


AGENDA

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 1 AUGUST 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 Manly Mr J Griffin MP Representative

Member for Wakehurst Mr M Regan MP Representative

Transport for NSW – Acting Manager – Network & Safety Services

Transport for NSW – Safety Officer - Network

Northern Beaches Police Command, Dee Why

Northern Beaches Police Command, Dee Why

Mr Jose Menano-Pires

Mr Phil Corbett

Ms Adele Heasman

Ms Sally Claydon

Ms Vicky Walker

Mr Zak Ahmad

Sergeant Nino Jelovic

Senior Constable Adam Castleden

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

Edward Forrester

Officers

Director Transport and Assets

Executive Manager - Transport and Civil Infrastructure

Manager – Transport Network

Traffic Engineering Coordinator

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

Ranger

Specialist Administration Officer

Visitor

Resident: re Item 4.8, Albert & Ocean Streets, Narrabeen

Mr Jorde Frangoples

Mr Craig Sawyer

Mr Phil Devon

Mr James Brocklebank

Mr Ricky Kwok

Mr Scipio Tam

Ms Leila Kazemnezhad

Mr Luke Nickson

Mr Brian Duong

Ms Jackline Shahho

Mr Nicholas Murace

Mr Chin Gupta

Mr Jackie Ng

Ms Robynann Dixon

Ms Pavica Kupcak

Ms Felicity Shonk

Ms Vicki Hart

Ms Kajal Todd

Mr Alex Yuen

Mr Darren Greenow

Mr Michael Davey

Mr Daniel Bekis

Ms Caty Pilley

Mr Patrick Stromquist

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

to be held on Tuesday 1 August 2023

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 am

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NEXT MEETING Tuesday 5 September 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 JULY 2023

RECOMMENDATION

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

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Members should disclose any "**pecuniary**" or "**non-pecuniary**" conflicts of interests in matters included in the agenda. The [Northern Beaches Council Code of Conduct](#) (the Code) provides guidance on managing conflicts of interests.

A **pecuniary interest** is defined in Section 4 of the Code as:

A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.

A **non-pecuniary conflict of interest** is defined in Section 5 of the Code as:

A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter.

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	HILLTOP CRESCENT AT SYDNEY ROAD, FAIRLIGHT - LOADING ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/316449
ATTACHMENTS	1 Plan

GEOCODES: -33.796039, 151.276794

REPORT

BACKGROUND

Council has received concerns from local businesses regarding the demand for on-street parking and the lack of parking available for pick-up and delivery of goods on Sydney Road, between Thornton Street and Woods Parade, Fairlight.

LOCATION

Hilltop Crescent between Sydney Road and Woods Parade is a local road, approximately 7m in width, which caters for a low volume of one-way traffic.

Multi residential units are located to the west at Hilltop Crescent, with retail businesses located to the east.

On street parking is restricted on both sides of the road, with half (½) hour timed parking restrictions 8:30am – 6:00pm Everyday on the Northern side and half (½) hour timed parking restrictions 8:30am – 6:00pm Monday– Friday, 8:30am -12:30pm Saturday - Sunday on the southern side which extends to the traffic lights on Sydney Road to the east.

ISSUES

There is lack of available parking for pick-up and delivery of goods on Sydney Road between Thornton Street and Woods Parade, Fairlight.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a designated (seven and a half) 7.5 metre Loading Zone on Hilltop Crescent at the frontage of the businesses at No.143-147. The Loading Zone is primarily intended to support the local businesses without access to off-street loading or parking facilities.

Adjustments were made to the original proposed plan and the location of the proposed Loading Zone, based upon the concerns received from local residents for loss of on-street parking in front of the residential units at No1.49-153.

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 71 properties within the immediate vicinity of the location providing notification of the proposed changes.

Residents raised concerns in response to the initial design for the loss of on-street parking in front of the residential units at No.149-153.

The concerns were reviewed, and the design was altered to provide a shortened length of Loading Zone and it was relocated to frontage of the businesses at No.143 - 147 to have minimal impact on the residents.

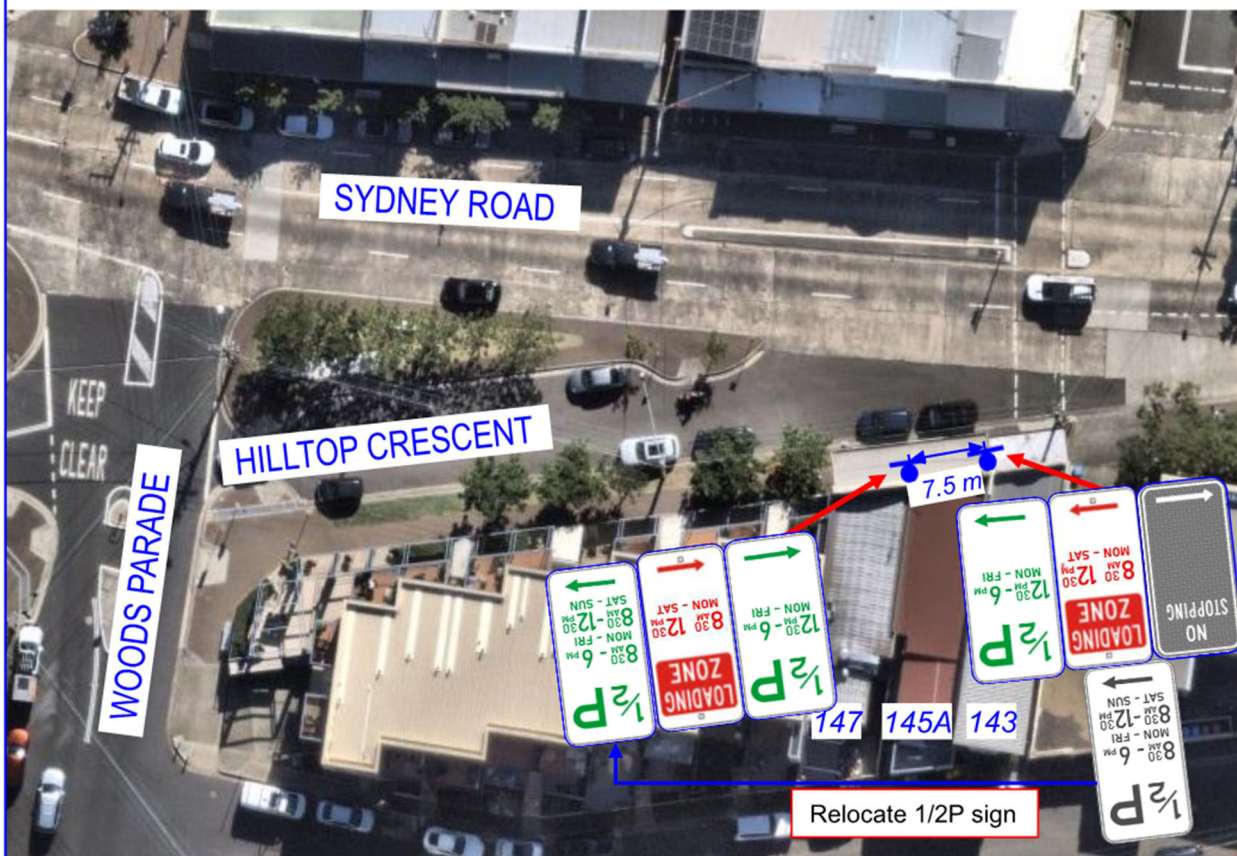
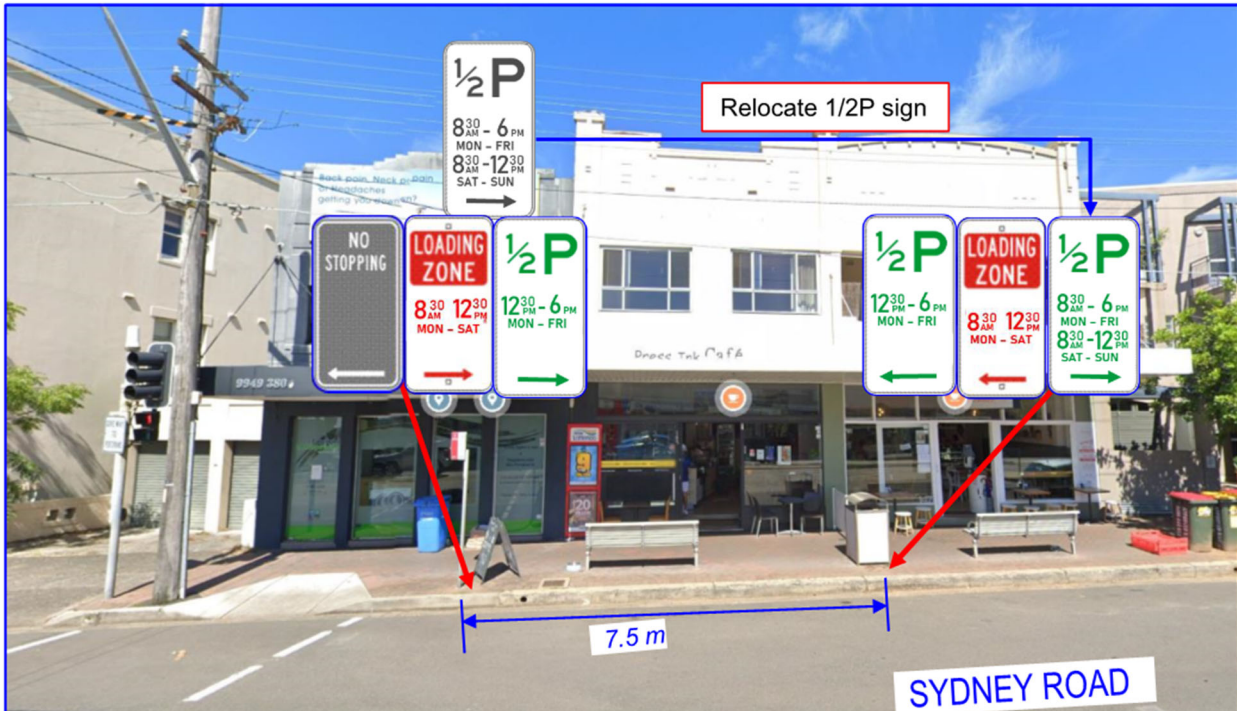
Consultation letters were re-distributed to 71 properties within the immediate vicinity of the location providing notification of the proposed amended changes.



No objections were received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a Loading Zone on Hilltop Crescent at the frontage of No.143-147 Sydney Road, Fairlight.



	PROPOSAL					 northern beaches council
	Hilltop Crescent at Sydney Road, FAIRLIGHT LOADING ZONE - Revised					
	DRAWN	JS	APPROVED			
	LAYOUT	1 OF 1	REVISION NO.	C	DATE	

ITEM 4.2	KOORALA STREET, MANLY VALE - BUS ZONE
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/378110
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.785709, 151.270043

REPORT

BACKGROUND

Council has received concerns from local residents regarding a lack of understanding with regard to the legality of parking near the existing Bus Stops on the south and north sides of Koorala Street, Manly Vale outside No.19 Quirk Road and No.24 Koorala Street. It is illegal to park within 20m on the approach to a Bus Stop or within 10m on departure from a Bus Stop. This is to allow the bus sufficient space to pull in close and parallel to the kerb and enable passengers to safely enter and exit the bus.

LOCATION

Koorala Street is a local road of approximately 13m in width. It carries moderate volumes of traffic and links with Condamine Street at its western end. Parking is permitted on both sides of the road, mostly on an unrestricted basis.

ISSUES

- Parked vehicles obstruct access to the Bus Zone around the existing Bus Stops on the south and north sides of Koorala Street, Manly vale outside No.19 Quirk Road and No.24 Koorala Street.
- This results in buses being unable to pull in safely, creating a potential hold-up for following traffic and interfering with safe alighting and boarding of buses.
- There is also a potential for damage to parked vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install Bus Zone (8AM-9AM and 3PM–3:30PM SCHOOL DAYS) restrictions to reinforce parking restrictions associated with the existing Bus Stop. Outside of the hours that the Bus Zone applies parking will be permissible.

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 607 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 Bus Zone (8AM-9AM and 3PM–3:30PM SCHOOL DAYS) restrictions to reinforce parking restrictions associated with the existing Bus Stop.



*NOT TO SCALE



PROPOSAL

Koorala Street, Manly Vale
Bus Zone (8AM-9AM and 3PM-3:30PM SCHOOL DAYS)

DRAWN LK

APPROVED

LAYOUT

1 OF 1

REVISION NO.

A

DATE

05/06/2023



northern
beaches
council

Table of Consultation

Address	Koorala Street, Manly Vale
Proposal	Bus Zone

Properties Consulted	607
Responses Received	11
Support	10
Do Not Support	1
Partial Support	0

Issue	Resident Comment	Council Response
Lack of Parking	There are insufficient street parking spaces for residents of surrounding apartment complexes along Koorala Street and Quirk Road.	Long term parking of private vehicles must be on private properties as the residents are responsible for utilising garages and existing driveways for off-street parking in case of increased parking demands.

ITEM 4.3	MCCARRS CREEK ROAD, CHURCH POINT - PROPOSED DELINEATION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/427301
ATTACHMENTS	1 McCarrs Creek Road, Church Point - Plan 2 McCarrs Creek Road, Church Point - Table of Consultation

GEOCODES: -33.647423, 151.279612

REPORT

BACKGROUND

Council has received concerns from residents and Bayview Church Point Residents Association regarding pedestrian safety on McCarrs Creek Road, Church Point.

LOCATION

- McCarrs Creek Road between Pittwater Road in Church Point and the Ku-ring-gai Chase National Park boundary near Church Point (Cicada Glen Creek) was reclassified from a State Road to a Regional Road on the 1st July 2012, with the transfer of care and control to the Northern Beaches Council.
- McCarrs Creek Road provides a link between Barrenjoey Road in Mona Vale (via Pittwater Road) to Mona Vale Road in Terrey Hills.
- The section of road under consideration has a 50km/h speed limit and lies between property No's 2 to No.230.
- The sealed pavement width is generally 6.5m wide, and the road contains several sharp, alternating curves in succession, with Dividing Barrier Lines and Edge Lines installed along the centre of the road intermittently.
- There are no signposted parking controls in the immediate area.
- There are no formal footpaths and generally no kerb and gutter, except for irregular sections of dish drains.
- Parking is intermittent along the section of the road where the road is wide enough to enable parking on the road shoulder.
- The land use of the surrounding area is predominantly low-density residential housing.
- There are a number of steep, skewed and concealed driveways that run off McCarrs Creek Road, providing access to single and multiple properties.
- McCarrs Creek Road is part of the existing Road Cycling Network and attracts a high number of cyclists and motorcycle riders who share the road.
- The 155 Bus Services operate along this section of McCarrs Creek Road.

ISSUES

- Council previously approved and installed painted traffic islands and associated lane divider flap delineation that were aimed at reducing traffic speeds and preventing the overtaking of vehicles at critical locations on McCarrs Creek Road, between Cicada Glen Creek and Cargo Wharf, but were unsuccessful in curbing this behaviour. The decision was made not to replace these traffic devices, due to ongoing damage to the pavement flaps within the enhanced median.

- Council approved and installed a number of raised threshold speed humps between property No's 2 to No.230, to address the ongoing concerns with inappropriate speed and driver behaviour in August 2020.
- McCarrs Creek Road is a popular cycle route, particularly on weekends, and therefore any traffic measures should be sympathetic to people cycling on the road and be designed to not create any hazards for cyclists, motorcyclists, buses or other road users.
- As part of the Safer Roads and Australian Government Black Spot Program, Council approved and submitted a project proposal that includes a section of McCarrs Creek Road, Church Point (between No.96 and No.42). The endorsed proposal comprises a number of treatments to address the reported head-on, off-road and pedestrian casualty crashes over the nominated 5 year period.
- As the road lacks a dedicated footpath, this forces pedestrians to share the carriageway or road shoulder with vehicles. This situation not only compromises the safety of pedestrians, but also creates potential hazards for motorists who must navigate around pedestrians.
- Pedestrians sharing the road with vehicles face a higher risk of accidents, particularly due to the speed.
- In accordance with TfNSW Delineation Manual and Australian Standards Manual of Uniform Traffic Control Devices, either continuous or isolated sections of the Edge Line may be desirable where special conditions apply. These conditions include:
 - Frequent horizontal and/or vertical curves
 - Sub-standard curves
 - Areas that are subject to fog
 - Approaches to an edge lined road
 - Accident records indicates the need
 - Continuity of an arterial route
 - Heavy night traffic or tourist traffic
- Edge Lines are marked to discourage traffic from travelling on the shoulders and to make driving safer and more comfortable, particularly at night, by providing a continuous guide for the driver. Edge Lines also act as a guide past objects which are close enough to the edge of the pavement to constitute a hazard and to define the boundaries between moving and parking lanes.
- Where Edge Lines are used, they shall be placed on both sides of the sealed surface.

PROPOSAL

Council has undertaken a review of the above location and proposes to install supplementary Edge Lines between property No's 2 to No.230 McCarrs Creek Road, to separate pedestrians from moving vehicles. The proposed Edge Lines would serve as a visual guide and delineation between pedestrians and vehicles and improve safety for all road users.

The proposed Edge Lines help assist road users through changes in the road, especially beneficial at sharp curves and/or over hills. The presence of a designated trafficable lane would provide clear guidance for pedestrians, reducing the likelihood of unintentional encroachment into vehicular traffic. The visual cues provided by the Edge Lines would have a natural traffic calming effect, encouraging motorists to exercise caution and reduce their speed to road conditions.

Red raised pavement markers are also proposed to supplement the line marking. Raised pavement markers provide an audible and physical warning when driven over and provide visibility, especially during adverse weather conditions, and particularly at night. They help discourage traffic from travelling on or close to the road shoulder and reduce run-off road crashes by providing added warnings to drivers when they deviate from the traffic lane.

On-street parking will not be affected by this proposal. The Edge Line will reinforce the existing Australian Road Rules stated - if the road has a continuous dividing line or a dividing strip, the driver must position the vehicle at least 3 metres from the continuous dividing line or dividing strip, unless otherwise indicated by information on or with a parking control sign. and aims to strike a balance between efficient traffic flow and the provision of suitable parking spaces.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- McCarrs Creek Road is part of the Road Cycling Network however, the proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal will improve safety for pedestrians who are required to walk on the side of the road where there are no constructed paths, by separating pedestrians and vehicles paths.

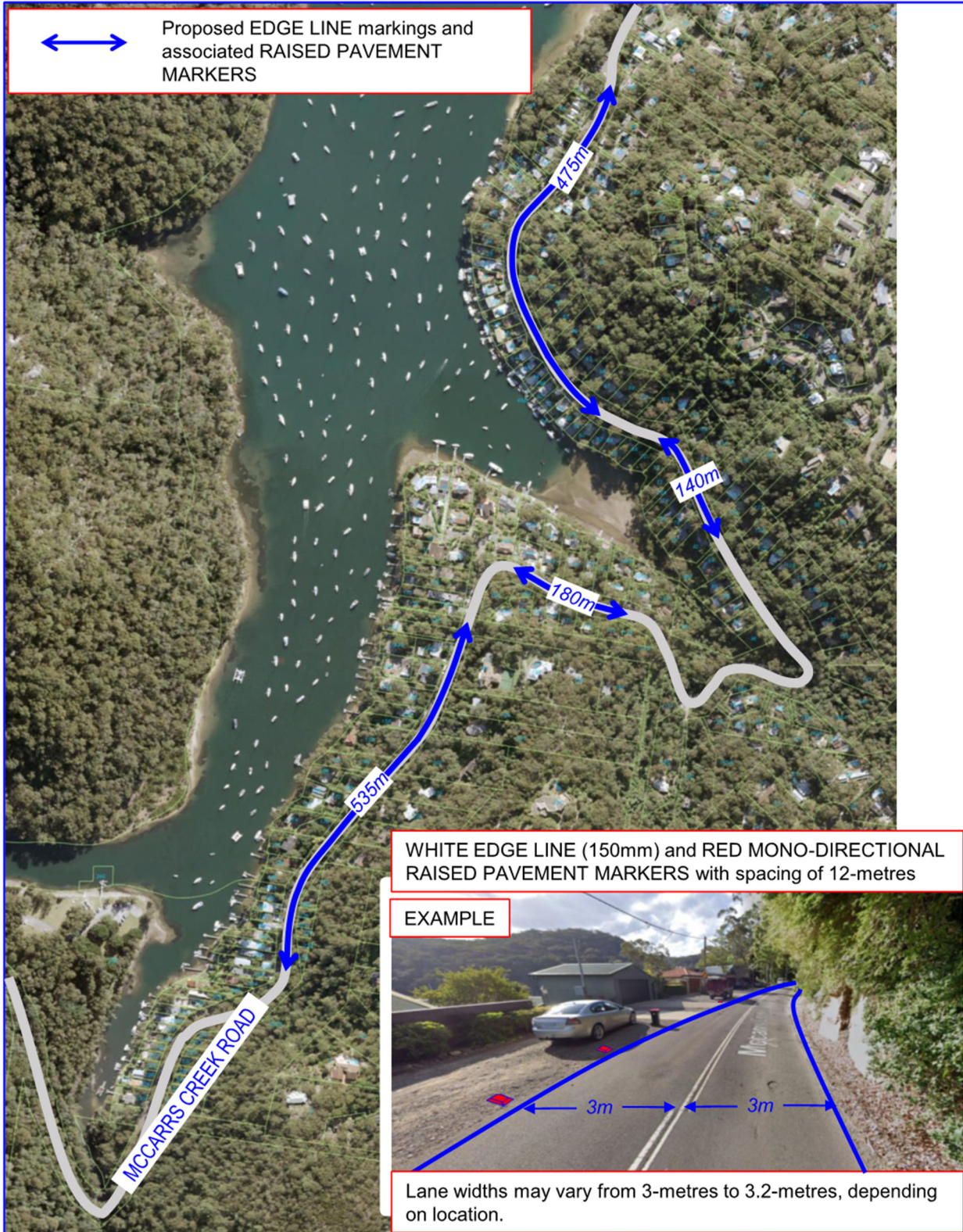
CONSULTATION

- Consultation letters have been distributed to 193 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 24 submissions were received with 18 residents who supported the proposal and 6 objections.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation Edge Lines (E1) and supplementary raised pavement markers between property No's 2 to No.230 McCarrs Creek Road, Church Point.





	PROPOSAL					
	McCarrs Creek Road, Church Point Delineation					
	DRAWN	BD	APPROVED			
	LAYOUT	1 OF 1	REVISION NO.	B	DATE	03/02/2021

Table of Consultation

Address	McCarrs Creek Road, Church Point
Proposal	Proposed Delineation

Properties Consulted	193
Responses Received	24
Support	18
Do Not Support	6

Issue	Resident Comment	Council Response
Additional Delineation	<ul style="list-style-type: none"> - Resident supports the proposal and requests the gap in markings between approximately No. 60 to 70 McCarrs Creek Road to be filled. They also enquire about marking the road in both directions. - Resident supports the proposal and provides recommendations: replacing existing road sections with new lines at a 3-metre distance from the centerline, maintaining continuity of the edge line, lane width and considering minor variations of lane width to allow additional verge parking while ensuring pedestrian space. - Resident supports the proposed edge lines but suggests the need for an additional line clearly marking a 'pedestrian thoroughfare' to separate traffic and parking. 	<ul style="list-style-type: none"> - Resident comments are noted. The proposed delineation encompasses the entire stretch of McCarrs Creek Road, spanning from No. 2 to No. 230, and applies to both sides of the road. - The proposed line marking will be continuous along the entire section of McCarrs Creek Road. Council will address the issue of worn linemarkings by re-linemarking them with the proposal. - The allowance for additional verge parking will not be possible due to the likelihood of double parked occurrences and will be in direct violation of Australian Road Rules.
Speed Reduction, Enforcement and Additional signage	<ul style="list-style-type: none"> - Resident supports various measures to improve pedestrian safety, including reducing the speed limit to 40km/h, enforcement of road rule and implementing signage for pedestrians and cyclists. 	<ul style="list-style-type: none"> - Council currently has no future plans to reduce the speed limit to 40km/h. - Council Rangers are to investigate and monitor illegally parked vehicles on McCarrs Creek Road in accordance with the Australian Road Rules. - Council will conduct an investigation to identify areas where pedestrian signage is deemed necessary.
Raised Pavement Markers	<ul style="list-style-type: none"> - Resident raises concerns about noise with vehicles moving over the raised pavement markers. 	<ul style="list-style-type: none"> - Residents comments are noted. Noise generated by traversing motorists may cause concern in or near residential areas, however, Raised Pavement Markers markers provide an audible and physical warning when driven over and provide visibility, especially during adverse weather conditions, particularly at night. They help discourage traffic from travelling on or close to the road shoulder and reduce run-off road crashes by providing added warnings to drivers when they deviate from the traffic lane.

Pedestrian Footpath	<ul style="list-style-type: none"> - Resident argues the need for a narrow walkable path and suggests sealing the road edge to improve safety and provide an alternative to walking on the roadside. - Resident objects to the proposal and suggests widening the road, adding kerb and gutters, and building a footpath for better safety and stormwater management. - Resident supports the proposal and requests the construction of a footpath outside No. 56 to 68 McCarrs Creek Road. They express concerns about the safety of walking on the road and mention bamboo shoots encroaching on the pedestrian area. They suggest removing the existing vegetation to allow a pedestrian path 	<ul style="list-style-type: none"> - Council understands the need for a footpath on McCarrs Creek Road. The construction of a footpath in McCarrs Creek Road is currently not listed in the five year proposed delivery program for construction. - The construction of a footpath, kerb and gutter along McCarrs Creek Road would involve a substantial financial funding for the entire stretch. Furthermore, this undertaking would inevitably result in the removal of a considerable number of parking spaces. - Council will investigate areas along McCarrs Creek Road where significant road degradation has occurred and sealing the road edge to enhance safety and usability. - Council will request the removal of vegetation situated adjacent to the road edge along the stretch of McCarrs Creek Road, between No. 56 to 68. This measure is intended to significantly improve pedestrian passage along the designated areas.
Boat and Trailer Parking	<ul style="list-style-type: none"> - Resident suggest including a sign prohibiting trailers due to the issue of people dumping trailers for extended periods 	<ul style="list-style-type: none"> - Council Rangers will investigate and are able to enforce and remove vehicles (which includes boat trailers either unregistered, abandoned vehicles and unattended items) that are dumped or left on public land under the Public Spaces (Unattended Property) Act 2021.
Additional Parking Restrictions	<ul style="list-style-type: none"> - Resident request No Parking signage to prevent obstruction at a pinch point - between No. 10 and 12 McCarrs Road on the east kerbside at Bothams Beach - Residents in the No. 2 to 26 area have been discussing a proposal to put to Council to address the parking issues in this area which will also aid pedestrian safety - Resident urges the removal of cliff-side parking or increased monitoring by parking officers. 	<ul style="list-style-type: none"> - The proposed delineation aims to reinforce the existing Dividing Barrier Lines and establish clear guidelines regarding permissible parking areas for vehicles. This delineation will significantly enhance Council's capacity to effectively address the issue of illegally parked vehicles via enforcement by Council Rangers. - Council Rangers are to investigate and monitor for illegally parked vehicles on the high-side of McCarrs Creek Road in accordance to the Australian Road Rules. - Council will investigate the feasibility of 'No Parking' restrictions between No. 10 and 12 McCarrs Road on the eastern side to prevent obstruction and improve pedestrian safety. - Council will investigate and conduct a thorough investigation into the feasibility of the proposed TImed Parking Restrictions put forward by residents residing between No. 2 to 26, addressing the existing parking issues

ITEM 4.4	JEDDA PLACE AND BASSETT STREET, MONA VALE - CHANGES TO INTERSECTION
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/439228
ATTACHMENTS	1 Jedda Place and Bassett Street, Mona Vale - Plan 2 Table of Consultation

GEOCODES: -33.671838, 151.307277

REPORT

BACKGROUND

Council has received concerns from local residents, regarding reduced traffic sight distances and difficulties exiting Jedda Place on to Bassett Street in Mona Vale.

LOCATION

- Jedda Place is a no through road with a 50km/h speed limit. The road width is approximately 7.5m between kerbs and there is no constructed footpath.
- Jedda Place intersects Bassett Street as the stem of a 'T' intersection. The statutory 10m 'No Stopping' from the intersection have previously been extended to 20m west of Jedda Place due to sight distance issues for vehicles exiting the road.
- The 'Give Way' controls apply at the intersection, and a section of dividing barrier lines have been installed on the approach to Bassett Street, where parking is restricted within 3m of the continuous line.
- Bassett Street is a collector road with a 50km/h speed limit, connecting Barrenjoey Road in the east to Mona Street in the west.
- The southern side of Bassett Street is commercial/light industrial land use while the northern side is residential.

ISSUES

- Bassett Street is a well trafficked road and has a high demand for parking on weekdays, due to staff and visitor parking from the commercial/light industrial area.
- Jedda Place provides road access to 18 residential properties.
- Parking in Jedda Place is used by residents, visitors and for overflow parking when Bassett Street is fully parked out.
- It is illegal to park within 3m of the continuous line, which is enforceable without additional parking signs or linemarking.
- Parallel parking is unrestricted on both sides of the road north of the dividing barrier lines.
- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Traffic sight distances for vehicles exiting Jedda Place on to Bassett Street are restricted due to the curvature of the road and existing trees near the intersection.

PROPOSAL

Council has undertaken a review of the area and proposes to move the 'Give Way' line in Jedda Place forward using paint markings. This treatment was used to address similar safety concerns at the Bassett Street/Jedda Place intersection. A plan of the proposal is shown in Attachment 1 - Jedda Place and Bassett Street, Mona Vale - Plan.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Jedda Place and Bassett Street are part of the Road Cycling Network. The proposal will improve safety for all road users including people cycling along Jedda Place by improving sightlines for vehicles exiting Jedda Place as well as through traffic along Bassett Street.
- The proposal does not affect 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 responses are noted in Attachment 2 - Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Moving of the 'Give Way' line in Jedda Place forward, using paint markings. Including installation of diagonal markings in Bassett Street; from east of the driveway of No.92 to the existing 'No Stopping' sign near No.90 Bassett Street.



PROPOSAL

JEDDA PLACE & BASSETT STREET, MONA VALE
CHANGES TO INTERSECTION

Drawn RK


Approved 



Table of Consultation

Address	Jedda Place and Bassett Street, Mona Vale
Proposal	Changes to Intersection and Parking restrictions

Properties Consulted	25
Responses Received	7
Support	7
Do Not Support	0

Issue	Resident Comment	Council Response
Changes to intersection	<p>- I believe it is a very good proposal. The intersection always difficult to get out of due not being able to see clearly and cars exiting Johnson Bros two driveways east and west of the intersection. You always have to move beyond the existing line to safely exit Jedda Place.</p> <p>- I strongly support this proposal as it's unsafe as it is right now</p> <p>- We support the proposal however living in Jedda place for 18 years we have learnt from experience that motorist do not pay attention to lines or stop signs as on numerous occasions several times a day we have people parking in the no stopping including trucks which impairs our visibility greatly. Happens when we are turning right into Bassett street. Also another hindrance is people parking on double white lines on bottom of street.</p>	<p>- The proposed moving of the 'Give Way' line forward using paint markings will significantly improve visibility and traffic sight distances. The existing 'Give Way' line location has reduced sightlines due to the curvature of the road.</p> <p>- Parking within 3m of the dividing barrier lines and in 'No Stopping' areas is illegal and should be reported to Rangers for investigation and enforcement of the Road Rules.</p>
Suggestions	<p>- At last the council are taking some action before a serious accident occurs. Whilst the moving of the give way will help drivers vision, the council also need to cut the trees outside no. 1 and install a mirror on the opposite side of Bassett Street, neither of which should really take very long to organise!</p> <p>- A roundabout at the bottom of Jedda Place would be the best and safest option.</p> <p>- Can we please also have a residential parking scheme.</p>	<p>- The use and installation of traffic mirrors in the Public Road Reserve requires the approval of the Traffic Committee and can only be used to assist residents to enter/leave the driveways to their properties if they meet the required assessment criteria. These devices can not be provided for general traffic at intersections on public roads.</p> <p>- Council has no current proposals for a roundabout at the intersection. Jedda Place is a no through road and there are other higher priority areas for this type of treatment which requires additional infrastructure works and capital expenditure.</p> <p>- On-street parking is public parking for the use of the community. Resident Parking Schemes can only be approved by TfNSW and the situation in Jedda Place does not satisfy the necessary guidelines and eligibility criteria. All properties have or could have off-street parking on their private property, and on-street parking is available in the area.</p>

ITEM 4.5	BUNGAN STREET, MONA VALE - ACCESSIBLE PARKING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/441945
ATTACHMENTS	1 Bungan Street, Mona Vale - Plan

GEOCODES: -33.677804, 151.301481

REPORT

BACKGROUND

Council's Community Centre's team have requested that Accessible Parking be provided in Bungan Street for the new Community Space located inside the grounds of Mona Vale Public School.

LOCATION

- Bungan Street is a local sub-arterial road that connects Mona Vale Road to the south with Pittwater Road to the north. The road has a reduced 40km/h speed limit as it lies within a designated High Pedestrian Activity Area. The section of road under consideration is also located within a School Zone.
- Bungan Street has a road width of approximately 12.8m between kerbs and there are footpaths on both sides of the road.
- The intersection of Bungan Street and Mona Vale is controlled by traffic lights and a raised pedestrian crossing is located 75m north of the intersection.
- Parking along this section of Bungan Street is parallel parking only, with sections of timed parking restrictions, '1P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' on both sides of the road.
- Mona Vale Public School is located on the western side of Bungan Street and the Peninsula Plaza Shopping Centre is situated on the eastern side.
- The 182 Mona Vale to Narrabeen and several School Bus Services operate along Bungan Street.

ISSUES

- The Mona Vale Performance Space is a new Community Space located inside the grounds of Mona Vale Public School. The space is managed under a joint agreement between the Department of Education and Northern Beaches Council and is available for hire during the School term Monday to Fridays from 3.30pm-10pm; and on weekends, School and Public holidays from 8am-10pm.
- The School's carpark is not available for the community to use and there is no Accessible Parking space nearby.
- There is a high demand for parking in the area due to the School, shops and proximity to the Mona Vale Centre.
- It would be beneficial to provide an Accessible Parking Space for users of the facility and visitors to the area.
- The provision an Accessible Parking Space for on-street parallel parking, requires a larger marked parking space and additional footpath width for wheelchair access.

PROPOSAL

- Council has undertaken a review of the area and proposes to install one Accessible Parking space on the western side of Bungan Street, between the entrance gate and the existing raised pedestrian crossing. A plan of the proposal is shown in Attachment 1 - Bungan Street, Mona Vale - Plan.
- The location has sufficient footpath width and provides holders of a Disability Parking permit with parking near the Mona Vale Performance Space and is also situated near the pedestrian crossing for access to shops on the east side of Bungan Street.

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.

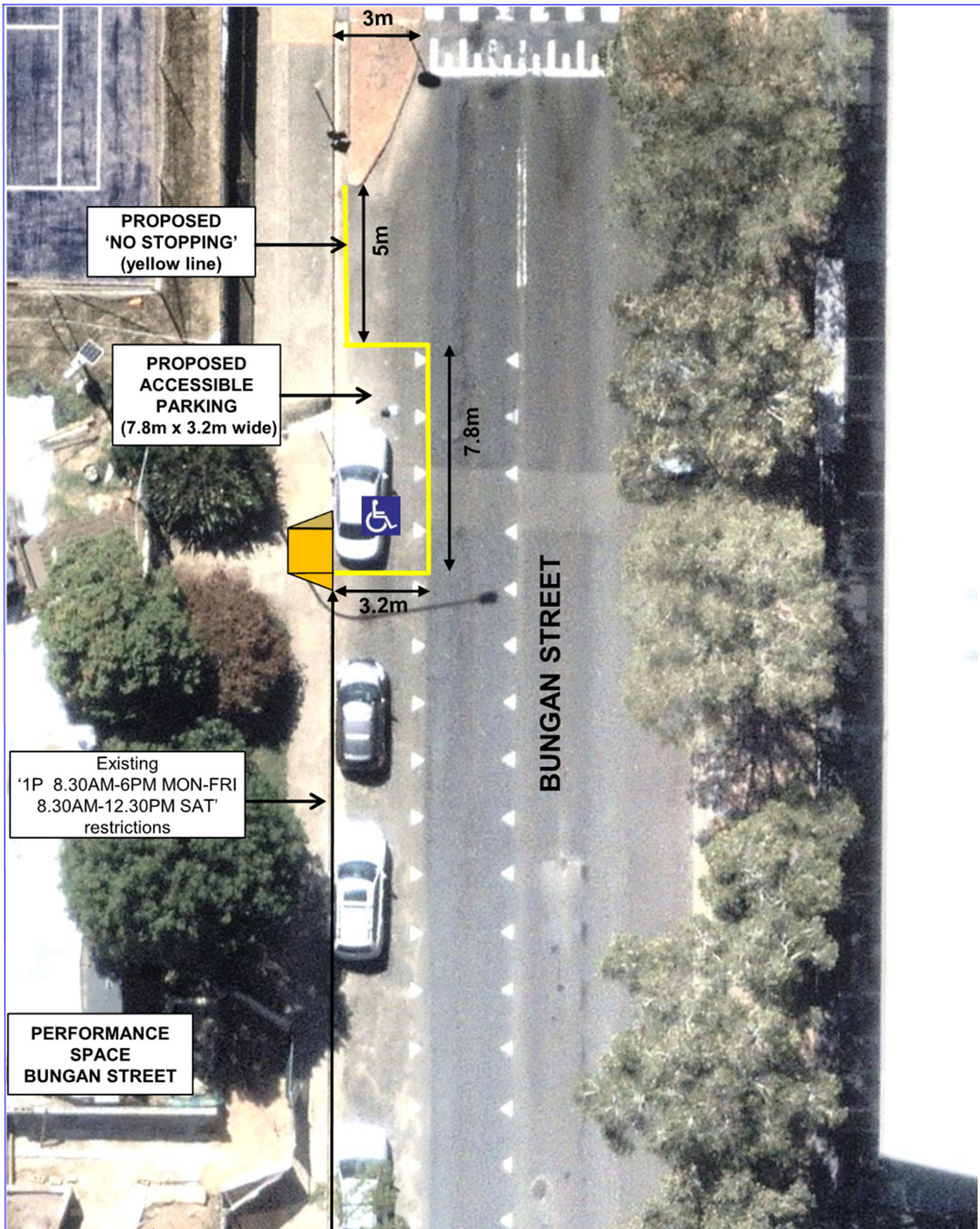
CONSULTATION




Consultation letters have been distributed to 69 properties within the immediate vicinity of the location to provide notification of the proposals for comment. One submission was received indicating support with no objections.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of one Accessible Parking space on the western side of Bungan Street, between the entrance gate to the Mona Vale Performance Space and the existing raised pedestrian crossing.



	PROPOSAL		 northern beaches council
	BUNGAN STREET, MONA VALE ACCESSIBLE PARKING		
	Drawn RK	Approved 	

ITEM 4.6	HARKEITH STREET, MONA VALE – PROPOSED TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/443968
ATTACHMENTS	1 Harkeith Street, Mona Vale - Aerial 2 Harkeith Street, Mona Vale - Plan

GEOCODES: -33.676392, 151.306510

REPORT

BACKGROUND

Council has received concerns from local businesses expressing concerns regarding the current on-street parking conditions and issues on Harkeith Street, Mona Vale. Specifically, the concerns revolve around limited parking opportunities for residents, visitors and customers during business operation hours.

LOCATION

- The section of Harkeith Street under consideration is between Barrenjoey Road and the northern end of Harkeith Street, Mona Vale.
- The southern end of Harkeith Street forms an intersection with Barrenjoey Road, with left turn-only restrictions for vehicles exiting the road, except emergency vehicles. The northern end connects to a one-way laneway on private property adjacent to the Pittwater Place Shopping Centre. The laneway is approximately 3-metres wide with access to the shopping centre carpark and runs northwards to intersect Darley Street.
- Harkeith Street comprises a mix of residential properties and businesses, including the Mona Vale Fire Station. There are existing restrictions on the frontage of the fire station to ensure parking for fire brigade vehicles only.
- Parallel parking is generally unrestricted in the remainder of the street and there is a section of 90° angle parking located at the northern end of Harkeith Street (south side) providing fourteen spaces for vehicles less than 6-metres in length.
- Parking is generally unrestricted on both sides of Harkeith Street with the exception of an existing 2P restriction between No.1 Harkeith Street and No.7 Barrenjoey Road, Mona Vale.
- A constructed footpath is located along the western side of the road only.
- There are no bus services that operate on Harkeith Street.

ISSUES

- Council previously approved '2P' between the hours of 8:30am – 6:00pm Monday to Friday Timed Parking restrictions, between the driveways of No.1 Harkeith Street and No.7 Barrenjoey Road, Mona Vale, to improve parking turnover in Harkeith Street on February 2020.
- Feedback from local businesses indicates that the approved timed restrictions have not been sufficient. Reports suggest that the existing restrictions have not effectively addressed the limited turnover issue and parking availability concerns.
- There is a large demand for vehicle parking in the Mona Vale Commercial Centre and parking usage on Harkeith Street is shared between residents, commuters, workers and visitors.
- Some businesses in Harkeith Street do not have off-street parking for their customers.

- The long-term parking of vehicles by commuters and workers reduces the availability of parking for other users. The greatest impacts to on-street parking occur on weekdays affecting businesses that rely on vehicle turnover and parking nearby.
- Council recognises the importance and the high demand for on-street parking on Harkeith Street.

PROPOSAL

Council has undertaken a review of the location and proposes to install 4P Timed Parking restrictions between the hours of 8:30am and 6:00pm Monday to Friday.

The proposed measures aim to address the ongoing parking issues on the street by removing vehicles occupying permanent spots throughout the day and enabling increased turnover rates for local businesses.

The proposal also takes into account the needs of residents, by allowing long-term overnight parking. This provision acknowledges the importance of accommodating residents' parking requirements, while balancing with the commercial interests of the area.

PEDESTRIAN AND CYCLIST 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 impact on walking paths.

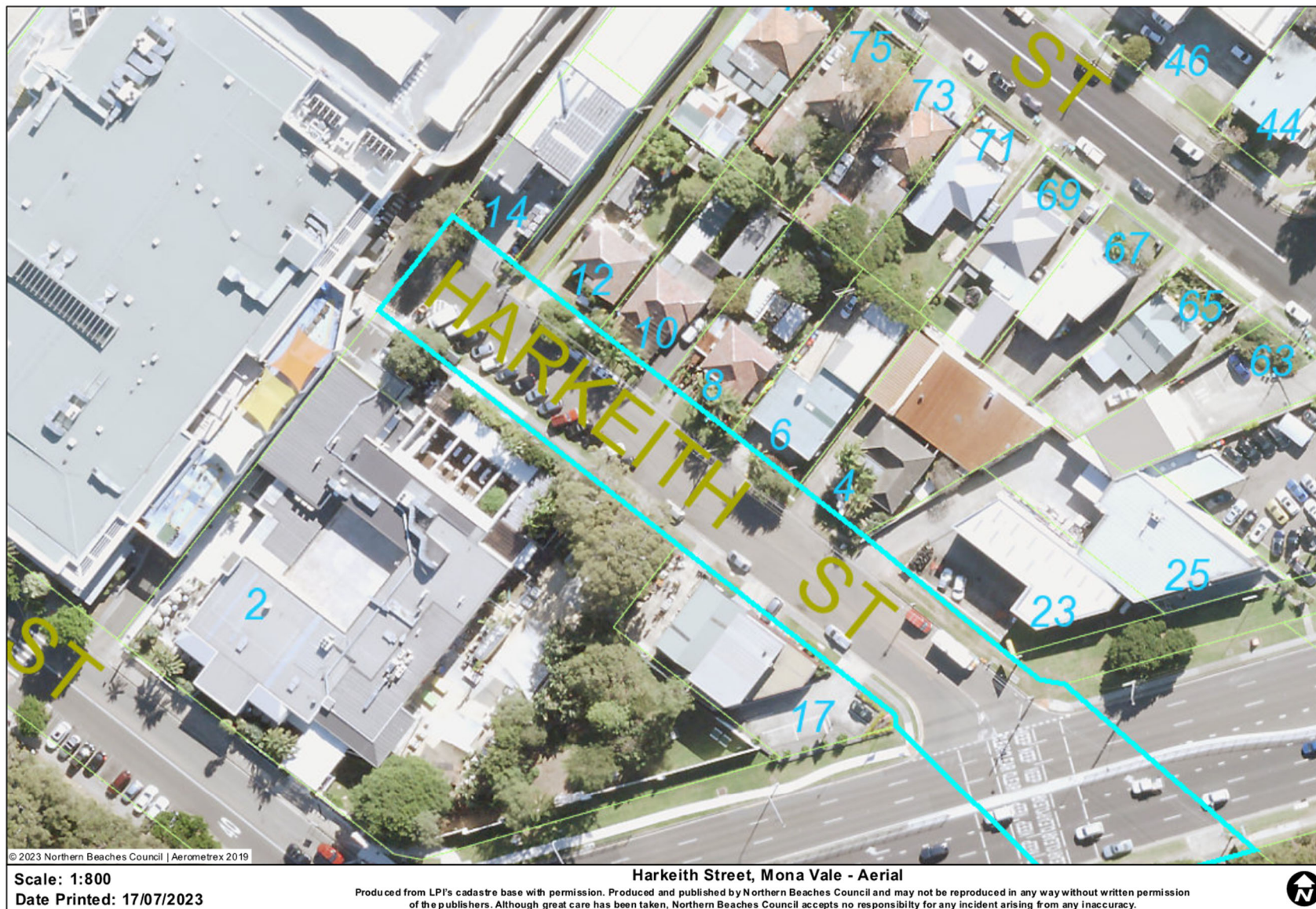
CONSULTATION

- Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes.
- A total of 4 submissions were received with all responses being supportive of the change.
- Noting one response enquired about a parking exception permit for residents. Council does not offer any exemptions or provisions for resident parking permits to facilitate parking. Resident Parking Permits are schemes that can only be approved by Transport for NSW (TfNSW) if they satisfy the necessary guidelines and eligibility criteria. Resident parking schemes are generally proposed in areas where properties have no driveways or off-street parking.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of '4P 8:30AM-6:00PM MONDAY TO FRIDAY' Timed Parking restrictions along both kerb sides of Harkeith Street, Mona Vale.





ITEM 4.7	MYOORA ROAD TERREY HILLS - PARKING MODIFICATIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/444263
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.700614, 151.212474 to -33.681857, 151.226199

REPORT

BACKGROUND

Council has received ongoing concerns from the community regarding parking issues and potential safety issues associated with two-way traffic along Myoora Road, Terrey Hills.

LOCATION

- Myoora Road Terrey Hills is a local road which varies in width along its length from approximately 11 metres and narrows to 9 metres at various locations.
- It runs north-east to south-west, parallel to Mona Vale Road and caters for moderate volumes of traffic with a posted speed limit of 50km/hr.
- Myoora Road has primarily unrestricted parking on both sides of the road with some sections where restricted parking has been approved and subsequently installed.
- Land use has changed over the years from predominantly farmland to a mixture of business and residential use, with the introduction of a Golf Range, Bus Depot, Swim School, a few Private Schools which include The German International School and Forestville Montessori school and a new Private Hospital. Other developments have also been approved for construction along Myoora Road which will put further pressure on the Road Network and the demand for on-street parking along Myoora Road.
- It is a regular Bus Route for the following buses 196, 197, 260, 270, 271, 278, 282, 283, 284, L70 including school buses 103, 109, 110, 112, 116, 139, 140, 143, 165, 196S1, 196S4, 196S6, 205, 219, 227, 243, 247, 248, 250, 253, 265, 275, 288 and a major event Bus Route for the 1B to Sydney Olympic Park and Warriewood.
- Multiple hourly bus stops 8am – 6pm each day including weekends exist along its length.

ISSUES

- It is currently difficult for buses attempting to pass each other when vehicles are parked on both sides of the road. Traffic congestion is generated as motorists wait for the buses to safely pass.
- Most properties along Myoora Road, between Mona Vale Road and Cooyong Road are considerable in size, with dual frontages which extend to Mona Vale Road. Many of the vehicles exiting these properties with the intention to travel south do so via Myoora Road, due to the restrictions on the direction of travel on Mona Vale Road.

- Development on properties including the new Private Hospital has intensified the problems associated with congestion, access and visibility, as construction workers park their vehicles on both sides of Myoora Road as they compete for on-street parking.
- Council has on a number of occasions, attempted to improve visibility along this road with the introduction of parking restrictions. However, signs have been repeated, illegally removed without Council authorisation.

PROPOSAL

Council has undertaken a review of the location and issues and proposes parking and linemarking modifications along the full length of Myoora Road Terrey Hills between Mona Vale Road and Booralie Road to address the issues and the problems presented when buses try and pass each other when vehicles are parked on both sides of the road.

The proposal focuses on reducing potential risks associated with two-way traffic, noting high use of the street by buses in both directions, whilst maintaining parking on-street where appropriate.

The proposal includes the following changes:

- Formalisation of Bus Stops to Bus Zones.
- Removal of parking from one side of the street and Edge Lines to define parking areas.
- Extension and adjustment of the double barrier centre lines around bus zones and proposed parking areas, in order to increase the lane width.
- Installation of timed parking restrictions 4P 8.00am – 6.00pm Everyday at various locations.
- Installation of timed parking restrictions 8P 8.00am – 6.00pm Everyday at various locations.
- Installation of timed parking restrictions 8P 8.00am – 6.00pm Monday to Friday between Cooyong Road and Booralie Road.
- Installation of timed parking restrictions 15minP 8.00am – 9.30am and 2.30pm – 4.00pm school days within close proximity to the schools on Myoora Road.
- Installation of timed parking restrictions 2P 8.00am – 6.00pm Everyday at the frontage of Terrey Hills Swim School.
- Relocation of the existing No Parking restriction to the 'Entry Only' of the swim school.
- No stopping yellow kerb lines at the intersections with Aumuna Road, Tepko Road and Bindook Crescent to improve safety and visibility and to reinforce the NSW Statutory No Stopping road rule.
- Upgrade the existing Children's Crossing at the frontage of The German International School to a marked pedestrian crossing.
- Installation of No Parking restrictions on both sides of the road around the bend at No.13-15 and No.24 -26 Myoora Road.

The proposal has been developed to address the issues and the problem presented when buses try and pass each other when vehicles are parked on both sides of the road. These changes should see a significant improvement to the current situation.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Myoora Road, Terrey Hills, forms part of the existing Bicycle Road Network and the Future Safe Cycling Network. The proposal will improve the impact on people cycling, as it should improve visibility, traffic flow and safety. The proposal does not affect any future planned facilities.
- The proposal of upgrading the existing Children's Crossing at the frontage of The German International School to a marked Pedestrian Crossing and repainting the existing Pedestrian Crossing near the intersection with Cooyong Road, will improve pedestrian facilities and will improve the safety of walking paths.

CONSULTATION

Consultation letters have been distributed to 162 properties within the immediate vicinity of the location, providing notification of the proposed changes.

Concerns were investigated and modifications have been made where possible. This includes modification to the originally proposed 8P 8.00am – 6.00pm Everyday timed restrictions to 8P 8.00am – 6.00pm Monday to Friday between Cooyong Road and Booralie Road, to meet the demand for on-street parking on the weekends in the highly residential areas.

Twenty six (26) residents supported the proposal, as they believed it would increase safety for pedestrians and reduce parking related congestion. However, several of them voiced the need for enforcement of caravans, trailers and cars parking illegally and for extended periods of time, some of which had their number plates purposely removed.

Some of the non-support responses Council received were responses of conditional or partial support, as they did not object to the proposal of removing parking from one side of the road. However, they did believe that linemarking on its own merit would not solve all the traffic issues they are experiencing on Myoora Road and are requesting further traffic calming.

It is evident from some of the comments in the non-support responses, that they did not fully understand the proposed changes and were in fact, requesting what was already proposed or needed further clarification.

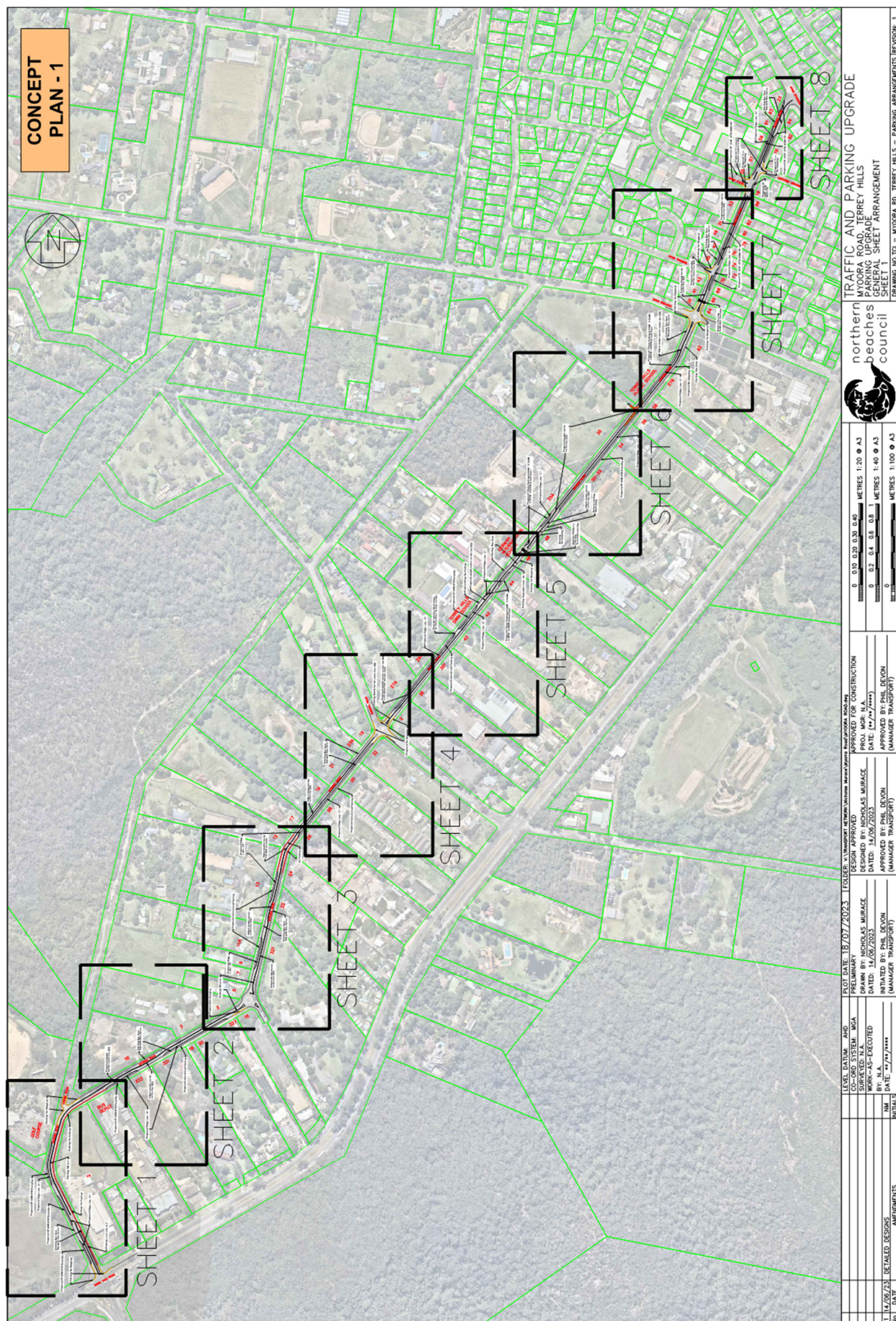
The responses are noted in Attachment 2 – Table of Consultation.

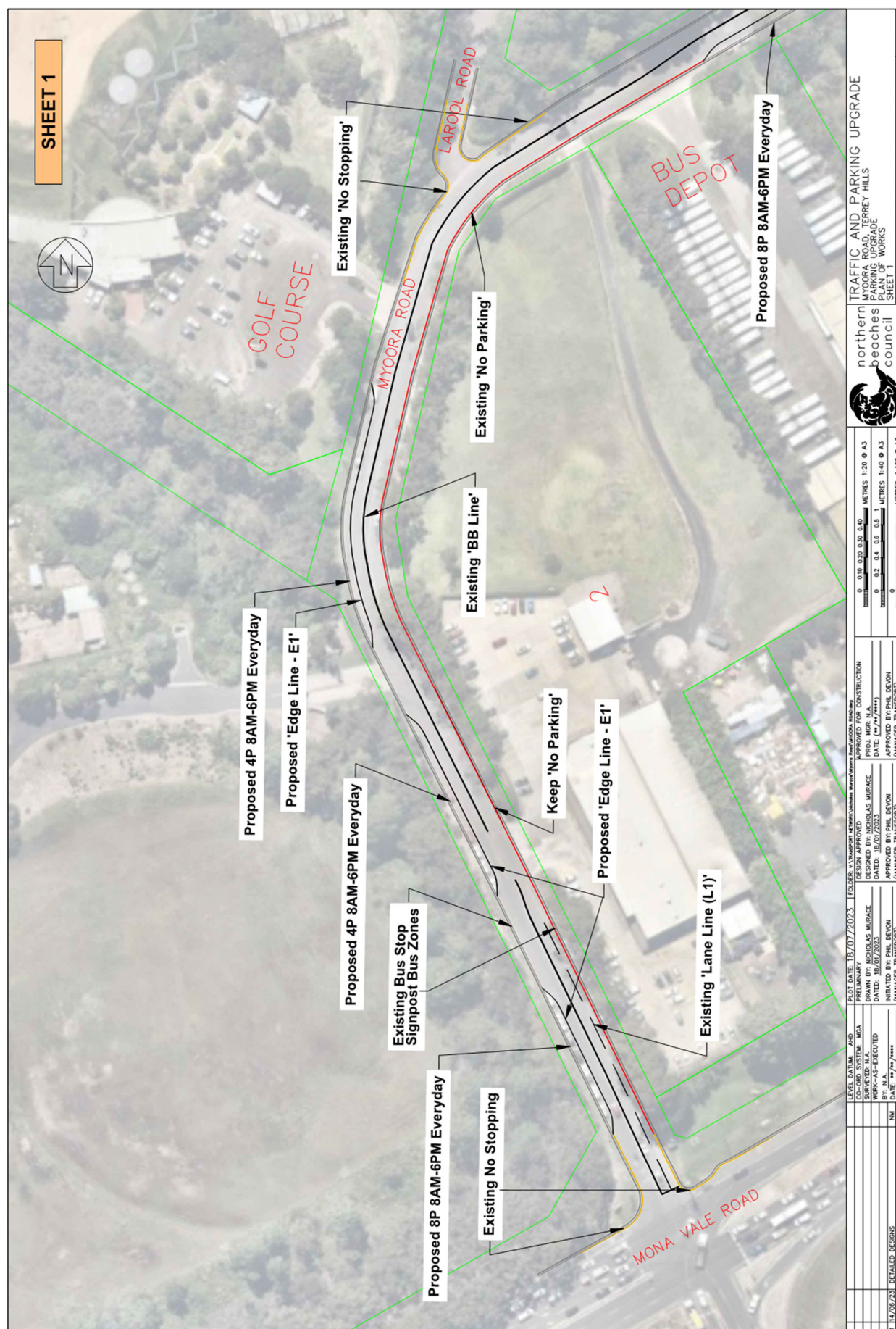
RECOMMENDATION TO TRAFFIC COMMITTEE

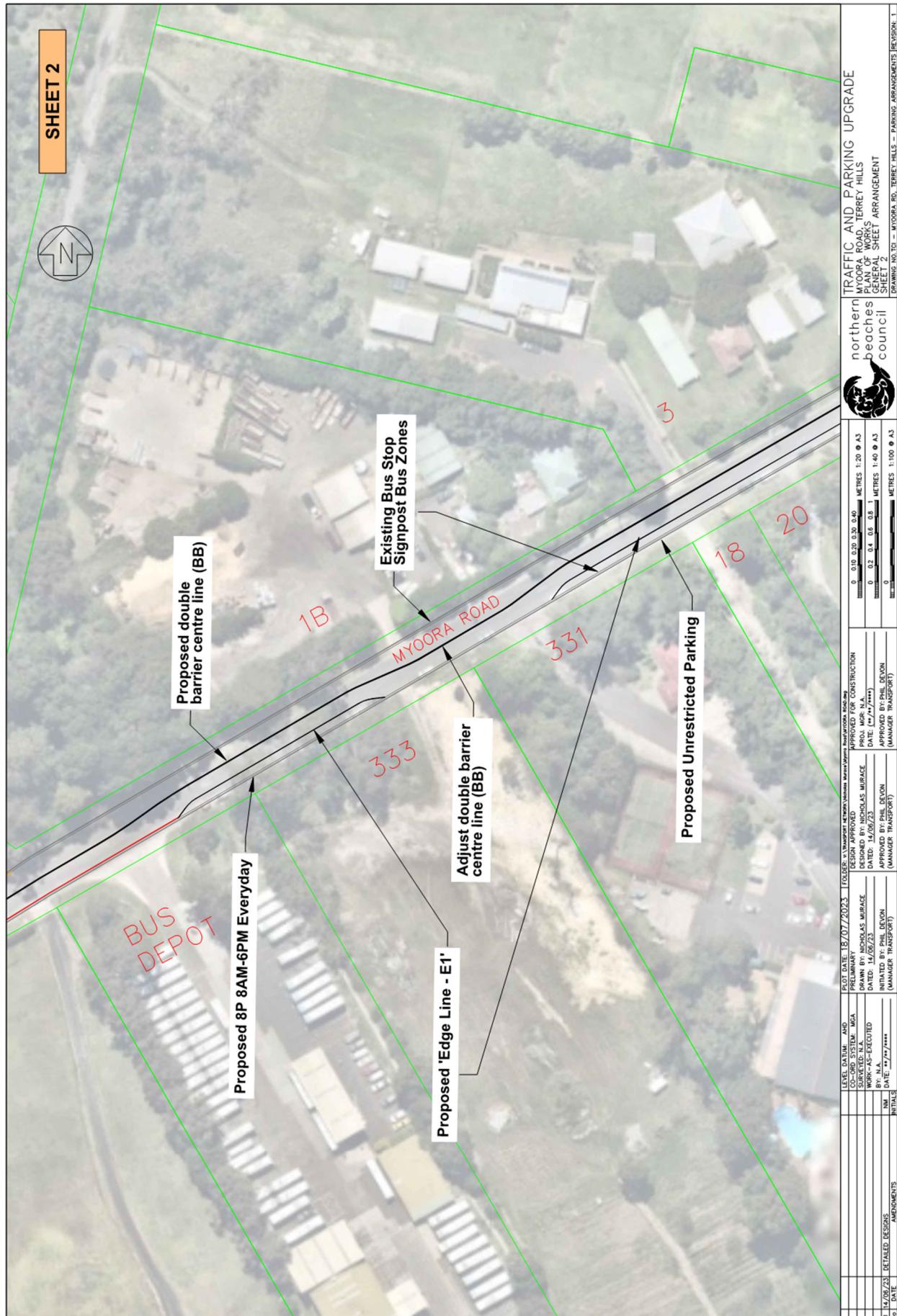
That the Traffic Committee supports the:

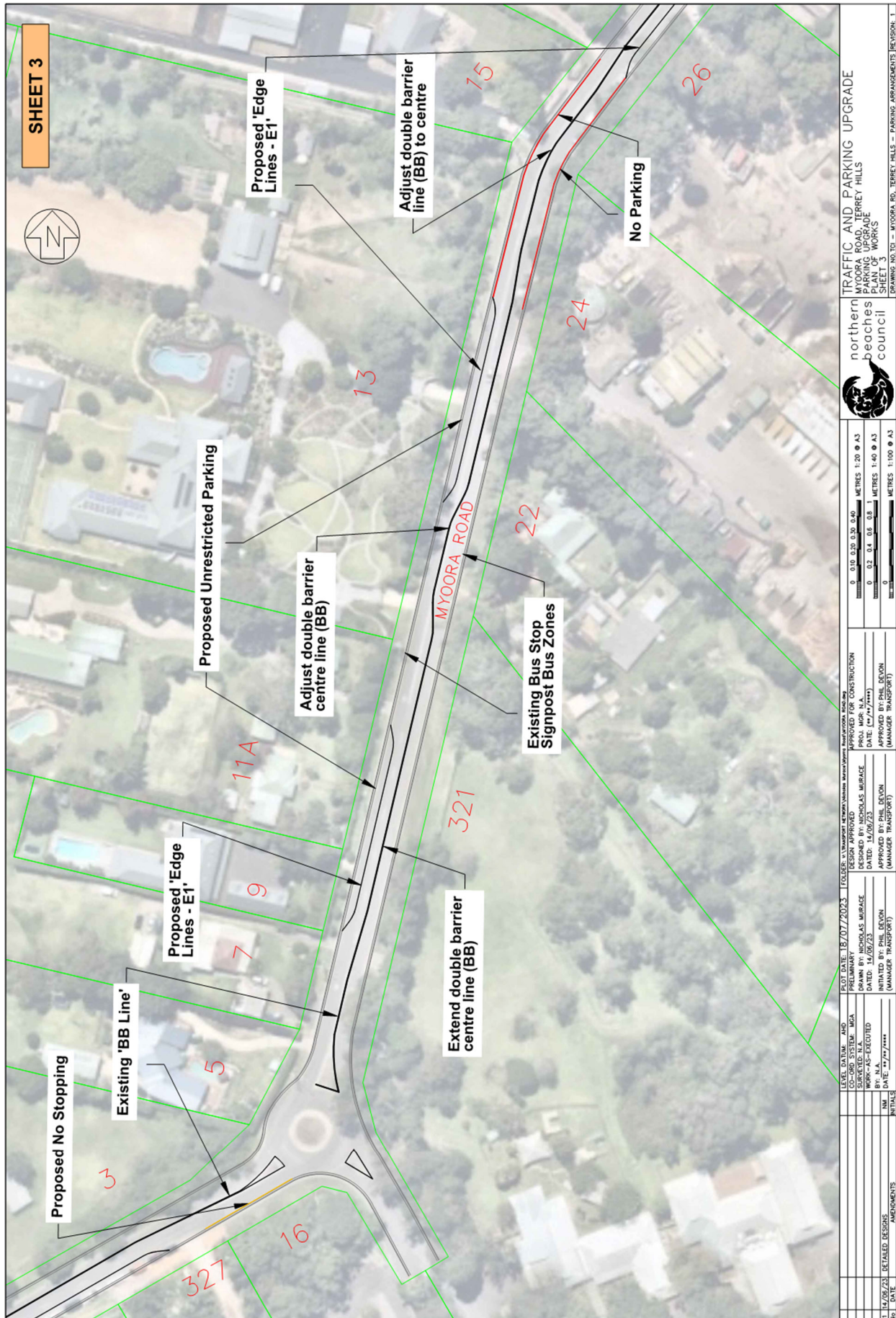
- A. Formalisation of Bus Stops to Bus Zones.
- B. Removal of parking from one side of the street and Edge Lines to define parking areas.
- C. Extension and adjustment of the double barrier centre lines around Bus Zones and proposed parking areas in order to increase the lane width.
- D. Installation of timed parking restrictions 4P 8.00am – 6.00pm Everyday at various locations.
- E. Installation of timed parking restrictions 8P 8.00am – 6.00pm Everyday at various locations.

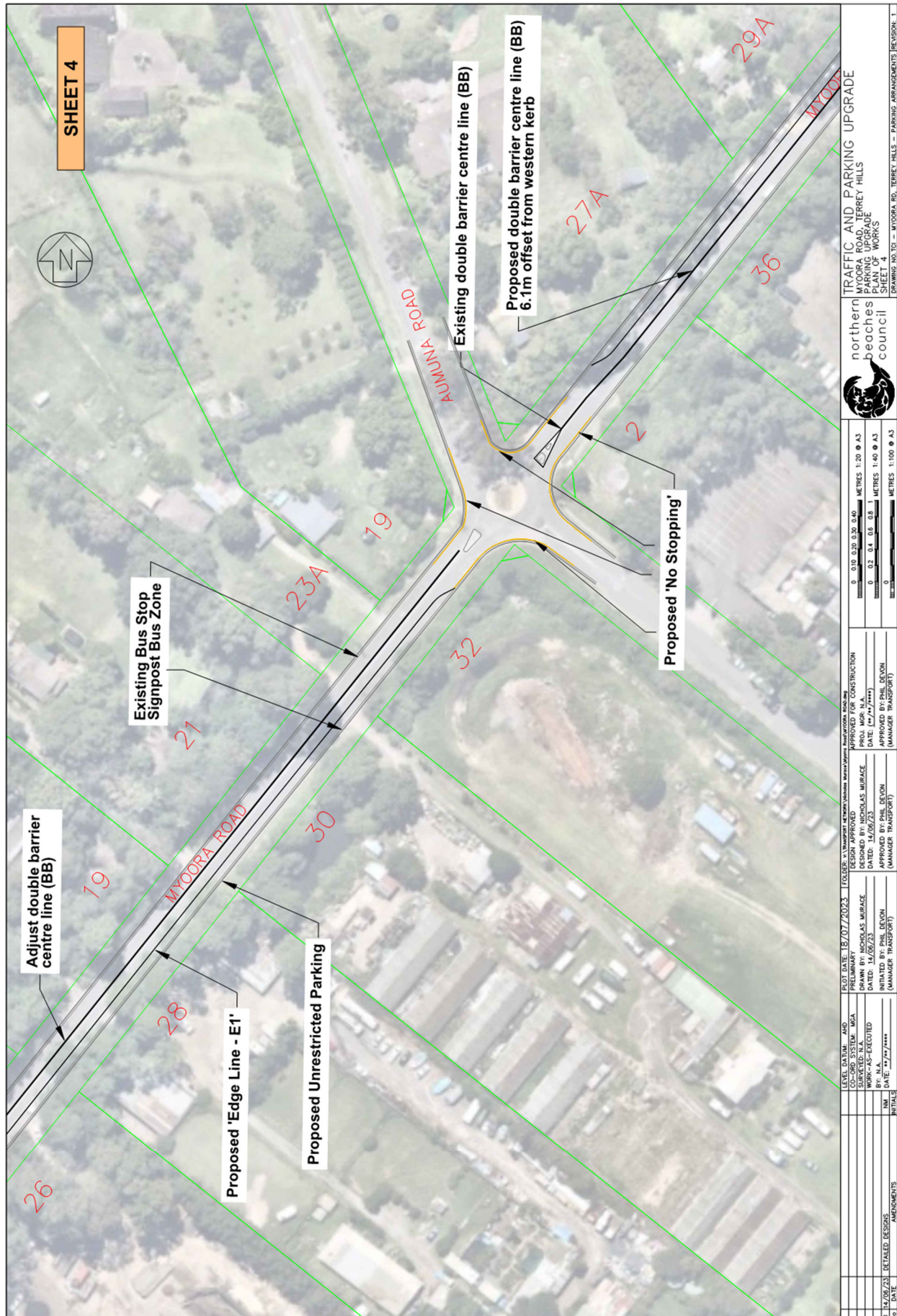
- F. Installation of timed parking restrictions 8P 8.00am – 6.00pm Monday to Friday between Cooyong Road and Booralie Road.
- G. Installation of timed parking restrictions 15minP 8.00am – 9.30am and 2.30pm – 4.00pm school days within close proximity to the schools on Myoora Road.
- H. Installation of timed parking restrictions 2P 8.00am – 6.00pm Everyday at the frontage of Terrey Hills Swim School.
- I. Relocation of the existing No Parking restriction to the 'Entry Only' of the swim school.
- J. Installation of No stopping yellow kerb lines at the intersections with Aumuna Road, Tepko Road and Bindook Crescent to improve safety and visibility and to reinforce the NSW Statutory No Stopping road rule.
- K. Upgrading of the existing Children's Crossing at the frontage of The German International School to a marked pedestrian crossing.
- L. Installation of No Parking restrictions on both sides of the road around the bend at No.13-15 and No.24-26 Myoora Road.

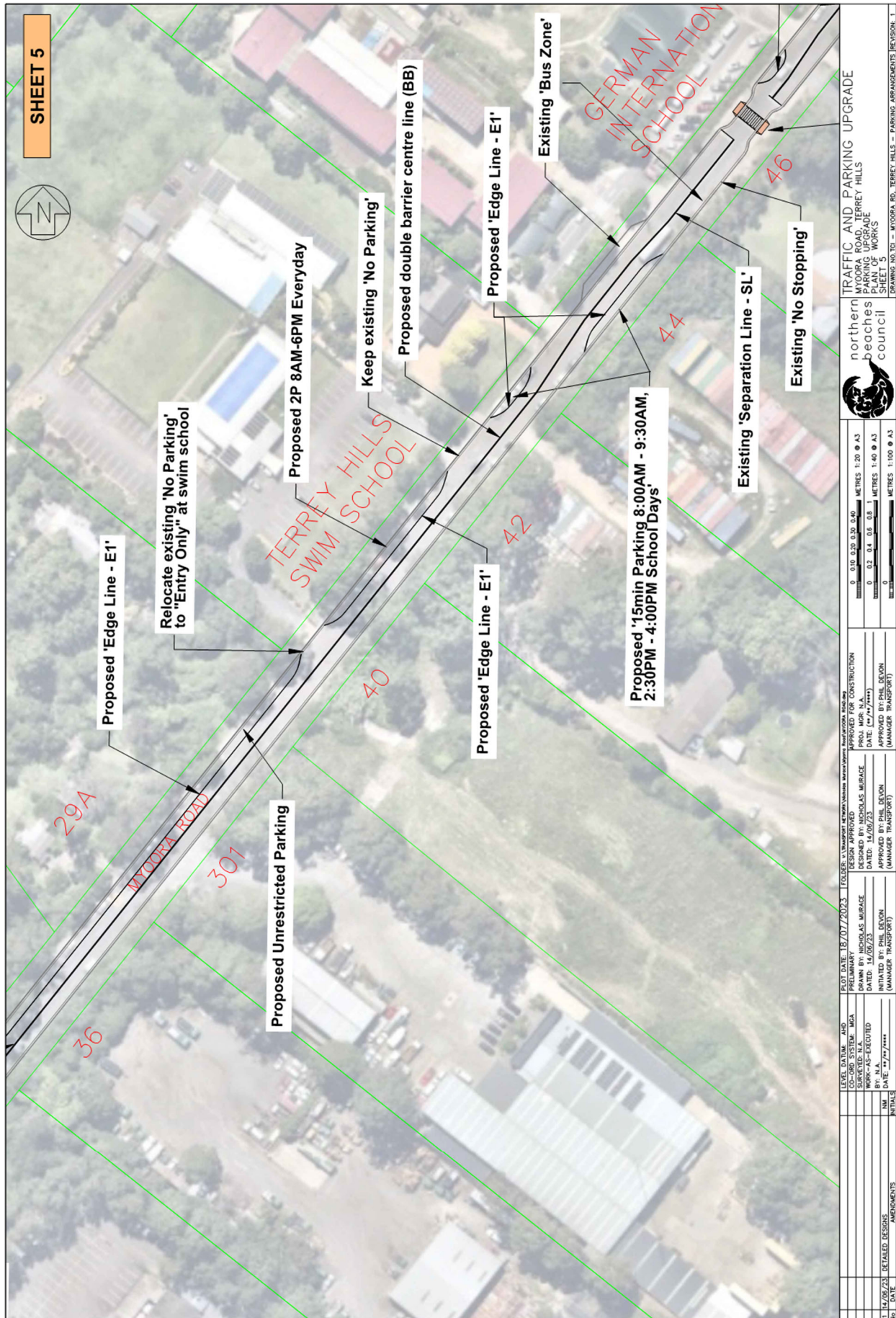


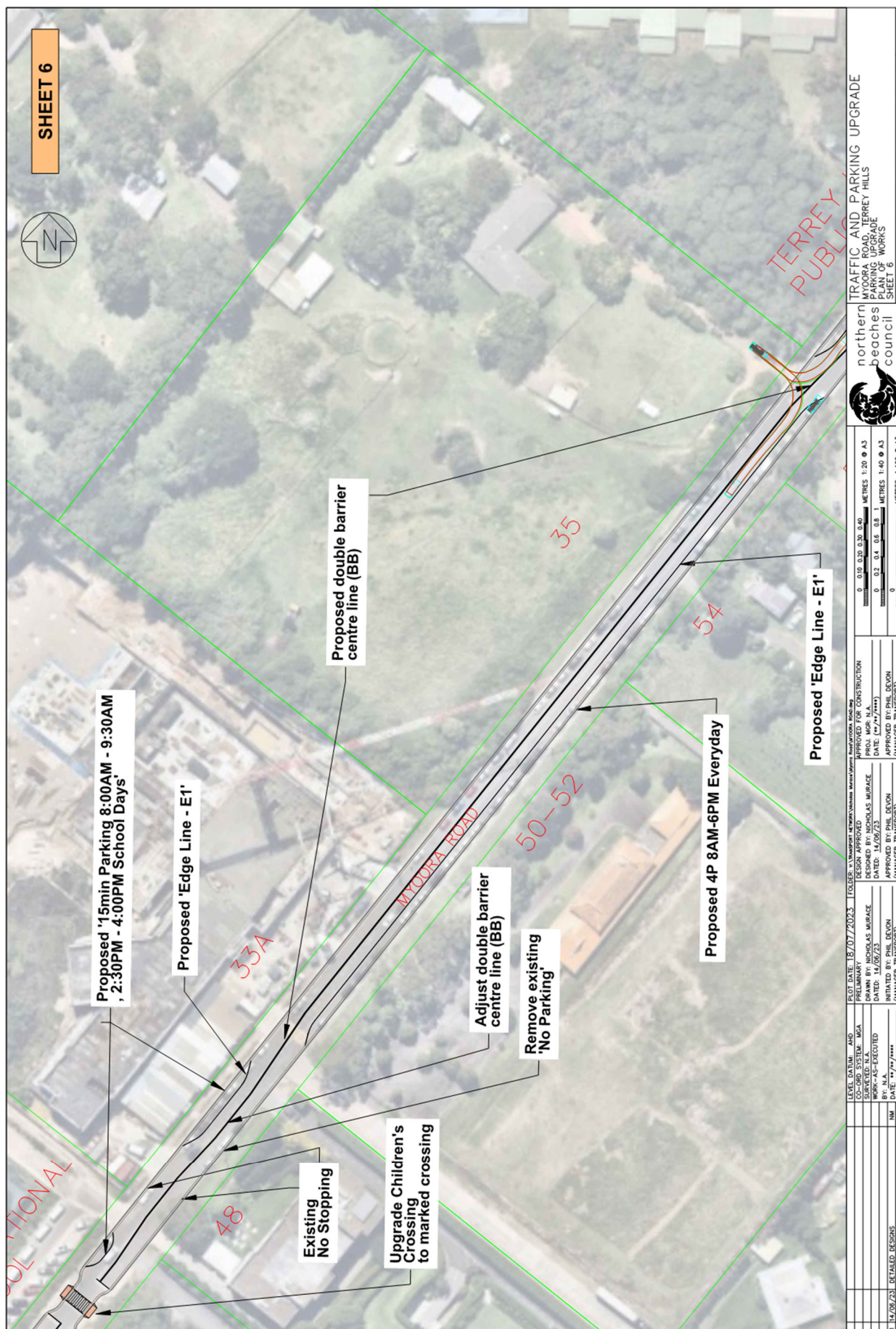














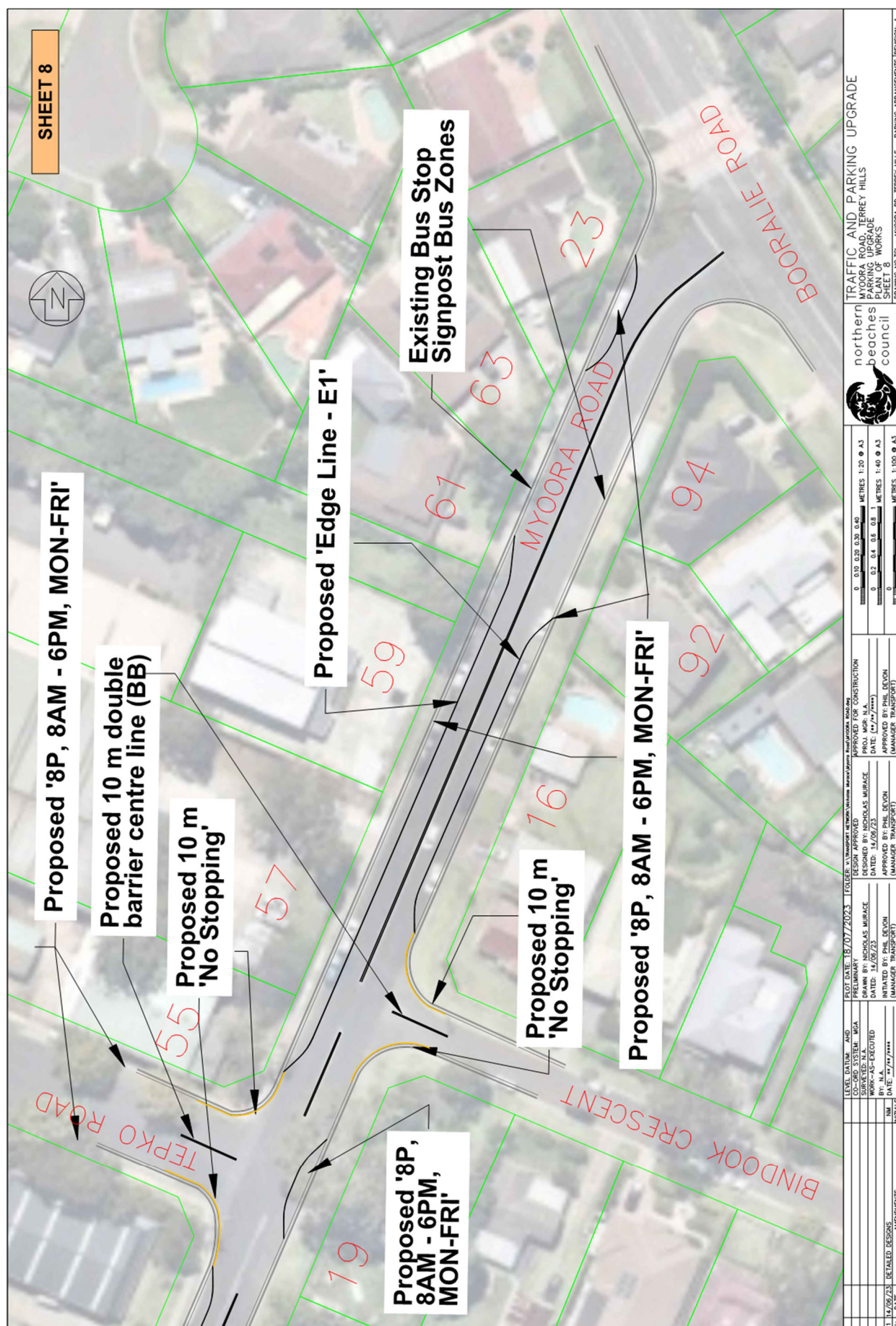


Table of Consultation

Address	Myoora Road Terrey Hills
Proposal	Parking modifications and upgrade

Properties Consulted	162
Responses Received	39
Support	26
Conditional Support	8
Do Not Support	5

Requests additions or modifications to the proposal

Issue	Resident Comment	Council Response
Access issues due to cars parked on both sides of the road between Tepko Road and Booralie Road	A resident requests further parking be removed to improve access for buses. They suggested that there also needs to be parking only on one side of the road between Tepko Road and Booralie Road.	Council did investigate this issue, however decided not to remove parking on either side of Myoora Road between Tepko Road and Booralie Road to slow down vehicles coming up to the intersection with Booralie Road. There is also a demand for parking at this location. Council does not support the removal of valueable onstreet parking unless necessary to improve safety. Council intends to review the situation and issues after a trial period following the installation of the proposed changes.
Visibility	A few residents are concerned about the proximity of the proposed parking to their driveways and the visibility issues they may create if vehicles park too close to their driveways.	The edgelines on the Concept Plans are indicative only - they will be adjusted following a detailed survey which include the precise location of driveways.
Speed	Residents are concerned with the speed of buses and vehicles when exiting their properties	Moving violations are under the jurisdiction of NSW police. Residents are encouraged to report all incidences of speed to the the Police. Council
Traffic Congestion	A resident requests that Council investigate further options to minimise traffic congestion on Myoora Road.	Council will continue to monitor the issues related to congestion on Myoora Road and will investigate options to further minimise traffic congestion on Myoora Road.
Speed humps and Raised Pedestrian Crossing	A resident requested Council install speed humps and raise the existing Pedestrian Crossings to slow to speeding vehicles and improve safety.	The objective of the current proposal is to address the issues created as buses try and pass each other when vehicles are parked on both sides of the road. Council will monitor the residents concerns related safety and speed and will investigate the feasibility of traffic calming solutions.
Traffic Lights	A resident requested Traffic lights at the Terrey Hills Tavern exit to aide better entry and exit during school terms and also Tavern patrons. They also suggested a left turn at the signals from Mona Vale Road into Myoora Road.	Traffic Lights and the phasing of the signals are under the control of Transport for NSW. Council will raise this request to TfNSW on behalf of the resident.
Widen the road	A resident suggested that the best solution would be to widen the road.	Council does not currently support the widening of the road due to the location of the existing property boundaries and the lack of funding required to meet the elevated costs associated with the request.

15minP, 4P and 8P should be unrestricted	Residents that have to commute to the City via bus rely on these areas for parking on work days. Timed parking is not required. The current parking problem is due to construction at the new hospital. Timed parking just pushes cars to park into the narrower side streets.	Council has proposed the timed 15minP 4P and 8P parking restriction 8am to 6pm based on the demand for parking created by the nearby land use. A motorist can park longer than the signposted 4 or 8 hours outside of these times.
Remove time parking restriction on weekends	A resident requested that Council consider modify the proposed 8P from Everyday to Monday - Friday. They feel that the 8P restriction is not necessary on weekends as the number of buses using Myoora Road is significantly reduced on weekends and will only be a hassle for residents.	Council has investigated the residents concerns and the demand for parking on weekends and proposes to modify the 8P Everyday to 8P Monday to Friday between Booralie Road and Cooyong Road.
Extend 2P Parking	A resident requested that the 2P be extended from the swim school to No 29A Myoora Rd as vehicles are dumped there for months at a time .	It is an offence to leave a vehicle unattended for more than 28 days. Residents can report this incident to Councils' Rangers for enforcement.
Boats, trailers, caravans and cars parked for extended periods of time.	A number of residents have requested further restrictions including 24P signs, Cars Only signs or the change of unrestricted parking to 8P restrictions to stop boats, trailers, caravans and cars being left unattended for months outside their residence often obscuring visibility of oncoming traffic and taking up valuable on street parking.	24H parking restriction and 'Cars Only' restriction are not approved by TfNSW therefore cannot be legally enforced. It is however, an offence to leave a vehicle unattended for more than 28 days. This concern will be brought to the attention of Councils rangers. Residents are encouraged to report such incidents to Councils' Rangers for enforcement.
Long term solution required	A resident requests that Council investigate a long term solution to the increased traffic generated by schools and other activities.	The proposal is to address the current issues. Council is aware further issues will rise as a result of further development. Council will continue to monitor the situation and investigate the feasibility of further traffic calming.
No Stopping/Parking	A resident suggested to make one side of Myoora a no stopping or No parking only at the 'pinch points'. They suggested that no on-street parking be allowed in front of the swim school, German school, hospital and Miramare Gardens. They all have off street parking space and it should be maximised for their respective stakeholders.	Council is attempting to distribute parking fairly and where it is required by schools, businesses and residents. Council does not support the removal of valuable on-street parking unless deemed necessary to improve safety. Council does agree however that it is the responsibility of the individual businesses and residents to provide the necessary parking they require.
Additional 'No Parking'	Request for No parking signs to improve visibility when exiting driveways.	Council is attempting to remove the need for 'No Parking' signs by adjusting the double centreline to accommodate for one parking lane and two lanes for moving traffic. It will be clear to drivers that there is insufficient space for parking when the lines are painted.
Insufficient on-street parking	A resident believes that Northern Beaches Council has not adequately provided sufficient off-street parking for the increasing number of new businesses in the area	Myoora Road is a rural Road, which was not designed to carry large volumes of two way traffic in addition to two lanes on-street parking. Council advises that it is the responsibility of the individual businesses and residents to provide the necessary parking they require.
Reduction required to the number of buses and trucks using Myoora Road	A resident suggested that buses and trucks should be redirected to use Mona Vale Road. Access should be restricted to buses who provide access to the school and the hospital.	Public transport on Myoora Road plays a vital role in reducing traffic congestion. It is also provides people who do not have access to private motorised transport a way to access essential services, as well as employment, entertainment and social activities.

ITEM 4.8	ALBERT & OCEAN STREET, NARRABEEN - TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/444688
ATTACHMENTS	1 Albert & Ocean Street, Narrabeen - Plan 2 Albert & Ocean Street, Narrabeen - Table Of Consultation

GEOCODES: -33.715066, 151.299405

REPORT

BACKGROUND

Council has received concerns from local residents regarding has received a high volume of concerns from residents regarding the long-term parking of box and boat trailers and campervans in sections of unrestricted parking on the eastern and western sides of Ocean Street between Narrabeen Street and Albert Street, Narrabeen. Additional concerns include the eastern and southern side of Albert Street between Ocean Street and the cul-de sac, outside Furlough Park, Narrabeen.

LOCATION

- Ocean Street is a local road with a 50 km/h speed limit.
- Ocean Street is a two-lane road with a width of approximately 12m.
- The proposed section of Ocean Street, intersects Albert Street (North) and Narrabeen Street (South).
- Adjacent land use consists of Narrabeen SLSC which features a 12P Pay & Display Carpark, Furlough House Retirement Village, Furlough Reserve, Narrabeen Street 12P Pay & Display Carpark and Narrabeen Children's Centre.

ISSUES

- Unrestricted parking allows for the long-term parking of vehicles which includes advertising, box and boat trailers, campervans and caravans impacting on-street parking opportunities for residents and visitors of the Retirement Village and visitors to the beach and surrounding facilities.
- The line of sight for motorists exiting driveways is impacted by the height of boat trailers, campervans and caravans.
- Lack of enforcement of long-term parking of advertising, box and boat trailers, campervans and caravans.
- Dumped waste associated with trailers.

PROPOSAL

Council has undertaken a review of the location and proposes to install Four Hour (4P) parking restrictions in sections of unrestricted parking on the eastern and southern side of Albert Street between Ocean Street and the cul-de sac. Further restrictions on the eastern and western sides of Ocean Street between Narrabeen Street and Albert Street, Narrabeen.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 41 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of Four Hour (4P) parking restrictions in sections of unrestricted parking on the eastern and southern side of Albert Street between Ocean Street and the cul-de sac.
- B. Further Four Hour (4P) parking restrictions on the eastern and western sides of Ocean Street between Narrabeen Street and Albert Street, Narrabeen.

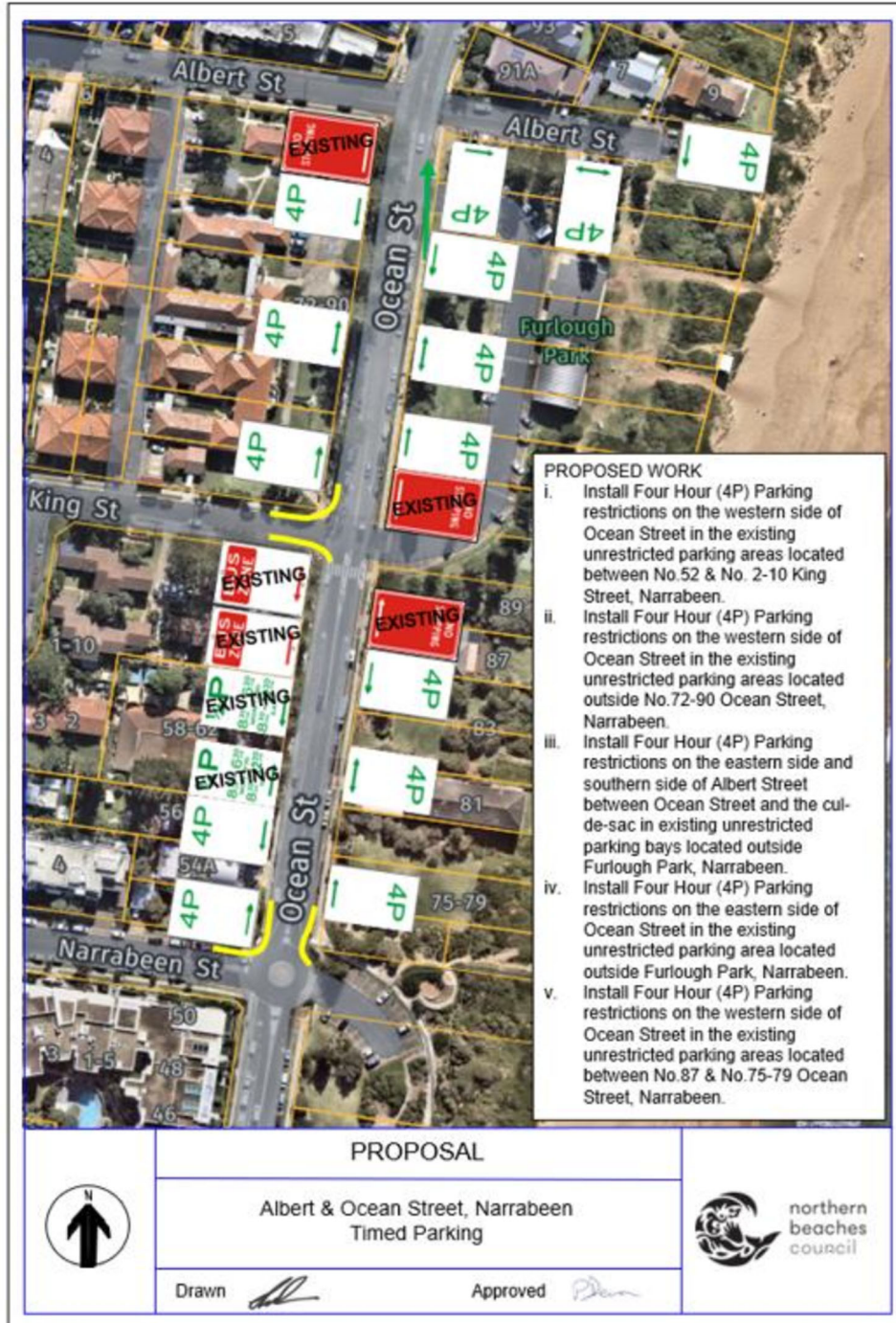


Table of Consultation

Address	Albert & Ocean Street, Narrabeen
Proposal	Timed Parking

Properties Consulted	46
Responses Received	23
Support	13
Do Not Support	10

Issue	Resident Comment	Council Response
Alternative & Concern	<p>I am writing concerning the boats, trailers and caravans parked on Ocean Street Narrabeen outside my home, Furlough House retirement village. I appreciate that Council is going to do something about this. I would like to suggest that you place signs up in Ocean Street stating " No Parking Motor Vehicles Excepted" it will work well for Furlough residents who need to park longer than four hours.</p> <p>The problem vehicles could move and park in King Street which it is too narrow for the extra vehicles that need to park there.</p> <p>We also request that these restrictions be adequately monitored, as this has not happened in the past.</p>	<p>The proposal aims to improve road safety concerns which include poor visibility, therefore, enhancing sightlines and improve parking turnover. Council will monitor King Street, Narrabeen.</p> <p>Traffic is waiting on Council Rangers to advise if they can investigate boat trailer or caravan vehicles, This includes (class A) motor vehicles e.g. caravans, boat trailers, and cars. Public Spaces (Unattended Property) Act 2021. If so, then the legislation indicates signs may not be required as a form of removal for the long-term parking of box and boat trailers, caravans and campervans.</p> <p>Council Rangers can investigate any illegal parking consistent with the NSW Road Rules.</p>
Affects Residents	<p>The issue will just move further down Ocean Street and other streets nearby where there are no restrictions. Please leave this alone as the people who will suffer are local residents who need to park in the street.</p> <p>If there is one off street car park and then you need the street for a second car like us. Moving the problem is not the answer. I would rather continue to deal with the boats, trailers and campervans than have 4P restrictions outside my home.</p>	<p>Repeated customer requests in the subject location suggest a pedestrian and road safety issue exists and timed parking would provide improved parking availability and remove the advertising, box and boat trailers, campervans and caravans.</p>
Affects Residents	<p>The issue is the four (4) hour parking limit it will affect local residents from parking in the street during the day or at night. If you wish to move trailers you should just make the parking twelve (12) hours from 7am to 7pm. This way they won't be able to leave trailers on a permanent basis.</p> <p>We have people parking in the street from the day-care as that is where they work. It's unfair to penalise residents whom need to park their vehicles for longer than four hours but less than twelve hours.</p>	<p>Ocean Street is a public road 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	The problem is many residents of Furlough House who don't have a parking space now have limited parking. I know we can park at the surf club, but, there are safety issues there including	Ocean Street would not meet the guidelines set by Transport for NSW in relation to a Resident Parking Scheme (RPS) based on the amount of off-street parking available for residents.
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ITEM 4.9	ROBERTSON ROAD, NORTH CURL CURL - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/448138
ATTACHMENTS	1 Robertson Road, North Curl Curl - Plan

GEOCODES: -33.764244, 151.299441

REPORT

BACKGROUND

Council has received concerns regarding obstructed access to driveways due to parking activity between the driveways serving No.27 & No.29 Robertson Road, North Curl Curl. The existing unrestricted parking impedes access to properties and impacts visibility of oncoming traffic. There are also impacts on road width, traffic flow, Waste Services and emergency vehicle access.

LOCATION

- This intersection of Robertson Road and Molong Street caters for two-way traffic from Robertson to a cul-de-sac, with a speed limit of 50km/h.
- The road carriageway is narrow, approximately 7.5m with a curvilinear and undulating alignment. Horizontal and vertical alignment changes rapidly.
- The Northern Beaches Council Local Traffic Committee approved a No Stopping Unbroken Yellow Kerb Line from the south-eastern side of the driveway at No.29 Robertson Road approximately 35m to the north-western side of the driveway at No.4a Molong Street, North Curl Curl. A further No Stopping Unbroken Yellow Kerb Line on the beginning on the southern side opposite No.4a Molong Street approximately 20m north to the south-western side of the driveway at No.56 Robertson Road, North Curl Curl as item 4.8 on 4 August 2020.
- Adjacent land uses consist of low and medium density housing along the eastern and western side of Robertson Road and the northern and southern side of Molong Street.
- A public footpath entry/exit is located adjacent to the bend on the southern side.

ISSUES

- Due to the topography of the street, parked cars, reducing road width and causing visibility issues.
- Vehicles often need to drive into oncoming traffic to manoeuvre around the parked vehicles.
- Illegal parking across driveways and on nature strips

PROPOSAL

Council has undertaken a review of the location and proposes to extend the existing No Stopping Unbroken Yellow Kerb Line by approximately 8.5m from the southern side of the driveway at No.27 Robertson Road to southern side of the driveway at No.29 Robertson Road, North Curl Curl.

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.

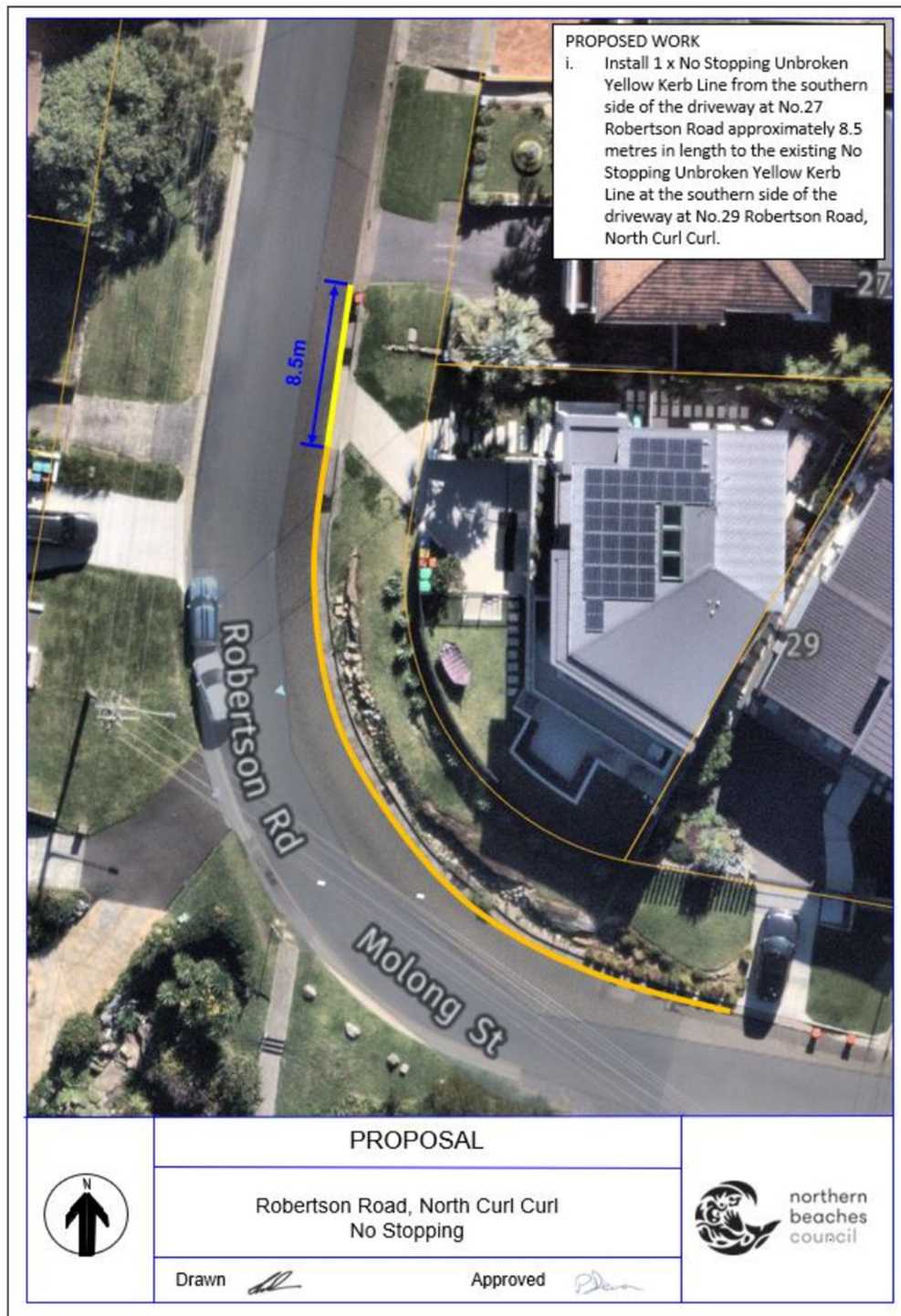
CONSULTATION

Consultation letters have been distributed to 19 properties within the immediate vicinity of the location providing notification of the proposed changes. All responses received were in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the existing No Stopping Unbroken Yellow Kerb Line by approximately 8.5m from the southern side of the driveway at No.27 Robertson Road to southern side of the driveway at No.29 Robertson Road, North Curl Curl.



5.0 MATTERS FOR NOTATION

ITEM 5.1	ONGOING ACTIONS UPDATE
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2023/449998
ATTACHMENTS	NIL

BACKGROUND

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

Actions still pending – to be discussed at the Local Traffic Committee meeting on 4 July 2023:

Meeting Date	Item Number	Brief Description of Action	Responsible Officer/ Authority	Latest Update
7.2.23	6.1	<p>TfNSW Temporary Delegation – for traffic management & pedestrian works. Peter Carruthers, TfNSW, to update the LTC on 4 July 2023.</p> <p>The new TfNSW CEO will delegate TfNSW staff to address speed humps, speeding etc. as Peter Carruthers advised these issues should still go through our Local Traffic Committee.</p> <p>Clr Jose Menano-Pires will meet with the new CEO to request he does not exercise the delegation, as no other Council (except City of Sydney) agrees to the new TfNSW delegations that we received earlier this year.</p> <p>Awaiting appointment of new NBC CEO before responding to the delegations.</p>	<p>TfNSW / Phil Devon</p> <p>Clr Jose Menano-Pires</p>	4/7/23 Pending
7.2.23	6.2	<p>Powderworks Road, North Narrabeen –awaiting feedback from Environmental Compliance re: parking request. Phil Devon to update the LTC on 1 August 2023.</p> <p>Snr Constable Adam Castleden advised he will be meeting with the resident next week to discuss this matter.</p> <p>Works pending re: island in Garden Street which will be undertaken in August 2023 together with the footpath works.</p>	<p>Env Compliance / Phil Devon</p>	4/7/23 Pending

Meeting Date	Item Number	Brief Description of Action	Responsible Officer/ Authority	Latest Update
7.2.23	6.4	4 Delmar Parade, Dee Why – DA – TfNSW will consider turning ban changes. Phil Devon to update the LTC on 4 July 2023. TfNSW progressing final design – ongoing.	TfNSW / Phil Devon	4/7/23 Pending
7.2.23	6.6	Hilmer Street, Frenchs Forest – stop lights – Peter Carruthers of TfNSW awaiting advice from network operations. Peter Carruthers to update the LTC on 4 July 2023. Included in TfNSW program of works – awaiting advice of delivery date – ongoing.	TfNSW / Phil Devon	4/7/23 Pending
7.2.23	6.7	Bantry Bay Road, Frenchs Forest – timed parking restrictions – Ranger Michael Davey will follow up this matter and update the LTC on 4 July 2023. The boat has been removed although a new caravan has now been parked there. The caravan has been issued an infringement.	Rangers / Phil Devon	4/7/23 Pending
7.2.23	6.8	Myoora Road, Terrey Hills – Phil Devon to investigate traffic congestion and update the LTC on 1 August 2023.	Phil Devon	4/7/23 Complete

2.5.23	6.1	Oxford Falls Road, Oxford Falls – pedestrian safety and parking issues for children attending Oxford Falls Grammar School. Concept design finalised for the Wakehurst Parkway/Dreadnaught Road intersection. A meeting has been held with the principal of the school. LTC be updated further on 1 August 2023 and is further discussed in General Business Item 6.1. This matter is on our Program to develop and address the speed and safety issues – ongoing.	Phil Devon	4/7/23 Pending
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Meeting Date	Item Number	Brief Description of Action	Responsible Officer/ Authority	Latest Update
2.5.23	6.2	<p>Seaforth Public School – roundabout. Need to slow the traffic down and school children require a safe crossing.</p> <p>Pedestrian management to be discussed and addressed in General Business by the Local Traffic Committee on 1 August 2023.</p> <p>Phil Corbett requested an urgent solution to this matter.</p> <p>Phil Devon is looking at improving safety around the roundabout and will update the Committee with the TfNSW recommendations on 1 August 2023.</p> <p>TfNSW is reviewing feasibility of options. Ongoing.</p>	TfNSW/ Phil Devon	4/7/23 Pending
2.5.23	6.4	<p>Addison Road, Manly – zebra crossing – Phil Devon is seeking funding through TfNSW for a proposal for a crossing.</p> <p>To be discussed and addressed in General Business by the Local Traffic Committee on 1 August 2023.</p> <p>The designs are 70% complete and consultation will follow.</p> <p>It is currently unfunded</p>	TfNSW/ Phil Devon/	4/7/23 Pending
2.5.23	6.6	<p>Pittwater Road, North Manly – request for pedestrian crossings – TfNSW to review the concept design submitted by Council for a pedestrian refuge.</p> <p>TfNSW to chase up design review from design team and update next LTC on 1 August 2023.</p> <p>This matter is with TfNSW as it is a State Road.</p> <p>Phil Corbett is concerned that this matter has been outstanding for a while and suggested James Griffin MP send a letter to TfNSW.</p> <p>Ongoing</p>	TfNSW/ Phil Devon/ Craig Sawyer	6/6/23 Pending
2.5.23	6.10	<p>Grace Avenue, Frenchs Forest – Phil Devon advised that the sign has arrived and will be installed within the next 10 days.</p> <p>The Police are happy to enforce this after installation.</p>	Phil Devon	6/6/23 Pending

Meeting Date	Item Number	Brief Description of Action	Responsible Officer/ Authority	Latest Update
6.6.23	6.2	Pacific Parade, Manly – 15-minute timed restricted parking zone. It was approved to replace the 30-minute timed parking restriction with a 15-minute timed parking restricted, without a resident exemption. Works Instruction has been issued, should be in place by end of the month.	Phil Devon/ Luke Nickson	4/7/23 Pending

4.7.23	6.1	Oxford Falls Road, Oxford Falls – pedestrian safety and parking activity in Dreadnaught Road & Oxford Falls Road near Oxford falls Grammar School. To be discussed on 1 August or September 2023 LTC Meeting. Survey completed – awaiting design development. Ongoing.	Craig Sawyer/ Phil Devon/ Jackline Shahho	4/7/23 Pending
4.7.23	6.2	Morgan Road, Belrose – bridge works Review traffic data before and after bridge works.	Craig Sawyer/Phil Devon	4/7/23 Pending
4.7.23	6.3	Forest Way, Belrose – new pedestrian overbridge Phil Devon to discuss with TfNSW and request regular updates to report to the monthly LTC meetings.	Phil Devon	4/7/23 Pending
4.7.23	6.4	McIntosh Road, Dee Why – large trucks using the road. Council Rangers to address this TMP breach that the Police have raised and report back to LTC on 1 August 2023.	Rangers	4/7/23 Pending

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Local Traffic Committee notes the updated Actions Table.

ITEM 5.2 **REQUEST FOR WORKS ZONE**
REPORTING OFFICER **TRAFFIC OFFICER**
TRIM FILE REF **2023/446713**
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
Gledhill Constructions Pty Ltd	50 Lawrence Street FRESHWATER NSW 2096	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	31 July 2023 to 18 February 2024
Bramble Holdings Pty Ltd	6 Gladys Avenue FRENCHS FOREST NSW 2086	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	11 July 2023 to 30 October 2023
Bluestone Homes Pty Ltd	28 Pavilion Street QUEENSCLIFF NSW 2096	Length: 9 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	17 July 2023 to 22 September 2023
Liberty Building Contractors Pty Ltd	181 Sydney Road FAIRLIGHT NSW 2094	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	13 June 2023 to 14 August 2023
Clarendon Homes Pty Ltd	37 Lewis Street DEE WHY NSW 2099	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	7 June 2023 to 23 April 2024

RECOMMENDATION TO TRAFFIC COMMITTEE

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