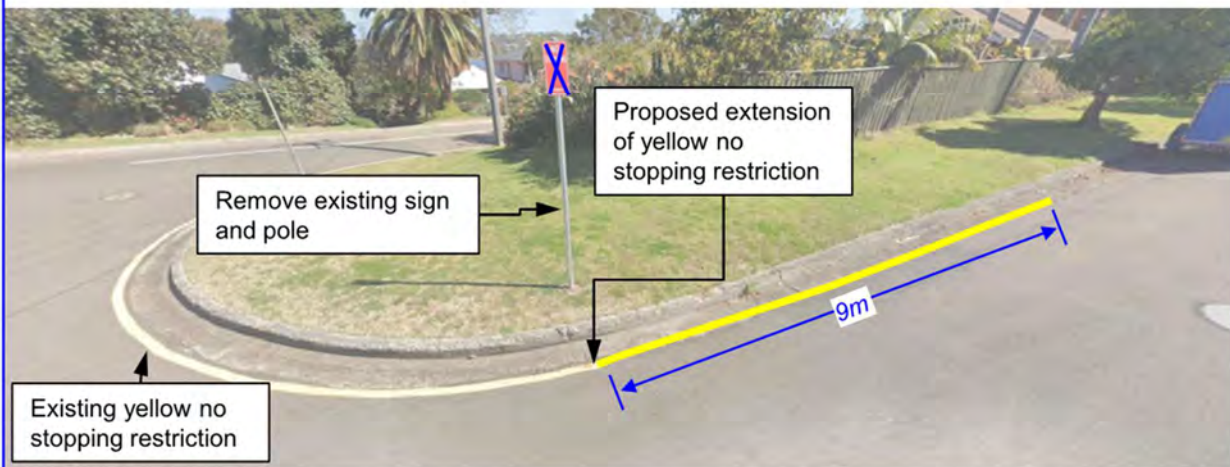
That the Traffic Committee supports the:

- A. Extension of 'No Stopping Restriction' by 9-metres on the western kerb side of Coutts Crescent, Collaroy, at the intersection with Cumberland Avenue.



*NOT TO SCALE

| | | | | | | |
|---|--|--------|--------------|---|--|------------|
|  | PROPOSAL | | | | | |
| | Coutts Crescent, Collaroy Aerial Plan | | | | | |
| | DRAWN | CG | APPROVED | |  | |
| | LAYOUT | 1 OF 1 | REVISION NO. | A | DATE | 20/03/2023 |



*NOT TO SCALE

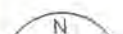


| | | | | | | |
|---|--|--------|---|---|------|---|
|  | PROPOSAL | | | | |  northern beaches council |
| | Coutts Crescent, Collaroy Proposed Extension of No Stopping Restriction | | | | | |
| | DRAWN | CG | APPROVED  | | | |
| | LAYOUT | 1 OF 1 | REVISION NO. | A | DATE | |

Table of Consultation

| | |
|-----------------|--|
| Address | Coutts Crescent, Collaroy |
| Proposal | EXTENSION OF NO STOPPING RESTRICTIONS |

| | |
|-----------------------------|----|
| Properties Consulted | 28 |
| Responses Received | 8 |
| Support | 4 |
| Do Not Support | 4 |

| Issue | Resident Comment | Council Response |
|---------------------------|---|--|
| Removal of Parking | <p>"The continual removing of parking in the area is creating a great deal of stress to the immediate residents. The footpath has also reduced parking."</p> <p>"The current practice of parked cars leaves sufficient room at that intersection for two cars to pass each other and therefore does not create a safety risk. But it forces drivers to slow down. This is a preferred outcome as it increases the overall safety at that intersection."</p> | Comments have been noted. To balance competing demands for parking and road safety, one parking space has been removed only where necessary to provide an unobstructed line of sight of approaching vehicles coming down the hill and vehicles entering Coutts Crescent. |
| Boat and Trailer Parking | "The boats, trucks, vans and wide trailers that always park there make it a dangerous corner when turning into Coutts Crescent from Cumberland Avenue." | Council has observed that boats, trailers and large vehicles are not regularly parked on the corner of Coutts Crescent. However, for better visibility, Council has decided to extend the 'No Stopping' restriction line by 9 metres. |
| Speeding | "The major safety issue is caused by vehicles turning right from Cumberland into Coutts Crescent (i.e. travelling from Collaroy towards Dee Why) cutting the corner as they enter Coutts Crescent. Vehicles regularly travel at an excessive speed and cross the double [white] lines as they enter Coutts Crescent. " | Council will not place double white lines as Coutts Crescent is a low-traffic residential road. It is also illegal to cross the dividing barrier lines when turning into Coutts Crescent. |
| Install double white line | " I would also like to suggest that double white lines are painted in the centre of the road from the start to the end of the yellow painted lines." | Comments have been noted. Council will not be able to place double white lines as Coutts Crescent is a low-traffic residential road. It can be noted that the intersection between Coutts Crescent and Cumberland Avenue is 15 metres wide. |

| | |
|--------------------------|--|
| ITEM 4.9 | 12 KOOLOORA AVENUE, FRESHWATER - MOTORCYCLE PARKING ONLY RESTRICTIONS |
| REPORTING OFFICER | ENGINEER - TRAFFIC |
| TRIM FILE REF | 2023/187656 |
| ATTACHMENTS | 1 Plan |

GEOCODES: -33.778183, 151.287310

REPORT

BACKGROUND

Council has received concerns from local residents regarding ongoing illegal parking between the driveway of No.12 and the existing tree near No.12 Kooloora Avenue, Freshwater. Vehicles parked in this location obstruct access and sight visibility creating a safety hazard.

LOCATION

- Kooloora Avenue, Freshwater is a local road catering to two-way traffic with a speed limit of 50km/h, which services Freshwater Beach Carpark.
- The studied section of Kooloora Avenue has an available kerb-to-kerb width of approximately 12.5m.
- No kerbside parking restrictions exist at the studied location and the street has a high demand for parking.
- Adjacent land use consists of low-density housing.
- There are no bus routes that service the section under consideration.
- A footpath is available on the southwest side of the road.

ISSUES

- There is a shortage of motorcycle parking in this area and increased numbers of drivers electing to switch from cars to motorcycles.
- Parking of cars in half spaces adjacent to trees is undesirable, as the space is too narrow and restricts access to adjacent spaces.
- Parking adjacent to trees is undesirable in terms of the potential damage to the tree roots system.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes to restrict this zone to Motorcycles Only. This allows the space to still be utilised; however, motorbikes will not obstruct the driveways or sight lines.

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 11 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses were received in relation to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a Motorcycles Parking lines and text between the driveway of No.2 and the existing tree near No.12 Kooloora Avenue, Freshwater.



* NOT TO SCALE



PROPOSAL

12 Kooloora Ave, Freshwater
Motorcycles Parking

DRAWN LK

APPROVED

P. Devan

LAYOUT 1 OF 1

REVISION NO.

A

DATE

18/01/2023



northern
beaches
council

| | |
|--------------------------|---|
| ITEM 4.10 | BUNGALOE AVENUE, BALGOWLAH - NO PARKING MOTOR VEHICLE EXCEPTED |
| REPORTING OFFICER | TRAFFIC OFFICER |
| TRIM FILE REF | 2023/184245 |
| ATTACHMENTS | 1 Bungalow Avenue, Balgowlah - Plan |

GEOCODES: -33.801302, 151.262516

REPORT

BACKGROUND

Council has received concerns from local residents regarding an increased number of boats and trailers parking for long periods of time along a section of Bungalow Avenue at the intersection of New Street, Balgowlah Heights. The parking of boats and trailers in this location creates difficulties for turning buses and other larger vehicles and results in ongoing issues with blockage of a stormwater drain.

LOCATION

- Bungalow Avenue is a local road with an average width of approximately 9.5m and a speed limit of 50 km/h.
- Bungalow Avenue carries medium volumes of two-way traffic and intersects with New Street on its eastern side. It connects with Lower Beach Street to its north and Earnest Street to its south.
- Bungalow Avenue and New Street are located within multiple bus routes. Bus Stops exist along Bungalow Avenue between Lower Beach Street and Earnest Street. Throughout the day, a number of buses travel south on Bungalow Avenue from Lower Beach Street, turn left and travel east on New Street and back again in the opposite direction. A school bus route also runs north from Earnest Street, turns right and then travels east along New Street. It also travels in the opposite direction.
- Bungalow Avenue consists of low density residential properties.
- In the proposed vicinity, there are no parking restrictions on either side of Bungalow Avenue.

ISSUES

- The parking of boats and trailers at this location creates difficulties for turning buses and other larger vehicles.
- Vehicles parked for long periods of time at this location without movement results in ongoing issues with leaves and debris blocking a stormwater drain.
- On inspection, multiple boats, trailers and caravans were found to be occupying a significant proportion of the available kerb space between No.45 to No.47 Bungalow Avenue, Balgowlah.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 'No Parking Motor Vehicles Excepted' restrictions on the western side of Bungaloe Avenue at the intersection of New Street between the properties of No.45 to No.47 Bungaloe Avenue. The restriction will prevent the parking of boats, caravans and trailers at this location and will improve access for bus services.

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.

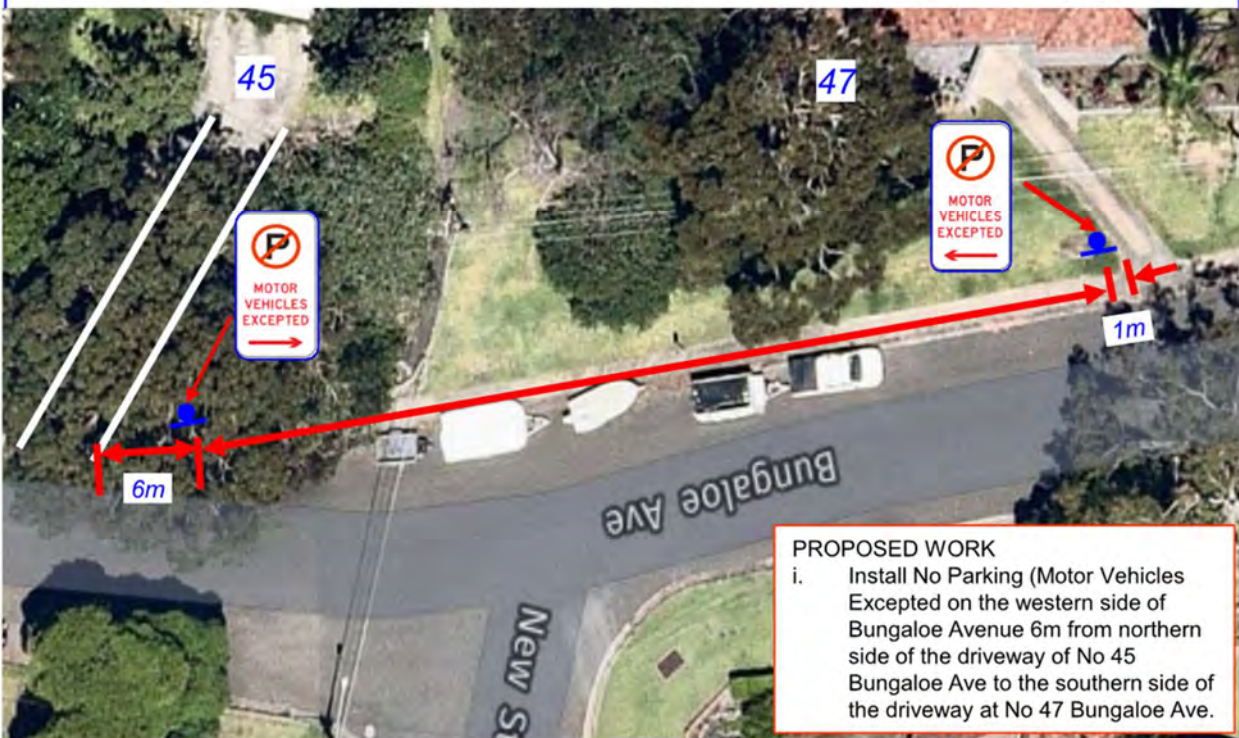
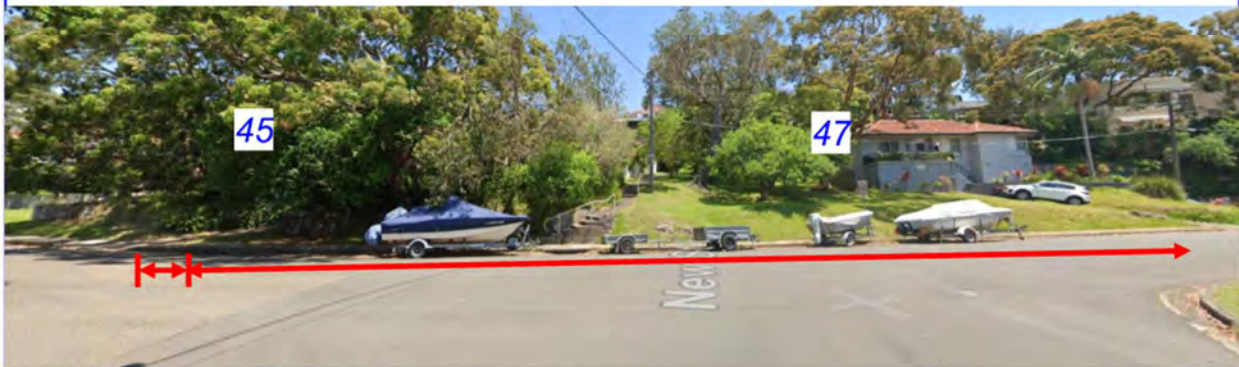
CONSULTATION


Consultation letters have been distributed to seven (7) properties within the immediate vicinity of the location providing notification of the proposed changes. Three (3) letters of support and no objections were received to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Parking Motor Vehicles Excepted' restrictions on the western side of Bungaloe Avenue, Balgowlah at the intersection of New Street.



| PROPOSAL | | | | | |
|---|---|--------|--------------|----|-----------------|
|  | Bungaloe Ave, Balgowlah No Parking - Motor Vehicles Excepted | | | | |
| | DRAWN | JS | APPROVED | PD | |
| | LAYOUT | 1 OF 1 | REVISION NO. | A | DATE 05/12/2022 |

| | |
|--------------------------|--|
| ITEM 4.11 | MAKIM STREET, NORTH CURL CURL - NO STOPPING |
| REPORTING OFFICER | TRAFFIC OFFICER |
| TRIM FILE REF | 2023/184560 |
| ATTACHMENTS | 1 Makim Street North Curl Curl - No Stopping - Plan 2 Makim Street, North Curl Curl - Table of Consultation |

GEOCODES: -33.761782, 151.283879

REPORT

BACKGROUND

Council has received concerns from local residents regarding poor visibility in Makim Street, North Curl Curl. The existing unrestricted parking on the inside radius of the bend opposite Fay Street affects visibility and traffic flow approaching the intersection.

LOCATION

- Makim Street, North Curl Curl is a local, narrow road with an average width of approximately 7.5m and a default speed limit of 50km/h.
- Makim Street carries low volumes of two-way traffic with No bus routes along its path.
- Makim Street connects with Headland Road to its west and Fairport Street to its east and it intersects with Fay Street on its southern side.
- Makim Street consists of low-density residential properties.
- In the proposed vicinity, there are no parking restrictions on either side of Makim Street, other than the painted statutory 'No Stopping' unbroken yellow Kerb lines at the intersection with Fay Street.

ISSUES

Vehicles, including a caravanS and larger utility vehicles, regularly park on both sides of the road between property No's 19-23, obstructing the visibility of oncoming traffic.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a 'No Stopping' unbroken yellow kerb line, approximately 16m, beginning at Makim Reserve, opposite No.21 Makim Street and extending to the west of the driveway at No.18 Makim Street, North Curl Curl.

Adjustments were made to the original proposed plan of 30m 'No Stopping' zone, based upon the concerns of the local residents for loss of on-street parking and following a review of its impact on safety at the location.

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 eight (8) properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a 'No Stopping' unbroken yellow kerb line, beginning at Makim Reserve, opposite No.21 Makim Street and extending to the west of the driveway at No.18 Makim Street, North Curl Curl.

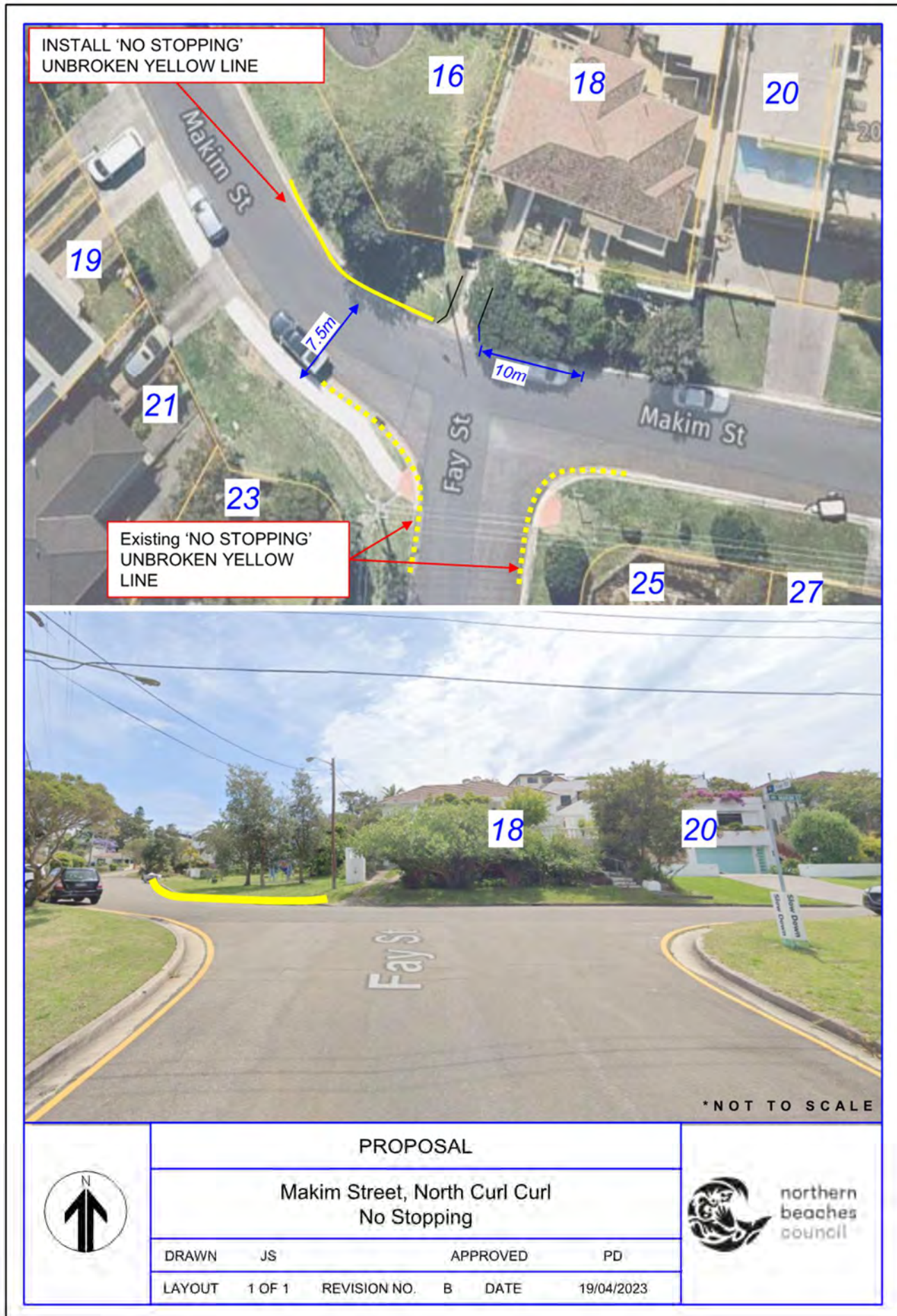


Table of Consultation

| | |
|-----------------|--|
| Address | Makim Street, North Curl Curl |
| Proposal | 'No Stopping' Unbroken Yellow Kerb Line |

| | | |
|-----------------------------|---|---|
| Properties Consulted | 8 | |
| Responses Received | 2 | |
| Support | 0 | |
| Conditional Support | 1 | Requests the reduction of the 'No Stopping' restriction in front of 18 Makim Street. |
| Do Not Support | 1 | Also Requests the reduction of the 'No Stopping' restriction in front of 18 Makim Street. |

| Issue | Resident Comment | Council Response |
|---------------------------------------|---|--|
| Loss of on-street Parking | Elderly residents who use the on street parking in front of 18 Makim Street daily are distressed about the loss of parking in front of their property. They claim that the length is excessive. They request for the proposed 'No stopping' restriction to end at the wider part of the street at the intersection of Fay Street. | Council has further investigated and reviewed the safety issues at the location and concerns for parking loss and recommends to reduce the 'No Stopping' yellow kerb line where the street widens at Fay Street. |
| Speeding | Cars do not generally come speeding down the road through Makim Street as there are cars parked on either side of the road. Makim Street is a neighbourhood street and not a major throughfare to any main road. Restricting parking at or near the T-Section has the potential for cars to speed through the intersection, which could adversely impact in this quiet street | Parking restrictions applied to one side of the street can increase drivers sight distance and therefore confidence in manoeuvring quickly through a street. |
| Suggestion to increase No Stopping at | A resident suggests that the existing yellow line on the south eastern corner of Makim Street be extended by 10 metres in an easterly direction towards 27 Makim Street, | Council has investigated the request for the extension of the No stopping Yellow line at the south eastern corner of Makim Street. Council does not support the extension of the existing parking restrictions and the loss of valuable on street parking unless deemed necessary. |

| | |
|--------------------------|---|
| ITEM 4.12 | CARTER ROAD, BROOKVALE - TIMED PARKING |
| REPORTING OFFICER | TRAFFIC OFFICER |
| TRIM FILE REF | 2023/184768 |
| ATTACHMENTS | 1 Carter Road, Brookvale - Plan 2 Carter Road, Brookvale - Table Of Consultation |

GEOCODES: -33.762160, 151.278653

REPORT

BACKGROUND

Council has received concerns from local business regarding ongoing illegal parking and the long-term parking of vehicles, trailers and heavy vehicles in Carter Road, Brookvale. The concerns raised affect traffic flow and visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for customers and visitors.

LOCATION

- This section of Carter Road is a local road that caters for two-way traffic, with a speed limit of 50km/h. Carter Road is used by traffic to reach Brookvale, Freshwater, and the surrounding suburbs.
- The carriageway of Carter Road is approximately 13m wide.
- On-street parking is generally unrestricted on Wattle Road, except for an existing 2-hour timed parking restriction at the north-western end adjacent to the intersection of West Street Road and Carter Road. No Stopping restrictions are located at the intersection of Carter Road and West Street, Pittwater Road, and Winbourne Road Brookvale.
- Adjacent land use consists of industrial and business along the northern and southern sides of Carter Road, correspondingly.

ISSUES

- The concerns raised affect visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for customers and visitors.
- Abandoned vehicles and illegal parking.

PROPOSAL

Council has undertaken a review of the location and proposes to install eight hour (8P) 8am-6pm Everyday timed parking restrictions on the eastern side of Carter Road extending from the existing No Stopping outside No.5-9 Carter Road to the driveway of No.31 Carter Road, Brookvale. Further, install statutory No Stopping Unbroken Yellow Kerb Lines on both sides of the intersection of West Street & Carter Road, Brookvale.

It is also proposed to install eight hour (8P) 8am-6pm Everyday timed parking restrictions to begin on the eastern side of Carter Road extending from 10m south of West Street (outside No.35 Carter Road) to the existing No Stopping on the Carter Road frontage of No.14 Winbourne Road, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 67 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of eight hour (8P) 8am-6pm Everyday timed parking restrictions on the eastern side of Carter Road extending from the existing No Stopping outside No.5-9 Carter Road to the driveway of No.31 Carter Road, Brookvale.
- B. Installation of statutory No Stopping Unbroken Yellow Kerb Lines on both sides of the intersection of West Street & Carter Road, Brookvale.
- C. Installation of eight hour (8P) 8am-6pm Everyday timed parking restrictions to begin on the eastern side of Carter Road extending from 10m south of West Street (outside No.35 Carter Road) to the existing No Stopping on the Carter Road frontage of No.14 Winbourne Road, Brookvale.

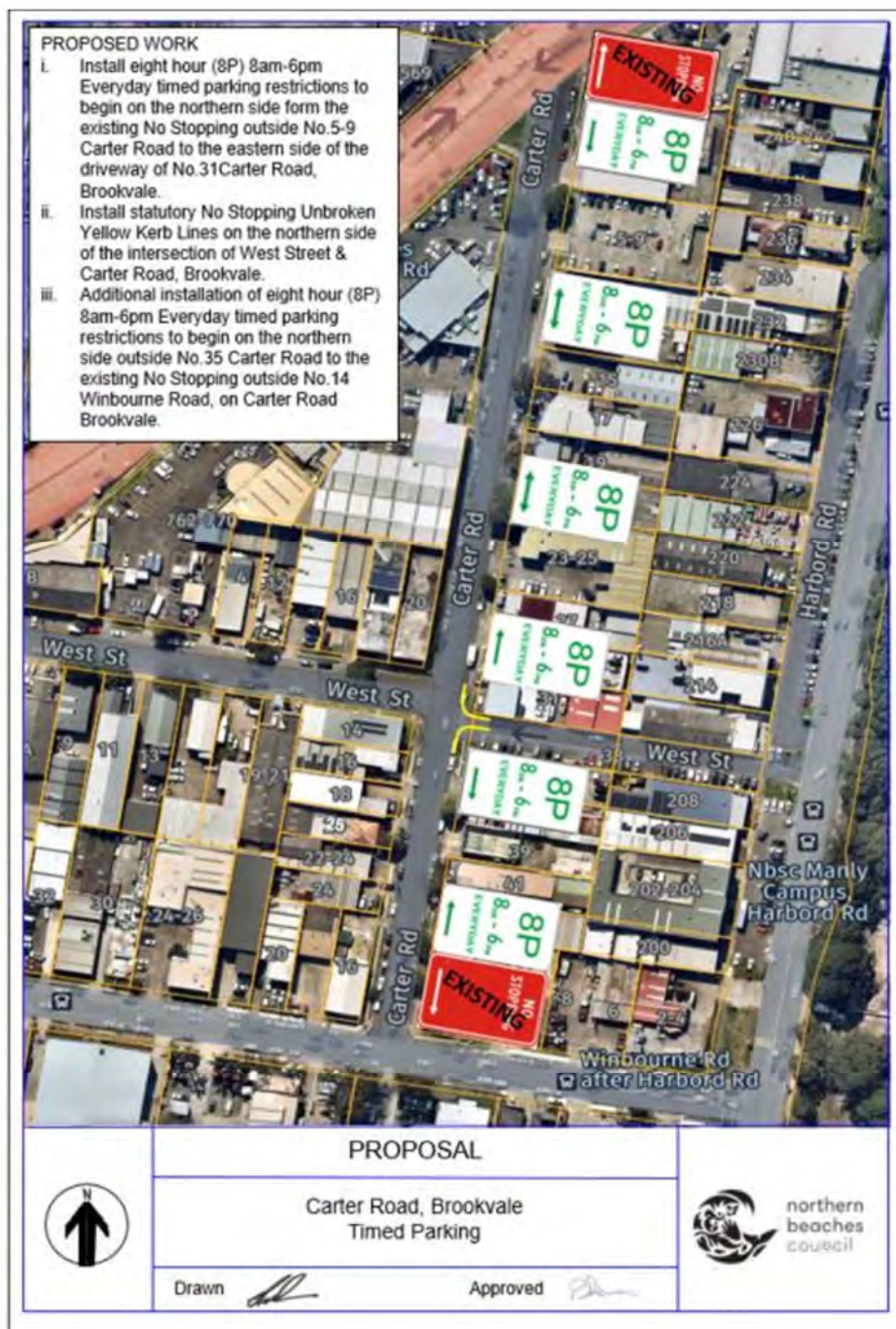


Table of Consultation

| | |
|-----------------|-------------------------------|
| Address | <u>Carter Road, Brookvale</u> |
| Proposal | <u>Timed Parking</u> |

| | |
|-----------------------------|----|
| Properties Consulted | 67 |
| Responses Received | 4 |
| Support | 3 |
| Do Not Support | 1 |

| Issue | Resident Comment | Council Response |
|---------------------|---|---|
| Affects Businesses | As a small business owner I start at 6 am and are often still at work at 6pm. I feel the timed parking should be an open 12 hour parking with no time restrictions. | The proposal intends to improve on street parking availability and turnover, removing the limited parking caused by abandoned vehicles, boat and box trailers. Council Rangers are unable to enforce restrictions longer than an 8P limit. |
| Affects employees | Many employees in this street start work at 5 and 6am, therefore we would have to move cars 1/2 way through the day. | Bantry Bay Road is a public road and available to all road users. |
| Additional Comments | Rangers rarely if ever frequent the street to enforce parking times. I could not image they would visit the street overnight | Council Rangers can investigate all illegal parking concerns. A request was forwarded to Council Rangers to enforce existing restrictions and any breach of NSW Road Rules. |

| | |
|--------------------------|---|
| ITEM 4.13 | WESTMORELAND AVENUE, COLLAROY - NO PARKING |
| REPORTING OFFICER | TRAFFIC OFFICER |
| TRIM FILE REF | 2023/185316 |
| ATTACHMENTS | 1 Westmoreland Avenue, Collaroy - Plan |

GEOCODES: -33.740040, 151.292681

REPORT

BACKGROUND

Council has been advised the existing Bus Zone outside Pittwater House is redundant and received concerns from residents regarding illegal parking that affects traffic flow and sight distances exiting Westmoreland Avenue, Collaroy.

LOCATION

- Westmoreland Avenue is a local road that caters for two-way traffic, with a speed limit of 50km/h. A morning and afternoon school zone operates with a posted speed limit of 40km/h. Westmoreland Avenue is used by traffic to reach Cromer, Collaroy Plateau and the surrounding suburbs.
- The carriageway of Westmoreland Avenue is approximately 9m wide.
- On-street parking is generally unrestricted on Westmoreland Avenue, except for an existing dividing line that stretches from outside No.68 approximately 160 metres to outside No.50 and a No Stopping restriction between driveways of No.43 to No.45. No Stopping restrictions are located at the intersections of Westmoreland Avenue and Cumberland Avenue, Coutts Crescent and Parkes Road, Collaroy.
- Adjacent land use consists of low to medium density housing and Pittwater House School.

ISSUES

- Limited parking opportunities for parents in relation to parking for Pre-School / Kindergarten children.
- Existing Bus Zone is redundant.
- Illegal parking affects parking turnover, increasing traffic queuing and traffic flow.
- Limited opportunities to extend school zone parking in South Creek Road and Parkes Road, Dee Why.

PROPOSAL

Council has undertaken a review of the location and proposes to remove the existing No Parking and Bus Zone 7:30am-4:30pm School Days Only restrictions outside Pittwater House School, opposite No.60 to No.69 Westmoreland Avenue, Collaroy.

To improve road safety and provide additional space for pick-up and drop-off of students, Council proposes to introduce No Parking 8:00am -9:30am & 2:30-4:00pm School Days outside Pittwater House School approximately 96 metres in length opposite No.68 to opposite No.58 Westmoreland Avenue, Collaroy.

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 38 properties within the immediate vicinity of the location providing notification of the proposed changes. One response was received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the existing No Parking and Bus Zone 7.30am-4.30pm School Days Only restrictions outside Pittwater House School, opposite No.60 to 69 Westmoreland Avenue, Collaroy.
- B. Introduction of a No Parking 8.00am -9.30am & 2.30-4.00pm School Days restriction outside Pittwater House School approximately 96 metres in length opposite No.68 to opposite No.58 Westmoreland Avenue, Collaroy.

| | | |
|--|--|--|
|  | | <p>PROPOSED WORK</p> <p>i. Remove the existing No Parking and Bus Zone 7.30am-4.30pm School Days Only restrictions outside Pittwater House School, opposite No 60 to 69 Westmoreland Avenue, Collaroy.</p> <p>ii. Install No Parking 8.00am - 9.30am & 2.30-4pm School Days outside Pittwater House School approximately 96m in length opposite No 68 to opposite No.58 Westmoreland Ave, Collaroy.</p> |
| | | <p>PROPOSAL</p> <p>Westmoreland Avenue, Collaroy No Parking</p> |
|  | <p>Drawn </p> | <p>Approved </p> |
|  northern beaches council | | |

| | |
|--------------------------|--|
| ITEM 4.14 | SOUTH CREEK ROAD, DEE WHY - NO STOPPING |
| REPORTING OFFICER | TRAFFIC OFFICER |
| TRIM FILE REF | 2023/185532 |
| ATTACHMENTS | 1 South Creek Road, Dee Why - Plan |

GEOCODES: -33.741354, 151.289748

REPORT

BACKGROUND

Council has received concerns from local residents regarding illegal parking and parking inappropriately in a currently unrestricted section of South Creek Road. The parking activity narrows the traffic lane, creates traffic congestion, and reduces sight distance for traffic entering the roundabout at the intersection of Parkes Road and South Creek Road, Dee Why.

LOCATION

- South Creek Road is a collector road carrying significant two way and two-lane traffic from Pittwater Road to Collaroy Plateau and the Cromer industrial area. with a speed limit of 50km/h, a signposted 40km/h limit operates at morning and afternoon school zone hours.
- On-street parking is restricted due to No Stopping from the roundabout, a Bus Zone and Pedestrian Crossing located outside Pittwater House School and No Stopping on the southern side from the Pedestrian Crossing outside No.53 to No.63 South Creek Road, which includes a section with school days only.
- Adjacent land uses consist of low- medium density housing along the southern side and Pittwater House School, is located on the northern side of South Creek Road, correspondingly.
- A footpath is present on the northern and southern sides of South Creek Road, correspondingly.
- The 180 and 180x Bus routes service the section of South Creek with multiple school bus services that also operate.
- Heavy and long vehicles are mounting the existing roundabout when negotiating left-turn movements from Parkes Road into South Creek Road and straight on South Creek Road.
- There are existing median islands on each leg of the roundabout. The median islands on South Creek Road and Parkes Road have a pedestrian gap, to allow pedestrians to cross trafficable lanes in stages.

ISSUES

- Illegal parking affecting sightlines entering and exiting the roundabout, increasing traffic queuing and traffic flow.

PROPOSAL

Council has undertaken a review of the location and proposes to remove the existing unrestricted parking and introduce a No Stopping Unbroken Yellow Kerb Line approximately 46m in length on the south side of South Creek Road, between the existing part-time No Stopping zone (outside No.63A) and the roundabout at the Parkes Road intersection.

To improve pedestrian and road safety, it is also proposed to install double-sided Children Crossing warning signs on existing stems adjacent to the Traffic Island outside No.65 & No.74 South Creek Road, Dee Why.

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 13 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses were received in relation to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the existing unrestricted parking and introduce a No Stopping Unbroken Yellow Kerb Line approximately 46m in length, on the south side of South Creek Road between the existing part time No Stopping zone (outside No.63A) and the roundabout at the Parkes Road intersection.
- B. Installation of double-sided Children Crossing warning signs on existing stems adjacent to the Traffic Island outside No.65 & No.74 South Creek Road, Dee Why.

| | | |
|--|---|---|
|  | | <p>PROPOSED WORK</p> <p>i. Install a No Stopping Unbroken Yellow Kerb Line approximately 46m in length, on the southern side beginning on the existing No Stopping School Days Only to the roundabout outside No 67-69 South Creek Road, Dee Why.</p> <p>ii. Install double sided Children Crossing warning signs on existing stems adjacent to the Traffic Island outside No 65 & 74 South Creek Road, Dee Why.</p> |
|  | | |
|  | <p align="center">PROPOSAL</p> <p align="center">South Creek Road, Dee Why No Stopping</p> | |
| <p>Drawn </p> | <p>Approved </p> | |
|  northern beaches council | | |

5.0 MATTERS FOR NOTATION

| | |
|--------------------------|-----------------------------------|
| ITEM 5.1 | ONGOING ACTIONS UPDATE |
| REPORTING OFFICER | MANAGER, TRANSPORT NETWORK |
| TRIM FILE REF | 2023/241334 |
| ATTACHMENTS | NIL |

BACKGROUND

The previous matters have been raised during General Business and this report provides an update on progress of the items raised:

| Meeting Date | Item Number | Brief Description of Action | Responsible Officer/ Authority | Latest Update |
|--------------|-------------|--|--------------------------------|---------------------------|
| 7.2.23 | 6.1 | TfNSW Temporary Delegation – for traffic management & pedestrian works. Peter Carruthers, TfNSW, to update the LTC on 3 May 2023. | TfNSW / Phil Devon | 17/4/23 Pending |
| 7.2.23 | 6.2 | Avalon Shopping Centre - Works are still underway. Phil Devon to update the LTC on 3 May 2023. | Phil Devon | 17/4/23 Pending |
| 7.2.23 | 6.4 | Powderworks Rd, North Narrabeen –awaiting feedback from Environmental Compliance re: parking request. Phil Devon to update the LTC on 3 May 2023 | Env Compliance / Phil Devon | 17/4/23 Pending |
| 7.2.23 | 6.5 | Pittwater Rd, Manly – Phil Devon awaiting response from Compliance Dept and update the LTC on 3 May 2023 | Phil Devon | 17/4/23 Pending |
| 7.2.23 | 6.6 | 4 Delmar Pde, Dee Why – DA – TfNSW will consider turning ban changes. Phil Devon to update the LTC on 3 May 2023. | TfNSW / Phil Devon | 17/4/23 Pending |
| 7.2.23 | 6.8 | Rickard Rd, North Narrabeen – repainted lines will be completed. Brian Duong to update the LTC on 3 May 2023. | Brian Duong / Phil Devon | 17/4/23 Pending |
| 7.2.23 | 6.9 | Blackbutt Rd, Frenchs Forest – speed hump repair is still underway. Phil Devon to update the LTC on 3 May 2023 | Phil Devon | 17/4/23 Pending |
| 7.2.23 | 6.10 | Hilmer St, Frenchs Forest – stop lights – Peter Carruthers of TfNSW awaiting advice from network operations. Peter Carruthers to update the LTC on 3 May 2023. Potholes, heavy patching, - is still underway. Phil Devon to update the LTC on 3 May 2023. | TfNSW / Phil Devon | 17/4/23 Pending |

| Meeting Date | Item Number | Brief Description of Action | Responsible Officer/ Authority | Latest Update |
|--------------|-------------|--|---------------------------------|-----------------------------|
| 7.2.23 | 6.11 | Bantry Bay Rd, Frenchs Forest – timed parking restrictions – Ranger John Hoebein will follow up this matter and update the LTC on 3 May 2023 | Rangers / Phil Devon | 17/4/23 Pending |
| 7.2.23 | 6.12 | Eurobin Ave, Manly – traffic congestion during morning peak times – Ranger John Hoebein to witness illegal parking here and update the LTC on 3 May 2023 | Rangers / Phil Devon | 17/4/23 Pending |
| 7.2.23 | 6.13 | <i>The Corso, Manly – updated signage for cyclists – new signage is underway. Rangers be proactive to slow down/stop speeding cyclists. Phil Devon to update the LTC on 3 May 2023</i> | <i>Rangers / Phil Devon</i> | 17/4/23 COMPLETED |
| 7.2.23 | 6.14 | Beacon Hill Rd, Beacon Hill – no stopping restrictions. Phil Devon to investigate traffic congestion and update the LTC on 3 May 2023 | Phil Devon | 17/4/23 Pending |
| 7.2.23 | 6.15 | Myoora Rd, Terrey Hills – Phil Devon to investigate traffic congestion and update the LTC on 3 May 2023. | Phil Devon | 17/4/23 Pending |

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the updated actions table.

ITEM 5.2 **REQUEST FOR WORKS ZONE**
REPORTING OFFICER **TRAFFIC ENGINEERING COORDINATOR**
TRIM FILE REF **2023/246840**
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 |
|---|---------------------------------|--|------------------------------------|
| Masterton Homes – for Dimitris Kotroumanis – 130 Lagoon Street, Narrabeen | 130 Lagoon Street, Narrabeen | Length: 10 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday | 24 April 2023 to 13 August 2023 |

RECOMMENDATION TO TRAFFIC COMMITTEE

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